
rupanews



Journal of the Retired United Pilots Association



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President's Letter

Hello all. I hope you've all avoided harm in the latest of the numerous natural disasters that seem to be hitting many areas of the country. I'm sorry to have to write, or even think, about this each month.

On a much more pleasant subject, I hear that the response to our RUPA Reunion next October is taking off. I must admit, I haven't made my reservations yet, not because I have reservations (I know, terrible pun), but because we're not yet sure whether my wife can make it. If not, I'll still be there, and I'm really looking forward to it. You can always go to RUPA.org, look at the left column and click on the seventh tab down, "2019 REUNION" and get the info and forms right there to make your reservations. There are many of you whom I've spoken with or exchanged emails with who I've never met, and I hope to see you there.

I recently received an enote from an old friend who asked if I knew much about the TSA's Global Entry, Pre-Check and other programs. I do know about those two, since I used Global Entry when I was still flying, and I was able to bypass the US Immigration lines by using automated kiosks when I returned from international flights. Once I retired, I got the TSA Pre-Check for me and my wife, enabling us to bypass long lines waiting for security screening. But I didn't know where to find the information I had used and is needed to go about getting them. So, I contacted our trusty pass travel guru, Captain Pat Palazzolo, who held the same position for the UAL MEC. He informed me that he had written an article on this subject and suggested we get it posted on the RUPA.org website. Our webmaster, Captain Jon Rowbottom, will post what Pat forwards to him, so all of you can reference it any time you want or need to.

Welcome to our newest members:

Capt Rick Shay (DEN) Lakewood, CO Capt JR Reuther (IAH) Hilton Head Island, SC

Capt DeLloyd Jacobson (?) Vacaville, CA Capt Eric Andres (EWR) Pickerington, OH

Capt Bob Martin (EWR) Parrish, FL Capt Bruce Feinstein (DEN) Denver, CO

Capt Craig Johnston (EWR) Annandale, NJ Capt Mike Jocz (DCA) Clifton, VA

Capt Hutch Hutchinson (SFO) Lone Tree, CO Capt Janet Rollings (EWR) Jupiter, FL

Capt Mike Clements (HNL) Cave Creek, AZ Capt Cindy Berkely (ORD) Elgin, IL

That's all folks!

Bob

How to pay your RUPA dues

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

Or send your check to:

RUPA
PO Box 757
Stowe, VT 05672-0757

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

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

rupasectr@rupa.org

Vice President's Letter

I have never seen a period of time in the commercial aviation industry where so much attention has been focused on the aircraft accidents that occurred with Lion Air and Ethiopian Airlines. There has been a barrage of television and radio coverage on these events on a daily basis. Much of the coverage has concerned the MCAS system that was installed on the Boeing 737 Max 800 aircraft. MCAS, of course, was installed by Boeing to counteract the nose up in certain situations and push the nose down. A central concern in the Lion Air disaster is that the system may have malfunctioned, based on faulty sensor readings. After the crash, it was clear that the pilots had not been fully informed about the new software. After Thanksgiving, the pilot unions from Southwest and American met separately with Boeing officials. The unions wanted answers. According to American union pilot officials, Boeing hadn't mentioned the new software because they didn't want to "inundate" them with information. As of tonight's national news broadcast, American will not be flying the 737 Max until, at least, May. Well, this has brought the FAA into the mix because they certified these aircraft safe to fly. When United was set to take delivery on the 737 Max in 2017, a group of pilots put together training materials without ever flying the aircraft or flying a full simulator. In addition to a two-hour iPad training course from Boeing, United pilots created a 13-page hand book on the differences between the Max and its predecessor. It is my understanding that the fix will include an indication of what the AOA vanes are indicating and a difference light on the ADI if there is any discrepancy between the AOA's. It is my prediction that Boeing, along with the FAA's concurrence, will have a software fix in the near future. I was interviewed by CNN Live on a local TV station about my opinion of these accidents and the grounding of the 737 Max aircraft. Needless to say, I told them I have full confidence in Boeing and the FAA.

It is amazing how low-cost carriers can some time survive with their low air fares. Well, it did not happen with WOW Airlines from Iceland. They brought on the public with their extremely low-cost flight charges and expected great results. It did not happen. Airlines cannot be solvent and pay their personnel and pay their "bills" unless the funds are sufficient to cover their costs. It is a fact of life.

In the early days of commercial aviation, a cancer diagnosis had dire implications for airline pilots. Today, many cancers are curable and, with proper care, more and more pilots whose cancers are in remission are finding their way back to the cockpit. This is great news for our fellow aviation pilots.

I would like to mention a few RUPA reminders. The RUPA cruise is scheduled for July 7 for 12 days and/or July 19 for 10 days on Holland America Line on the Koningsdam. This will be a fantastic experience for anyone who decides to join us. There should be time to enjoy this most enjoyable cruise. Please contact Jerry Poulin, the cruise travel agent, if you are interested. The details will be included in this edition of the *RUPANEWS*.

Also, we will be having the most fabulous reunion and is designated as the "RUPA Reunion." I am sure you have heard me mention this before, but the reunion will occur in Dayton, Ohio on Oct 1 thru Oct 4, 2019. Former RUPA President, two terms, and I are organizing this event. It will be a blast with much camaraderie and laughter. Do not pass up this event as the next RUPA Reunion is not scheduled yet. It was due to Bob Engelman's guidance that we have scheduled this event. So, if the President of RUPA says this is a "go item", you must join us all.

Lastly, I cannot emphasize the importance of finding a replacement for our esteemed RUPA editor. Cleve Spring has done a wonderful job with his monthly *RUPANEWS* magazine that he produces. I am thinking about offering him an "editor's choice" award for what he has done. He is the best and will be hard to replace but, I know, we will find the right replacement. Again, did I mention we are offering \$1,000 per month for the right person to replace Cleve?

My best to you all during this upcoming Spring time. Keep that chin up and always keep laughter in your life. Still Flying High, *John Gorczyca*

Have you ever visited our RUPA Website?

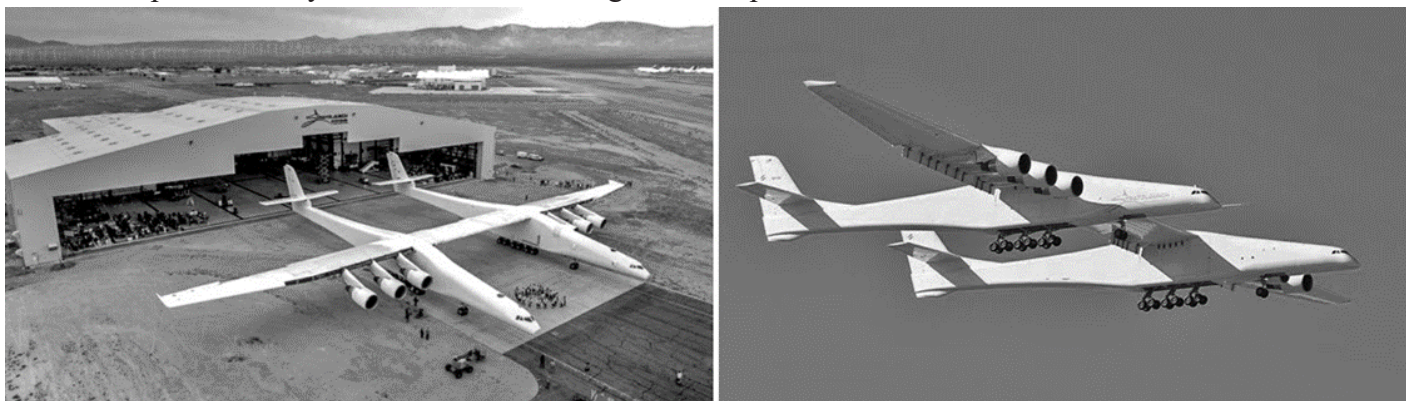
www.rupa.org

there is a lot of good information on it

About The Cover

World's Largest Airplane by Wingspan, Takes Its First Flight

Stratolaunch, a giant six-engine aircraft with the world's longest wingspan completed what company officials called a superb initial flight on April 13 over California's Mojave Desert, bringing to life a dream held by the late Microsoft co-founder Paul G. Allen. Stratolaunch Systems Corp. chief executive Jean Floyd said the aircraft made a "spectacular" landing that was on the mark. Stratolaunch, which was founded by Allen, is vying to be a contender in the market for air-launching small satellites. He died in October. "It was an emotional moment for me, to personally watch this majestic bird take flight, to see Paul Allen's dream come to life in front of my very eyes," Floyd told a teleconference briefing. Floyd said that as the plane lifted off, "I did whisper a 'thank you' to Paul for allowing me to be part of this remarkable achievement."



The behemoth, twin-fuselage Stratolaunch jet lifted off from Mojave Air and Space Port shortly before 7 a.m. Saturday and climbed into the desert sky 70 miles north of Los Angeles. The jet flew 2 ½ hours, achieving a maximum speed of 189 mph and altitudes up to 17,000 feet the company said.

Test pilot Evan Thomas of Scaled Composites LLC, which built the aircraft, said the flight overall was "fantastic" and for the most part the plane flew as predicted. "The airplane very nicely, smoothly rotated and really just lifted off the ground," he said. "It definitely was ready to fly and wanted to fly and climbed out quickly." Thomas said there were "a few little things that were off-nominal but really for a first flight it was spot-on." He did not specify what those things were, and briefing participants did not take questions.

The aircraft is designed to carry as many as three satellite-laden rockets at a time under the center of its enormous wing, which stretches 385 feet, a longer wingspan than any other aircraft. At an altitude of 35,000 feet the rockets would be released, ignite their engines and soar into space. The advantages of such air-launch systems include being able to use numerous airports and avoid the limitations of fixed launch sites which can be impacted by weather, air traffic and ship traffic on ocean ranges.

Allen, the co-founder of Microsoft, founded Stratolaunch Systems Corp. in 2011 after emerging in aerospace by funding the development of the experimental air-launched SpaceShipOne, which in 2004 became the first privately built manned rocket to reach space. After Allen's death in October 2018, Stratolaunch dropped plans to develop its own type of rocket engine and a family of launch vehicles, focusing instead on getting the giant plane airborne and launching Northrop Grumman's proven Pegasus XL.

The Stratolaunch aircraft emerged from its Mojave hangar for the first time in May 2017 and proceeded through ground tests, including taxiing and rolling down a runway at near-takeoff speeds. Powered by engines used on United Airlines Boeing 747-400s, the aircraft is designed to take off at a maximum weight of 1.3 million pounds. Its twin fuselages — sort of the airplane equivalent of a catamaran — are 238 feet long.

The previous wingspan leader was Howard Hughes' World War II-era eight-engine H-4 Hercules flying boat — nicknamed the Spruce Goose. Surviving in an aviation museum, it has an approximately 320-foot wingspan but is just under 219 feet long.

While Stratolaunch calls its aircraft the world's largest, other airplanes exceed it in length from nose to tail. They include the six-engine Antonov AN 225 cargo plane, which is 275.5 feet long, and the Boeing 747-8, which is just over 250 feet long.

Oregon Coasters RUPA Luncheon

We organized the first ever Oregon Coasters RUPA group in beautiful Florence, Oregon on April 1st, 2019. This is a group for all retired, or soon-to-be retired pilots and guests in the central Oregon area and along the Pacific coast. Florence is directly west from Eugene, Oregon. Perhaps it was April Fool's Day, but there were no fools in attendance!



L to R: David Baird, Larry and Crystal Farnsworth, Dick Markee, Al and Sue Poshusta (she is also a retired United flight attendant), Sam Spayd, Tom and Bonnie Vanderwest, Jim Wilder and Captain Richard "Pete" Maury had RSVP'd for our lunch but had recently passed away and was with us in spirit.



A local Italian eatery, the wonderful 1285 Restobar, in Old Town Florence was the location of our great meeting and lunch. Our chapter developed our new name and we will be meeting the first Monday of each month for those who wish to join with us. Our stalwart group included pilots hired from 1955 through 1986 and included our Pan Am heritage. Pilots attending flew DC-3's to Boeing 787's...quite a span. Many great and interesting stories were told and included details about flying Presidential campaigns, the DC10 Freighter Operation in Anchorage, the Shuttle by United, being offered a future job with United as a Private Pilot (circa 1966), flying into the Kai Tak airport in Hong Kong, and many other tales. The food and company and camaraderie were great! We learned about what each is or was doing after retirement including flying general aviation aircraft, particularly a Stearman (Sam Spayd), working for the FAA (Tom Vanderwest), travel and grandkids. A great time was had by all.

Our next lunch is at 1285 Restobar on Monday, May 6th at noon. All are welcome to attend, particularly any of you who live along the coast or in the central Oregon area (Eugene, Corvallis, Salem, Roseburg, etc). At our next luncheon we are going to share stories about our last flights or favorite flights we remember. Spouses or friends invited to attend.

Please RSVP to CaptainLarryFarnsworth@gmail.com or call 541-999-1979.

The Columbia River Geezer's RUPA Luncheon

The Columbia River Geezer's most recent RUPA Luncheon was held on April 9th at The California Pizza Kitchen located in Clackamas Oregon. Clackamas Town Center is located about 13 miles south of the Columbia River and KPDX which segregates Oregon and Washington. A good turnout as you can see from the picture.

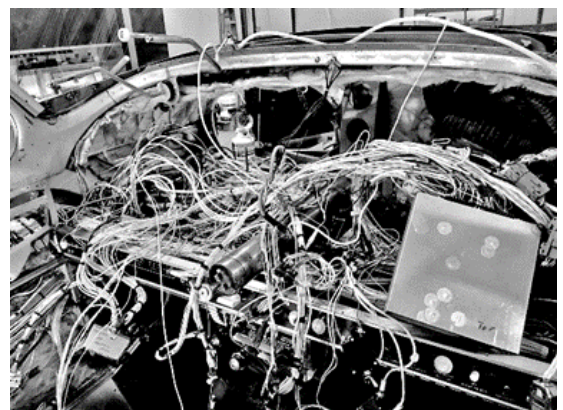
I had heard from Sam Richardson that he would not be there as he had just returned, after 3 months, from down under in NZ. I imagine he was suffering from some jet lag. Also, Ray Reed former LAXFO Crew Scheduler and PDX FOSR person was sitting somewhere in a Dental Chair. Better him than me.



L to R: Glen Cory, Mike Thomas, Lew Meyer, Jay Donaldson, Dick Ionata, Tony Passannante, Doug Howden, Bill Park, Steve Barry, Ron Blash and Rusty Harrison.

Lots of Conversations centered around the most recent developments surrounding the B-737 Max issues and also..... Boeing's stock. Politics seemed to take a back seat this afternoon. Jay Donaldson, who lives on a river located in Southern WA, states that he is still fishing off his back porch. Dick Ionata is recovering nicely from his bout with a most recent serious illness. He has lost a little weight and says he is attempting to put some weight back on by eating ice cream every day but, still no Joy with weight gain, sooooo just a lot of Ben and Jerry's Joy. Seems to me Dick looked great with relatively good muscular structure, thin and still 6'3" tall. Tony Stopped by on his way to Hillsborough Airport to jump in his Jiffy Jet, which carries about 50 people and whisk all of them down to San Jose, CA then turn back around (most of you remember UNITED'S "TED"... 25 min turns) so he could be back in his own bed by 2230, or so. Late in the lunch, Tony eventually moved down to our end of the table where a conversation ensued about the Embraer 145 Jet that he currently flies. Seems like a great airplane.

Rusty showed us a picture of his soon to be completed work on a proposed new radio panel for his V tail Bonanza, which he has taken apart and is thinking! about putting back together. To me and everyone else, we saw what looks like 5 miles of wiring jumbled about. Let's see where should he start "putting this back together?" Rusty swears that he sees a radio rack full of beautiful Avionics???? See a recent picture of his a,a, hmmmmm radio rack.



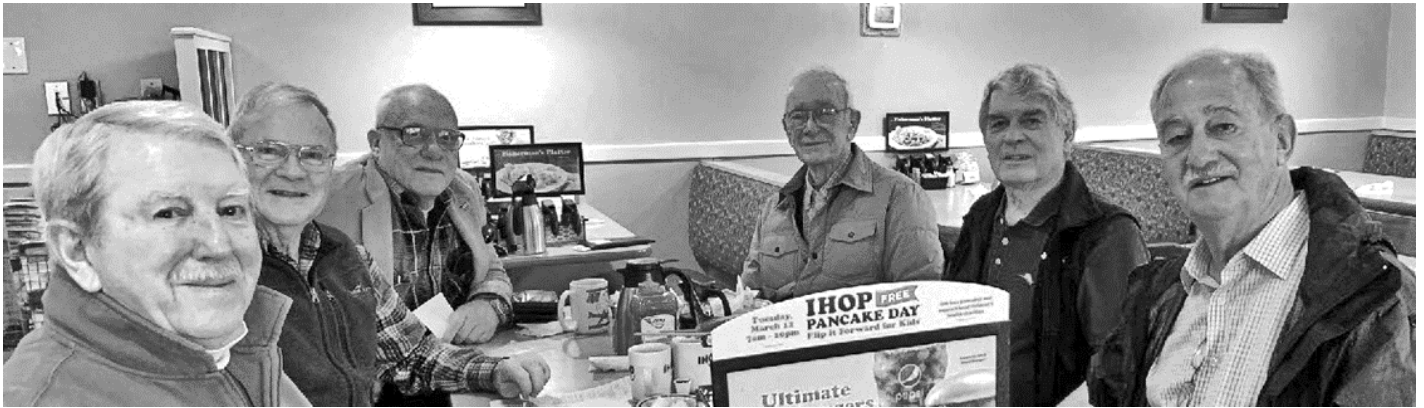
Steve Barry and a friend flew up to WA last month to attend a RUPA luncheon and hang with some of the senior SEAFO retirees. Bill Park is on his way to Texas to visit with his daughter and grandchildren. Mike Thomas, who supports his Rotary Club, will again this year be delivering dozens of red roses in his tuxedo to whomever answers their front door. The \$30.00 donation goes to a great cause. Doug Howden our happy wanderer, as he is constantly on the go, is planning his next trip somewhere. Glenn Cory is farming his 4-acre farm and has his light airplane up for sale. I Did not get to talk with Lew. I'll catch up with him in May.

On a sad note it was announced in a recent RUPA rag that long retired Captain Walt Ramseur had Flown West. Walt was for the past couple of years living up here in the Pacific North West and would attend our Geezer luncheons from time to time. Walt was good person, always a gentleman, full of lots of history and stories about Flying the Line. God Speed Walt.

Hope to see you all on the second Wednesday in May same place same time. *Ron Blash and Tony Too*

Leesburg RUPA Luncheon

A synopsis of our monthly meeting ...held on the First Friday of the month at the IHOP restaurant in Leesburg, VA at 0900 hrs.



L to R: EK Williams, Gary Cook, Bob Gilbert, Charlie Schwab (PAA), Stokes Tomlin and Roy Liggett. Gary sponsors the occasion, always reminding the local members to attend. There is always good conversation and thoughts of the guys we flew with, many wonderful memories!

Dana Point RUPA Luncheon

We had a nice gathering of ten people at our luncheon today after a reminder which was sent out by Aaron Simmons, son of Ted Simmons who used to do the same for his dad, Ted, before he flew West. The weather was nice early Spring weather with temperatures in the mid 70's and only partly cloudy skies. The group included two wives today, CHERYL and JOHN ARP, and KAREN and JIM GROSSWILER.



Left to Right: Joe Udovch, Denny Giesea, Bill Stewart, Bill Rollins, Bob Fuhrmann, Jim & Karen Grosswiler, John & Cheryl Arp, and Bruce Dunkle.

We had many of our usual conversations about our flying experiences, and in particular when we had famous people who flew with us and popped their heads into the cockpit to let us know they were aboard. LUCILLE BALL was mentioned among others whom I didn't catch the names of.

We had some tasty seafood which the Wind&Sea is famous for and, of course, there are always those who have to have something different at a seafood restaurant, and we had a couple of folks who had the Turkey wraps with French Fries, which just goes to show the Wind&Sea is a great dining place which can provide a good variable menu.

The harbor view was its usual spectacular self, which provided us with a great day for our Luncheon meeting.

CHEERS, from your correspondent, *Joe Udovch*

Southwest Florida RUPA Luncheon

Our March 11, 2019 luncheon at the Fort Myers, FL Olive Garden restaurant had 12 attendees which allowed us to sit at one long table with easy conversation. Our very energetic server, Jason, provided us exceptional service and said that he enjoyed our group as he was always interested in flying and he was amazed at all the aviation conversation he overheard (inadvertently!).



L to R: Gene Chapman, Neil Bretthauer, Crittenden, Anna Steuerlein, Cathy Jordan and Faith Osborn.



L to R: Janice Crittenden, Jim Sutton and Dot Prose, Tina (caregiver) with Mamie Thompson and Carl Jordan with daughter Cathy Jordan.

A welcome addition this time was Carl Jordan, his daughter Cathy Jordan and their next-door neighbor, Anna Steuerlein. Cathy is a third-generation pilot and just recently retired from Southwest Airlines. All three were a plus to our group. Carl brought copies for each of us of his aviation background and a rendition entitled “An Interesting Night in 1954 at VLD – Valdosta Regional Airport” about flying his F-89D Air Force aircraft.

Mamie Thompson revealed an interesting story about her late husband (Jim Thompson) who flew United’s first B-727 into Fort Myers in 1979 (as she recalls) – Page Field (before the new airport was built for Fort Myers). Mamie also just turned 90 on Mar 1, 2019.

There was some discussion about the upcoming 75th Anniversary events for D-Day, Jun 6, 2019 both in the UK (Duxford) and Normandy. A fleet of C-47’s (probably around 20) will depart from the U.S. to Duxford, UK via the old WW2 North Atlantic Route used by the Air Transport Command (ATC) – via Goose Bay (Labrador), Greenland, Reykjavik (Iceland), Prestwick (Scotland) then Duxford and then to Normandy with paratroopers on board. It will be an expensive venture for any aircraft participating. C-47s from Europe will also be participating from the Allies of WW2. Two web sites for more info are: ddaysquadron.org and daksovernormandy.com.

Attendees were reminded of the RUPA Convention in Dayton, OH from 1-4 Oct. It would be an easy two days of aviation history. They were also reminded of RUPA Day at Sun-n-Fun on Apr 4, 2019 at Lakeland, FL airport.

The next luncheon won’t be until Monday, Nov 4, 2019. Normally, it would be the following Monday on Veteran’s Day (Nov 11) but reservations for a group are not accepted then because the Olive Garden tends to have a sellout crowd and needs all the room they can get. All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring are especially welcomed.

Gary Crittenden and Dot Prose.

Sarasota Sunsetters March RUPA luncheon

The Sarasota Sunsetters met on Tuesday March 12th, 2019 at the Gecko's Restaurant in Sarasota for a fine lunch! We had a nice turnout with a total of 22 people showing up, including many spouses and guests. The following folks were there, but this list is not necessarily in order of seating:



Bob Martin, Herb Hunter, Shirley and Jim Razmus, Lauren and Bill Cochran, Ed Ripper, Carolyn Faulkner, Skip Irwin, Roger Nelson, Brian and Mary Sanford, Doug and Sandy Horuczi, David Claytor, Denise Willey, Scott and Shiela Linden, Jeff and Penny Bailey and Jeff Munzell.

It was great fun seeing old acquaintances and sharing many stories from our past, some which might have actually been true! *Jeff*

San Francisco East Bay Ruperian's Luncheon

We had a good turnout for our April luncheon with nine in attendance.



Seated left to right are: Danielle Stonelake, Neil Dahlstrom, Tammy Dahlstrom and Jerry Udelhoven. Standing left to right are: Harry Stonelake, Grant Adams, Georgia and Rich Bouska and B. S. Smith.

Grant Adams joined us after quite a long absence due to some health issues. Welcome back Grant, hope to see you more often. Lee and Shirley Francis were off on another cruise, so we will hear all about it when they get back.

It's funny, once someone mentions a health problem, we all chip in with all our own aches and pains and the medications taken. It seems, once a person reaches our age, they are put on blood thinners of some kind; still we all seem to be in good shape.

Boeing hasn't solved the problem with dash 8 but we came up with all kinds of fixes. We hope they find a fix soon.

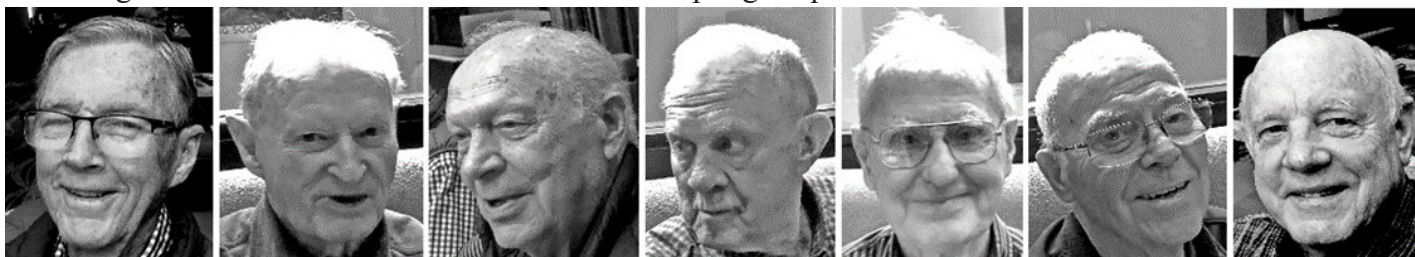
There are still cabins open for the RUPA cruise so if you want to join us, it's time to sign-up if you want to go.

We sure would like to see a good turnout for the RUPA Reunion in Dayton. If you haven't been to the Air Force Museum in recent years you will be amazed at the place today. It has grown and many aircraft have been added to the collection. I'm sure you would enjoy visiting for a day.

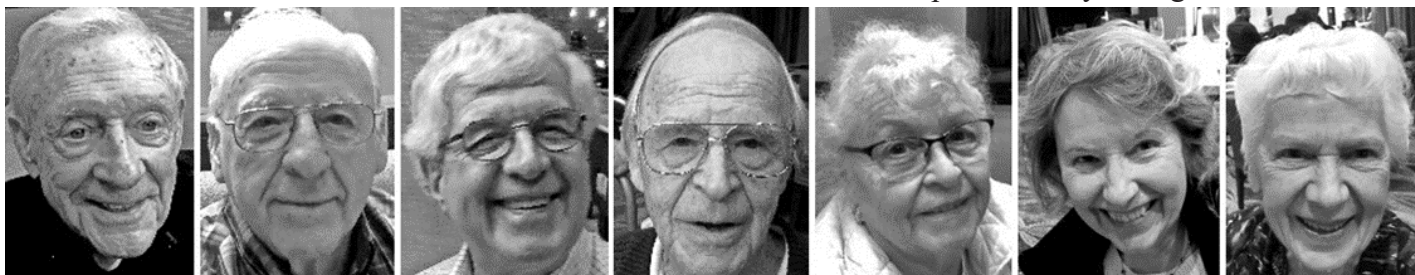
We all had a wonderful time. We meet at 1:00 PM on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon. Pay us a visit, all are welcome. *Rich*

Seattle Gooney Bird RUPA Luncheon

Thursday morning, April 11th, brought intermittent showers to Puget Sound with temps in the upper 40's. Twelve pilots and three wives made the trek to Sea-Tac Marriott and enjoyed comradery and a cozy menu including crab chowder and scratch chicken and dumpling soup.



L-R: Bill Records, Bill Stoneman, Bob Howard, Bob Reid, Chuck Westfahl, Denny Narog and Hank Kerr.



L-R: Jack Brown, Jim Barber, Larry Knechtel, Mark Gilkey, Carol Granley, Jan Gilkey and Sylvia Baird. Not in the pictures was Bud Granley, the photographer.

Bob Howard recounted his recent trip to Egypt and the opportunity to visit the pyramids, sphinx, Luxor and many other sites. The art, engineering, and general archeology were awesome, as anticipated. Daily tours were accompanied by a well-informed guide as well as four armed guards carrying pistols and fully automatic rifles. The beauty of ancient Egypt was offset by the filth and squalor of Cairo and over aggressive panhandling of street people and shopkeepers. First leg of the expedition was full fare SEA-Dubai on Emirates. The return to SEA was space available and an adventure of its own.

Bud Granley recounted the perilous rescue of a biplane "wing walker" who found himself hanging far below the landing gear by a safety tether. Bud drove a pickup beneath the plane down the runway while several occupants in the back successfully cut the safety line with a sharp knife and with a small amount of runway to spare.

Jack Brown told of hiking up Mt. Kilimanjaro and compared it to his several ascents of Mt. Rainier. The extra 5,000 feet in Africa was considerably more demanding. Jack also recounted a recent visit to the Glass Museum in Tacoma. Presently there is an exhibit of NW coast Indian artifacts including basketry and tools beautifully reproduced in blown glass.

Boeing Max 8 continues to be a large part of conversation with many new facts and data appearing daily.

As always, it was good to see the wives as they add much needed class and character to the group.

Several of my good friends opted for an afternoon round of golf, but I declined. Just couldn't get excited over the prospect of soggy fairways and golf balls trailing rooster tails while plowing across saturated greens.

More in April, C'mon spring! *Hank Kerr*



SAC Valley Gold Wingers RUPA Luncheon

Our luncheons seem to become more invigorating and fun with each gathering. We were again blessed to have Ed Akin, his wife Linda and daughter Julie attend our luncheon. We were able to celebrate Ed's 85th birthday with a small cake and ice cream and celebratory birthday song. It is very nice to have Ed back after medical problems. He is one tough cookie and a fighter and the type of guy I admire. We were also happy to have Lori Wolfe, wife of retired 747 Captain Don Wolfe attend our luncheon. Welcome Lori! Another one of our guests was Barbara Dittig who was a long-time employee of United Airlines.



Sitting left to right: John Gorczyca, Judy Zari, Joanie Mooneyham, Judie Whittington, Linda Akin, Ed Akin, Barbara Dittig and Trudy Engeldinger.

Standing L to R: Diana Stiles, Ted Stiles, Jim Whittington, Bill Authier, Wayne Mooneyham, Jenny Kallio, John Kallio, Sharon Gorczyca, Lori Muir, Ann Blalock, Don Wolfe (Wolfman), Lori Wolfe, Dave Ulm, Jerry Blalock, Bruce Milan, Chuck Kolesar, Joni Sordano, John Petts, Dave Leippe, Jeff Greco, Andy Fossgreen and Julie Bauer.

We all had a big laugh with discussing the misdirection of a British Airways flight taking a detour on a flight that was supposed to fly from London to Dusseldorf but somehow ended up in Edinburgh, Scotland. The flight landed only 525 miles from its intended destination but, hey, the crew made a perfect touchdown landing in Edinburgh. We talked about the memorial for long time pilot, Captain Marv Becker, who will be honored in the month of April in the nearby town of Grass Valley. We all have been getting a kick out of the saga of a United pilot in Denver who supposedly exposed himself while standing in his hotel room on a layover. His mistake was that his curtains were open, and his room overlooked the Denver airport terminal. Well, the passengers were either shocked with what they saw or got the biggest laugh of their day. He was quickly arrested but has since been exonerated. Quite a story! We also had a nice presentation by Chuck Kolesar about some veteran events he is working on in the nearby town of Roseville. I continued to emphasize the two events that will be upcoming for United pilots and their spouses and friends. These events will both be spectacular. I, of course, am referring to the United cruise throughout the exotic Mediterranean and the RUPA Reunion in Dayton, Ohio. Folks, both these events will be so much fun and are "don't miss events." I highly encourage anyone who is capable to attend.

Thank you to all for reading my dissertation. Keep that "blue side up" with a smile.
And Still Flying High Here, *John Gorczyca*

Denver Good ol' Pilots' RUPA Luncheon

As usual on April 9th the second Tuesday of the month 24 Good Ol' Pilots and guests assembled at the Tin Cup Bar and Grill in Aurora for social/happy hour and lunch. The social hour began at 11 and a catered lunch was served at noon.

After lunch our meeting coordinator, Joe Rozic, opened the meeting by calling on our two resident humorists, Ted Wilkinson and Stanley Boehm, to provide some levity which they did in their usual fine fashion. Next Joe reported on how the grounding of the 737 Max was affecting United and the measures being taken to mitigate same.

Attending were: Jim Adair, Darrel Ankeny, Stanley Boehm, Ray Bowman, Chris Bruce, Jack Davis, Jim Lee, Al and Judy Dorsey, Dick Grant, Bill Hanson, Tom and Sue Johnston, Dick Kobayashi, Cliff Lawson, George Maize, Mark McGurk, Bruce Munroe, Randy Phillips, Joe Rozic, Rick Steele, Tony Twardziak, Ted and Rose Wilkinson. Your Scribe, *Tom*

The Big Island Stargazers RUPA Luncheon

Our windward members basked in the Spring sunshine in Kailua-Kona for our March luncheon. They had been receiving consistent rain for quite a while and enjoyed the opportunity to share some warm comradery with their fellow Ruparians. The Fish Hopper restaurant always treats us well, and they surprised our March birthday celebrants with complimentary desserts that were shared by all.



L to R: Gerry & Joan Baldwin, Bill & Linda Hayes, Don Diedrick, Linda Morley-Wells, Walt Wells
There was a lot of talk story about upcoming travels to the Mainland. This year is shaping up to be busy with reunions for USAF, USMC and high school, to name a few.

We have active charity volunteers who recently worked for the Annual Kona Brewers Festival that raised funds for many needy charities...and they got to enjoy many of the beers the following day at the mahalo party. Our enthusiastic outrigger canoe paddlers spoke of their recent four-mile race where they garnered first place for an all-women crew and second-place for an all-men crew.

If your Spring travels bring you to the island, please join us on the third Thursday of the month down on the waterfront in Kailua-Kona. *Linda Morley-Wells*

San Francisco Bay-Siders' RUPA Luncheon

It was lovely sunny day, but our attendance was very small. From those who did attend there was much spirited conversations, and much about Boeing. We did learn that one of our stalwart members, Ed Manning, underwent surgery for the removal of a brain tumor. He feels pretty much back to himself but has a long treatment to go with chemo and radiation. He asks for no phone calls, but cards could be sent, or he would reply to an email as he is able.



L to R: Bob Kallestad, Gerry Delisle, Bob Norris, Rich & Cindi Erhardt, Bill Klett, Keltie Morris, Craig Norris. Not in the picture were Larry and Pat Wright.

Our luncheons are always on the second Tuesday of the month – 11 a.m.

Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA *DL "Larry" Wright*

San Diego North County RUPA Luncheon

Lunch at The Landings was nice as usual. I like the Peanut Butter Hamburger and since our meetings are monthly having a Peanut Butter Hamburger wasn't overdoing it. Sharon, the retired UAL FA who owns The Landings has a few different items on the menu, but all the items are delicious.



L to R: John Gorczyca, Mark Mayer, Brad Green, Scott Becker, Rusty Aimer, Colin Winfield, Bill Lucius Jr, Rhoda Green, Susan Mayer and Sharon Gorczyca.

We had a visit from John and Sharon Gorczyca since they were in town visiting family. (John is the VP for RUPA so maybe he was spying on us, but for what reason? We're retired!) We also had a visit from Rusty Aimer from the Dana Point RUPA Luncheon group. It was nice to have him along. He is the pilot on the TV News to give a pilot perspective for airplane mishaps. Since the 737-800 Max was fairly current news, there was lots of conversation about that.

Rusty and our group agreed to visit their Luncheon Group, so we plan to drive to Dana Point in June to get together for lunch. It'll be nice to share stories with new pilots. Maybe make it a regular happening.

We also had a new attendee join us and we welcome Bill Lucius Jr to join us monthly. Great guy and like all of us, great Pilot stories. Well, So much for now. Until next month. *Mark*

Ohio Cleveland Crazyies RUPA Luncheon

Our March meeting at TJ's Restaurant in Wooster was well attended with thirteen members, wives and friends.



Those in attendance from left to right standing are: Phil Jach, Rich McMakin, Harvey Morris, Pat Morris, Carol McMakin, George Bleyle, Bob Olsen, Jim Burrill, Monica Burrill, Dick Sanders, Bob Lang, Linda Jach and our server Jennie Hamric. Seated are: Ken Wheeler and his helper Heather.

We had lively conversation, good food and great service from our server Jennie. The discussion ranged from the October RUPA Reunion to several personal stories concerning family events. We were kept laughing with jokes from Dick Sanders and Ken Wheeler. And we were treated to a wonderful assortment of chocolates for our dessert by Pat Morris. Cheers, *Phil Jach*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Woke up to a beautiful Spring day for our last gathering and so fired up one of the little toy cars for the run to the Pony Espresso and The Intrepid Aviators. Delightful day and a good group.



Seated L to R: Banjo Bob's little boy Chris and Banjo Bob Keasbey, Steve Fusco and Harvey Saylor. Standing, L to R: Scot Lee, Art Lumley, Rose and Cleve Spring, Jim Jaeger, LeeAnn Fusco, Marty and Bob Niccolls.

Our group has been diminished with Oak Porter having moved to be closer to family in the Bend area. We'll miss you Oak. Enjoy the beauty and joy of that great community and hopefully connections with the United family living there.

As I put this together it's raining and more wet to come for the next week or so. Wonderful! We'll take it. They are still skiing at Mt. Ashland, steelhead fishing on the Rogue, ice fishing on the high lakes while the blossoms are out and more to come.....really a beautiful time of the year.

Oh, prior to close, one of the table topics was getting letters to Cleve for the RUPA magazine.....please do! Drop a note! Cheers, *Bob*

Los Angeles South Bay RUPA Luncheon

LAX South Bay RUPA Luncheon was at King's Hawaiian Restaurant on Sepulveda, in Torrance. We had a nice conversation catching up on past and future travels, Gary and Treva Forister's house renovation, and Captain Bill Horn's convalescence. Join us on June 13, same place.



Around the table clockwise starting on the left: Bob Gillette, Dick and Barbie McKay, Treva and Gary Forister, Don and Sharon Crawford, Sue and Arvi von Nordenflycht, Loyd Kenworthy, and Arienne Short.
Sharon

**I remember the words MOM always said to me
“What the heck is wrong with you?”**

SEA retirees for lunch at the Phoenix Turf Paradise racetrack

On Wednesday March 27 Bill Jensen invited a group of SEA retirees for lunch at the Phoenix Turf Paradise racetrack.



From left right: Eric Malm, Page Watson, Irv Jones, Bill Jensen, Don Cobb and Pete Dempsey. Interesting conversations took place about the old days. Pete Dempsey, who worked at Boeing for 7 years after retirement, had some great information on training foreign pilots. *Eric*

One-On-One with United President Scott Kirby

Chris McGinnis/San Francisco Chronicle



In March, United Airlines President Scott Kirby sat down with Chris McGinnis for a candid, wide-ranging interview at the carrier's 35th floor San Francisco offices on Sansome Street. While you have likely heard of Oscar Munoz, the CEO and pretty much the face of United, it's Kirby who is responsible for the day-to-day running of the airline, overseeing operations, marketing, sales, alliances, network planning and revenue management. Prior to landing at United in 2016, Kirby, 51, was president at American Airlines, and has spent three decades in the airline business.

In the interview, Kirby opened up about low-fare carriers and the future of cheap transatlantic flying, United's competitive position in the Bay Area and plans for expansion beyond San Francisco International Airport, which he calls one of United's "crown jewels." He talked about the future of short hop flying on a new type of regional jet, acknowledged the frustration with United's wi-fi system, what will happen with those old Boeing 757s flying on transcon premium routes and how United is fighting back against the Southwest Effect in Hawaii. Plus much more. Take a read!

What's the future of low fare flying to Europe in light of WOW Air's demise?

I have always said that all low-cost carriers flying long haul international are going to go out of business. I continue to think they will all fail. The business model just does not work. It's one thing for a 1-2 hour flight, but not for SFO to Europe. The low fare product is at a big disadvantage because the lie-flat seats that an airline can charge a premium for are not there. Those long-haul planes are expensive to operate. Over the last few years we've see Air Berlin fail, Primera, and now WOW.

What about Norwegian Air- it seems to be in somewhat better shape, no?

Look how much money they lose. There are a few billionaires in Norway who keep putting money into it, but how long do you want to keep putting money into it? There's an old joke in the airline industry- how do you get to be a millionaire in airline business? Start with a billion! So the question is, how much do investors want to keep losing? It hasn't worked for any of them and that's because it's the wrong product for the market.

What about transatlantic fares in light of all this? Where are they headed?

In some of those markets fares will be higher. They [low cost carriers] have put fares into markets that do not cover their costs and that is just not sustainable.

United offers its own version of an ultra-low-cost carrier [ULCC] fare, basic economy. How's the reception of that product been?

We find that 50-60 percent of passengers will buy up to standard economy. Low cost carriers were the

genesis of our basic economy fares. For customers who are shopping on price only, we now offer the Spirit or WOW fare-- we will match it and give it to them. I think our basic economy product is as good or better than what you get on ULCCs but at the same price. ULCCs showed us that there is a segment of the market that wanted the choice of very low priced, low frills fares.

A lot of bargain hunters were unhappy when United switched to 10-across economy seating [from 9 across] on Boeing 777s. What's your take on that?

Almost all airlines around the world are now 10 abreast on the Boeing 777. Quite simply it costs us the same to fly a 777 across the Atlantic with 10 or 9 abreast. You have to find what people care about and what they are willing to pay for. If you have only 9 abreast, you'd have to charge everyone 11% more to break even. So, are people willing to pay an extra \$110 on a \$1,000 transatlantic fare to sit in a row with one less seat? The answer is unequivocally no. It's simple economics that drives it.

What are United's plans for California?

California, and SFO in particular, is a unique crown jewel for United- it is the best gateway across the Pacific because of geography. It's in the right place to connect the whole country to Asia. And it's also the biggest local market with lots of premium demand. Turns out that even our flights to Europe, with less geographic advantage, do well for us from SFO due to a large, high-income customer base full of people with a high propensity to travel. Every new route that we add works—recently Tahiti, Europe, Amsterdam. India and Melbourne start later this year. We just keep growing here and it all does very well. SFO is a unique asset for United.

How does United view competition in the Bay Area?

We are focused on running a great operation here. Every morning at 7:45 am we have a global operations call that I'm on, even on Thanksgiving and Christmas and one key question every day is: Did we have the best operating performance at SFO of any airline operating there yesterday? It's a tough airport and there are challenges- but we pretty consistently rank number one-- even when conditions are bad. We want to be the best when conditions are bad and also be the best when they are good. We grade ourselves on completion factor—the most on-time departures and fewest cancellations are our two main metrics. Our operations performance AND financial performance is doing very well here.

When Alaska Airlines took over Virgin America, it became clear that we needed to double down on earning the loyalty of customers in the Bay Area. We have done a bunch. For example, we added Janet Lamkin as president of California as a local advocate for what's important locally. She's away from the corporate mothership in Chicago, which means she can experiment with things here that we can eventually apply across the system.

We've made huge investments in the airport lounges- like the SFO Polaris lounge (which is awesome) and new United Clubs like the one at LAX for example. And free LiveTV in coach.

What's your competitive position against Alaska Airlines?

In addition to good financial and operations performance we are also growing—we grew 10 percent last year in ASMs in San Francisco- at the same time, Alaska is shrinking at SFO. As United gets its mojo back, we are starting to win back more customers. We know we have a lot left to do. We are far from mission accomplished and we have a long way to go, but we are making good progress. As we start to win customers back, it gets harder for our competitors. We grew 10 percent here last year, and competitors are shrinking. [ASM = Available Seat Miles- the number of seats available multiplied by the number of miles flown. An available seat mile is the fundamental unit of production for an airline.]

Are there plans to expand beyond SFO in San Jose or Oakland?

Let's start with San Jose. It's a spoke for us. Meaning it is unlike a hub like San Francisco, where 50 percent of passengers are

**Two jumbo jets cracking a joke
and having a good laugh
at Miami International airport**



connecting. We can add more destinations in San Francisco because of that. We don't have the same opportunity in San Jose, so we fly from there to our hubs. We will continue to grow at San Jose, but all of our service from there will be to one of our seven hubs. [Currently United flies to Chicago, Denver and Houston from San Jose. It discontinued SJC-Newark last October.]

What about Oakland?

Oakland is on our list. I'm not sure when we are going to add it, but we are going to get back into the East Bay. We have not decided the timing yet, but we are absolutely planning to get back into Oakland. [United stopped flying between Oakland and Denver in 2012 with—ending a 75-year run with flights to multiple destinations.]

Back to SFO- what's going on with United's Terminal 3? What are the plans for modernizing it and especially that old-school United "Rotunda" Club in Boarding Area F?

Right now, the concept is that we are going to go through all our main terminals with the same modernization project. We are talking about how to do it faster. We don't want to take out our already limited number of gates to do this- especially when we are growing. One thing we are doing at SFO is building a connector from United's Terminal 3 to Terminal 2 and the rest of the airport. This way our customers can start to use gates on the other side of the airport without going through security. This is important for our growth and also will help when we have to take [Terminal 3] gates out of service to do renovation work.

Part of what we are hoping to do with the new connector is to build another United Club in that T3E Concourse area so it can be used when the older Club is out of service for a re-do. We previously had a temporary Club at SFO [in the mezzanine level]-- people did not like it too much, but it was better than nothing.

A lot of California flyers are not too fond of United's tiny, old and cramped CRJ 50-seat jets used on intra-state flights. Any hope of those flying away soon?

This is not a uniquely San Francisco issue. United had a decade of shrinking the mainline and growing regional jets. I'm fond of telling employees who complain about the CRJs that when I first started with United, commuting between Dallas and Chicago, two huge markets, it was amazing I was flying on a regional jet. Part of the recent growth at United has been about up-gauging routes to mainline, something that we are doing throughout the system. So those 50-seaters still have a place in smaller markets, not bigger ones. They will not go away completely for well into the future. These smaller jets will stay, otherwise you are cutting off entire communities.

What about the new CRJ550 that United recently announced?

The future is with the new CRJ550 announced last month. We will take our CRJ 700 70-seaters and retrofit them into 50-seat luxury liners with 10 first class seats and four closets that can hold 24 bags, so you don't have to check bag. There will be a snack station in first class where passengers can get snacks and drinks out of a refrigerator. It will be a great product.

What about Wi-Fi. I hear about this all the time from my readers and have had very inconsistent experiences myself. Getting a refund is way too complicated. Can you provide an update on what United is doing?

This is a huge priority but first we need to identify a system that operates reliably- and really, nobody has a completely reliable system yet. Poor Wi-Fi is the number one complaint from our frequent travelers and it's definitely something we want to get fixed. Currently we are using four different systems: Gogo, Thales, Panasonic and ViaSat. What we want to do is determine which one is best, and then go with that fleet-wide. Currently, the best performance is coming from ViaSat- but that's only on our fleet of new 737 MAX 9s currently grounded. The Panasonic product works well but is susceptible to meltdowns, especially on tech-heavy SFO flights, and we have a good fix in the works for that right now, but I cannot go into details. But it looks like it is going to help. We are actively working on this now and once a decision is made about which provider to use, the rollout will be rapid because we know how important this is.

Regarding the unwieldy refund situation, I hear you and we will have to look into that. I flew a competitor last month and when Wi-Fi did not work, I planned to demand a refund, but when it came right down to it, I did not have time to go through the process.

At this point my phone recording app cut off, so I have to paraphrase Kirby's answers to my questions.

What about those ancient Boeing 757s United uses on transcon premium flights from California? Lie flat seats are nice, but those planes are old. What's the outlook?

Kirby acknowledged that the 757s are old and emphasized how United is now adding more widebodies with lie-flat seats on the transcon routes such as the nice new Boeing 787-10 Dreamliner now flying SFO-EWR every day. A spokesman later told me that this transcon Dreamliner is assigned to SFO-EWR indefinitely. Kirby said that eventually the old 757s will be replaced with a stretch version of the Boeing 737. [Likely the MAX 10, of which United has ordered 100.] He said that they are currently exploring ways to outfit the new jet with lie flat seats. But it sounds like those comfy old 757s are going to be around for a while.

There's been a lot of talk about a new livery for United. What's going on with that?

Passengers should not expect a radical departure from the current livery. Kirby said that he would stick with what CEO Oscar Munoz said about the new livery—that it's going to be an evolution, not a revolution.

What about getting back into New York Kennedy Airport?

Kirby said that United is always looking for new ways to grow and that he'd like to see United back at JFK with 5-6 flights per day but did not go into much more detail. He did point to how the Newark hub and United's Concourse C have gone through a dramatic transformation, and in many ways the facilities and connections to Manhattan are better than from JFK, but that really depends on where you are going in Manhattan. For example, it's not convenient for the Upper East Side. [United discontinued its flights to JFK in October 2015 and moved its premium transcontinental flights to its Newark hub. Before its closure of JFK, United flew there from SFO and LAX.

How is United responding to all the news around Southwest's recent entry in Hawaii? How long will fares stay as low as they've been? Will United upgrade its service on Hawaiian flights?

Kirby went straight to the numbers on this question, talking about how United now offers more flight options to Hawaii than any US carrier. He said that United offers more seats, flights and ASMs to Hawaii from California than any other U.S. carrier, even Hawaiian. He also pointed out that United flies to all four Hawaiian airports from SFO: Lihue, Honolulu, Maui, Kona.

Regarding fares, he insinuated that part of the reason fares have been so low over the last year is because United has added a lot more seats in the market with larger widebody planes and more flights. When it comes to competing with Southwest in the market, he felt confident that United's schedule, frequency and inflight product are better than what Southwest can offer with its all-economy class flights, no assigned seats and lack of meals onboard.

I asked him if United was considering making any changes to its inflight service to Hawaii, making it feel "special" again by adding things like leis, POG [passion fruit, orange and guava juice], halfway to Hawaii games, etc—he said that was the topic of current conversations with inflight operations and could happen—but he made no promises.

United earns Crystal Cabin Award



At the annual Aircraft Interiors Expo in Hamburg, Germany on Tuesday night, judges presented us with the coveted Crystal Cabin Award for Inflight Entertainment and Connectivity for the new seatback entertainment interface we deployed on our Boeing 787-10 fleet.

The award was in recognition of the accessibility enhancements we made to the product, adding features for customers with varying hearing, vision and mobility requirements. Those include a text-to-speech option, customizable text size and screen magnification, and alternate navigation options for those unable to swipe or use a handset.

We also added split-screen capabilities that allow customers to watch movies while simultaneously viewing the flight map, a selection of relaxing videos and soothing audio, and personalized film and television show recommendations, among other new features.

We plan to add this award-winning entertainment system to other aircraft types later this year, including our 767s, 777s, the remainder of our 787 fleet and most of our 757s.

Chicago Corporate Support Center to remain at Willis Tower



United will remain at Willis Tower. This will allow us to completely reimagine the workspace from the bottom up. Over the coming months and years, we will redesign our workspace to allow employees to better collaborate, use the latest technology and interact with each other – all with the end goal of providing unmatched service to our front-line employees and customers. The new agreement extends our existing lease to March 31, 2033.

“As one of the city’s largest private employers and its hometown airline, we are excited to deepen our roots here in Chicago while making the investments needed to reimagine the headquarters for our employees,” said United Chief Executive Officer Oscar Munoz. “The investments we are making will help our employees provide unparalleled service to their front-line colleagues and to our customers as we continue to improve and realize our airline’s full potential.”

The announcement is part of United’s overall effort to improve workspaces and facilities across the system. And as we begin the work to reimagine Willis Tower for our employees, a majority of the funding to transform the building is being made by the building’s owner, Blackstone. In addition, they are investing more than \$500 million in the building for all tenants, which will transform it from the inside out that will deliver exciting new dining, fitness and retail options.

As one of the most ideally situated buildings in the city, with easy access to all Chicago Transit Authority train lines and Union and Ogilvie Stations, as well as nearby bus stops, Willis Tower already provides distinct advantages and will remain attractive to future job seekers throughout the metropolitan region.

“We are looking forward to embarking on this journey with all of you to turn the CSC into a new, modern and collaborative place to work,” said Corporate Real Estate VP Gavin Molloy.

United Airlines: Non-binary gender booking options



United Airlines announced it has become the first U.S. airline to offer non-binary gender options throughout all booking channels in addition to providing the option to select the title “Mx.” during booking and in a MileagePlus customer profile. Customers now have the ability to identify themselves as M(male), F(female), U(undisclosed) or X(unspecified), corresponding with what is indicated on their passports or identification.

“United is determined to lead the industry in LGBT inclusivity, and we are so proud to be the first U.S. airline to offer these inclusive booking options for our customers,” said United’s Chief Customer Officer Toby Enqvist. “United is excited to share with our customers, whether they identify along the binary of male or female or not, that we are taking the steps to exhibit our care for them while also providing additional employee training to make us even more welcoming for all customers and employees.”

As part of implementing these new changes, United has worked with the Human Rights Campaign and The Trevor Project on employee training initiatives. These initiatives include teaching employees about preferred pronouns and the persistence of gender norms, LGBT competency in the workplace and other steps to make United an inclusive space for both customers and employees.

“At the Human Rights Campaign, we believe being acknowledged as the gender you identify with is part of treating everyone with dignity and respect,” said Beck Bailey, acting director of the Workplace Equality Program. “By providing non-binary gender selection for ticketing and the gender-inclusive honorific ‘Mx’ in user profiles, United Airlines is taking an important step forward for non-binary inclusion.”

“The Trevor Project is grateful for United Airlines’ support of our life-saving work on behalf of LGBTQ youth,” said Amit Paley, CEO & Executive Director of The Trevor Project. “We are thrilled to bring Trevor’s expertise on the mental health of LGBTQ people to United to ensure its employees maintain safe and inclusive spaces for LGBTQ employees and guests.”

Alongside partner organizations, customers, and employees, United will continue working to build the world’s most inclusive airline. The changes to the booking process are now currently available.

ORD wait times – now in real time



The security checkpoint can be a stressful part of the travel experience for our customers, particularly during busy periods when long lines can lead to anxiety about missing a flight. To help ensure a smooth journey, United is partnering closely with TSA to bring new technology to security checkpoints to help reduce processing times and provide more information to those waiting in line. In February at ORD, we launched a new display system that informs passengers of expected TSA wait times and directs them to the correct checkpoint wherever they are in our lobby.

This innovative technology calculates expected wait times by monitoring passenger throughput in each checkpoint. Screens positioned throughout the ORD Terminal 1 lobby inform customers of expected time to clear the security process, while also helping them navigate to the three different checkpoints in the lobby – Premier, PreCheck, and standard screening.

“Our new wait-time system now allows us to provide passengers with timely security information and peace of mind as they walk into the lobby and begin their journey, emphasizing our core4 standards of caring and efficient in another key part of the travel experience,” said Customer Service Delivery Innovation Senior Analyst Paul Schrader. “Having live wait times posted throughout the lobby can really put customers at ease as they enter the checkpoint,” added Customer Service Manager Linda Helton, whose team, along with TSA and the wait time-provider, CrowdVision, were critical to activating this system. “We’re excited to continue to partner with TSA to improve the security experience.”

The new system will also help TSA optimize its resources by providing insights into checkpoint performance metrics and is just the latest in our other partnership efforts with TSA at ORD, including testing computed tomography scanners and installing Automated Screening Lanes to improve the screening experience. Stay tuned for more enhancements at ORD later this year.

United Starts New Service to Paine Field Airport



Paine Field’s Passenger Terminal added to its commercial flight offerings as United Airlines’ first passenger flight arrived from Denver and its first departure left for San Francisco on March 31.

Paine Field, also known as Snohomish County Airport, is a small international airport serving part of the Seattle metropolitan area in the U.S. state of Washington. United’s launch comes just one month after Alaska Airlines inaugurated commercial service at the terminal, owned and operated by Propeller Airports under an

innovative Public-Private Partnership with Snohomish County.

The new service will provide additional flexibility and options for Seattle-area travelers, with United offering four daily nonstops to San Francisco and two daily nonstops to Denver. The new launch represents a homecoming for United – the first airline to operate a commercial flight from Paine Field when the airport opened nearly 80 years ago.

March 31 is also an opportunity for Propeller to celebrate its first month operating the new passenger terminal, on which the company finished construction in late 2018. Paine Field has seen strong passenger demand from day one and expects that to continue with the introduction of United’s service. From Paine Field, travelers are able to reach every major west coast city with easy connections to anywhere in the world. “The success of Paine Field is the realization of years of hard work and more than a decade of commitment by Propeller to the idea of privately developing a commercial airport in a major metro area with a hub that is at capacity,” said Brett Smith, CEO of Propeller. “For the flying public, United’s new service is about more options, convenience and value. We’re excited that our next partner has begun to serve our customers.”

“We are so proud to be part of such a strong partnership that delivered a vital new resource to the Puget Sound region: a state-of-the-art passenger terminal that will benefit our economy as much as passengers,” said Snohomish County Executive Dave Somers.

United’s entry to Paine Field is the latest in a wide array of partners to ramp up operations at the airport this month, including Uber, Lyft, Avis Rent A Car, Enterprise Holdings, and Beecher’s Cheese. Beecher’s, the exclusive concessions vendor, will be opening a full-service restaurant in the terminal later this year.

United's Chief Digital Officer named one of 2019 Top 50 Most Powerful Women in Technology

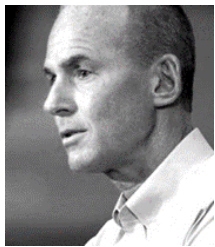


United Executive VP and Chief Digital Officer, Linda Jojo recognized by e National Diversity Council as one of the 2019 Top 50 Most Powerful Women in Technology. This prestigious list recognizes women who are shaping the future of technology with their insight and leadership. Jojo is the only airline executive to receive this award.

Since joining United in 2014, Jojo has played a critical role in differentiating the company's operations and customer experience by using innovative data analytics, digital products and e-commerce. Under her leadership, United has issued over 60,000 mobile devices to its pilots, flight attendants, gate agents and technicians to increase mobility and arm employees with real-time data in order to provide more personal and caring service to its customers while improving the airline's operation. Her team has also recently redesigned united.com and released a new, upgraded mobile app to provide intuitive assistance along every step of their journey. These enhancements have maintained United's status as the number one downloaded app in the industry and delivered accelerative revenue growth through digital channels.

"The entire United family is incredibly proud of Linda for being recognized as one of the Top 50 Most Powerful Women in Technology," said United's Chief Executive Officer, Oscar Munoz. "This award is a true testament to her outstanding leadership abilities and the impact she is making not only at United, but across the corporate landscape. She has accomplished a lot in her time at United, and I look forward to all she and her team will do in the future as our airline continues to grow and excel."

Boeing CEO: Safety is our responsibility, and we own it



Boeing CEO Dennis A. Muilenburg issued the following statement in response to its 737 Max software, production:

As we work closely with customers and global regulators to return the 737 MAX to service, we continue to be driven by our enduring values, with a focus on safety, integrity and quality in all we do.

We now know that the recent Lion Air Flight 610 and Ethiopian Airlines Flight 302 accidents were caused by a chain of events, with a common chain link being erroneous activation of the aircraft's MCAS function. We have the responsibility to eliminate this risk, and we know how to do it. As part of this effort, we're making progress on the 737 MAX software update that will prevent accidents like these from ever happening again. Teams are working tirelessly, advancing and testing the software, conducting non-advocate reviews, and engaging regulators and customers worldwide as we proceed to final certification. I recently had the opportunity to experience the software update performing safely in action during a 737 MAX 7 demo flight. We're also finalizing new pilot training courses and supplementary educational material for our global MAX customers. This progress is the result of our comprehensive, disciplined approach and taking the time necessary to get it right.

As we continue to work through these steps, we're adjusting the 737 production system temporarily to accommodate the pause in MAX deliveries, allowing us to prioritize additional resources to focus on software certification and returning the MAX to flight. We have decided to temporarily move from a production rate of 52 airplanes per month to 42 airplanes per month starting in mid-April.

At a production rate of 42 airplanes per month, the 737 program and related production teams will maintain their current employment levels while we continue to invest in the broader health and quality of our production system and supply chain.

We are coordinating closely with our customers as we work through plans to mitigate the impact of this adjustment. We will also work directly with our suppliers on their production plans to minimize operational disruption and financial impact of the production rate change.

In light of our commitment to continuous improvement and our determination to always make a safe industry even safer, I've asked the Boeing Board of Directors to establish a committee to review our company-wide policies and processes for the design and development of the airplanes we build. The committee will confirm the effectiveness of our policies and processes for assuring the highest level of safety on the 737-MAX program, as well as our other airplane programs, and recommend improvements to our policies and procedures.

The committee members will be Adm. Edmund P. Giambastiani, Jr., (Ret.), former vice chairman, U.S. Joint Chiefs of Staff, who will serve as the committee's chair; Robert A. Bradway, chairman and CEO of Amgen, Inc.; Lynn J. Good, chairman, president and CEO of the Duke Energy Corporation; and Edward M. Liddy, former chairman and CEO of the Allstate Corporation, all members of the company's board. These individuals have been selected to serve on this committee because of their collective and extensive experiences that include leadership roles in corporate, regulated industries and government entities where safety and the safety of lives is paramount.

Safety is our responsibility, and we own it. When the MAX returns to the skies, we've promised our airline customers and their passengers and crews that it will be as safe as any airplane ever to fly. Our continued disciplined approach is the right decision for our employees, customers, supplier partners and other stakeholders as we work with global regulators and customers to return the 737 MAX fleet to service and deliver on our commitments to all of our stakeholders.

Boeing Finishes Testing MAX Software Update

By Kate O'Connor/AVweb



Boeing CEO Dennis Muilenburg has announced that Boeing completed the final test flight prior to certification testing for software designed to address issues with the Maneuvering Characteristics Augmentation System (MCAS) on the Boeing 737 MAX on Wednesday. MCAS activation in response to faulty angle of attack sensors has been highlighted as a likely factor in the fatal accidents of Ethiopian Airlines Flight 302 and Lion Air Flight 610. As shown in the video below, Muilenburg reported that 120 test flights totaling more than 203 hours flight time have now been completed using the new software.

Certifying the software update is just one aspect of returning the MAX to service. As previously reported by AVweb, the FAA recently posted a draft report from the Boeing 737 MAX Flight Standardization Board (FSB) adjusting pilot training requirements for the aircraft. The report added the MCAS to the list of areas that must receive special emphasis during ground training but is not requiring flight simulator training for the system.

On Wednesday, Canadian Transport Minister Marc Garneau suggested that while no final decision had been reached, simulator training could be required for MAX pilots in Canada regardless of the FAA's approach. "Simulators are the very best way from a training point of view to go over exactly what could happen in a real way and to react properly to it," said Garneau. "It's not going to be a question of pulling out an iPad and spending an hour on it."

Boeing receives no commercial orders for its 737 MAX aircraft



Boeing did not win any commercial orders for its 737 MAX jet in March following a second deadly crash involving the plane. It is the first time in seven years the company failed to sell a single aircraft of this line. Despite Boeing winning orders for 44 planes, including three business-jet versions of the 737, there were no commercial models among them, almost a month after Ethiopian Airlines Flight 302 crashed shortly after take-off.

Deliveries of Boeing 737 MAX also reportedly tumbled in March as the US aerospace giant delivered just 11 planes of the model. March deliveries are more than half the rate of deliveries in the two previous months, which amounted to 24 MAX jets in January and 27 in February. The drop came as Boeing suspended deliveries of the troubled aircraft to airlines in mid-March as regulators ordered groundings of the plane.

The plane maker reportedly delivered a total of 54 aircraft in March, more than a one third of 149 supplied jets since the beginning of the year. The total first-quarter deliveries are down 19 percent compared to last year, while 737 deliveries alone tumbled about 33 percent.

Figures on the Boeing website show that the company still has 4,703 unfilled orders for 737 jetliners and a backlog of 4,648 planes of the model as of April 10.

The two recent crashes, which left a total 346 people dead, forced Boeing to cut production of its most popular passenger jet. Apart from affecting the company itself the cuts may take a toll on Boeing suppliers such as Spirit AeroSystems Holdings, which produces fuselages for the plane, and engine maker CFM International.

A Captain's Dream Comes True



SFO Boeing 787 Captain Al Langelaar was only 5 years old when his parents, survivors of WWII, decided to emigrate to the United States from the Netherlands in search of a better life.

“My parents grew up during the Nazi occupation. They were about 10 years old when the war broke out, and when they met later in life and had me, they didn’t have a lot of money,” recalled Al. “I remember my aunt dropping us off, us getting on a boat, and going inside a cabin to go on this journey across the Atlantic. We had really bad weather, and I got sick inside the cabin. That’s basically all I remember.”

It was Jan. 31, 1962, when Al and his parents arrived in New Jersey and then took a train to Pasadena, California, where they settled to start their new life.

“My parents didn’t speak English, I didn’t speak English, they were starting a new life and they worked hard,” Al said.

The value of hard work is a lesson that he never forgot, and he knew he would have to work even harder the day he fell in love with airplanes. “I was 18 years old, and one day a friend from school told me his dad had a small airplane and invited me to go up with him,” Al recalled. “Once we were up in the air, he told me he knew some airline pilots. I asked him, ‘How do you become an airline pilot?’ And the next day I took my first flight lesson. I worked nights stocking shelves at a grocery store to pay for my flying lessons.”

After working for several small commuter airlines, Al’s career led him to United, and after 34 years of flying the friendly skies, he realized almost all of his dreams had come true. Just one thing was missing.

“I always dreamed of flying to my home country,” he said.

Then, finally, the opportunity came. In August 2018, we announced new service between SFO and AMS (Amsterdam). When he heard the news, Al was enrolled in training to fly a Boeing 787 aircraft and wrote to Oscar asking him for the opportunity to be the captain for our inaugural flight.

“It would be an honor for me to fly this inaugural flight and represent United Airlines. My ties to the Netherlands are still strong, I speak fluent Dutch. I am proof positive that hard work and perseverance pay off, no matter how humble your beginnings,” Al wrote. To his surprise, his request was granted, and on March 30, his dream came true.

“I actually teared up when my chief pilot notified me that I would have the chance to fly this route,” said Al. “I wasn’t expecting it. I know it’s a very big deal. I know it takes a lot of coordination and trust, and It was just an honor to learn that they were going to put me on the flight and give me the opportunity to represent United on our very first flight from San Francisco to Holland.”

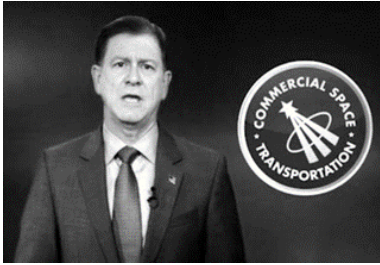
After arriving at AMS, he returned to the neighborhood where he grew up, reuniting with the same aunt who drove him and his parents to the boat that took them to the United States 57 years ago.

“As we crossed the Dutch coastline and descended over the tulip fields just starting to bloom, the landscape looked familiar, but from a vantage point I never thought I would see,” added Al. “The whole experience exceeded my wildest dreams.”

Tundra Chad Carpenter



FAA: New video on the growing field of commercial space travel



More and more U.S. citizens and companies want to know about the exciting and growing field of commercial space transportation. The Federal Aviation Administration (FAA) now has a new video on obtaining an FAA license to conduct a launch, reentry, and even operate a spacecraft.

An FAA license is required to conduct any commercial launch or reentry, the operation of any launch or reentry site by U.S. citizens anywhere in the world, or by any individual or entity within the United States. However, an FAA license is not required for a space-related activity the government carries out for the government, such as some NASA or Department of Defense launches.

The video also goes through the pre-application process, where the FAA sits down with potential commercial space operators to discuss what licensing requirements applicants might need to conduct their specific space-related activity.

Once the FAA issues a license or permit, the agency works with operators to make sure they are meeting the requirements to conduct launches and reentries. This includes having FAA safety inspectors monitor licensed activities. However, as a federal regulator the FAA has the authority to suspend or revoke any license or issue fines when a commercial space operator is not in compliance with statutory or regulatory requirements. So, if you are thinking about obtaining a license from the FAA Office of Commercial Space Transportation, please view the video. You also may find additional information in the PowerPoint presentation associated with video and the fact sheet.

Rolls-Royce Tay 611-8 engine achieves 10 million flying hours



The Rolls-Royce Tay 611-8 engine, which entered service in 1987, recently achieved another incredible milestone by reaching 10 million flying hours in nearly 5 million flights. The engine powers a range of Gulfstream's highly successful large-cabin business aircraft, such as the Gulfstream GIV, GIV-SP, G300 and G400, and has established a reputation for outstanding dependability, efficiency and low noise generation.

The performance of the Tay 611-8 enabled the Gulfstream GIV to revolutionise the business aviation market with its high cruising speed and the intercontinental range of about 4,300 nautical miles. Over the past three decades, the Tay 611-8 has achieved numerous records for speed and range. These achievements have been perpetuated by its successor, the Tay 611-8C, powering the Gulfstream G350 and G450. There are over 1,700 Tay 611-8 and -8C engines in service today, with many of these supported by Rolls-Royce's market leading CorporateCare®.

The background to the first Tay order contract is part of aviation history. In December 1982 the basic details – engine price, quantity, payment terms – were written on a napkin in less than 10 minutes by Sir Ralph Robins, who at the time was the company's Managing Director, and Allen Paulson, Gulfstream's founder and then Chairman and CEO. The deal was formally settled in March 1983.

Dirk Geisinger, Director Business Aviation, Rolls-Royce, said: "Reaching 10 million flying hours is an impressive milestone and we are very proud of this achievement. With its legendary reliability the Tay 611-8 became the benchmark for ultra-reliable long distance business aircraft and perfectly illustrates why Rolls-Royce is the leading engine manufacturer in Business Aviation.

"The Tay family with its proven performance has been very successful for us and has propelled our market leadership in this sector. Combining this engine with our latest aftermarket programme CorporateCare Enhanced raises the bar for the whole industry by introducing uncapped troubleshooting, coverage for mobile repair team travel costs and nacelle coverage on later engine models."

He adds: "CorporateCare Enhanced provides our customers with a global support infrastructure which includes Engine Health Monitoring, a worldwide network of Authorised Service Centres and globally distributed spare parts and engines, all managed by our dedicated 24/7 Business Aircraft Availability Centre. Our customers benefit directly from this investment in proactive care, as in most cases are prevented from missing a planned trip."

FAA Provides Aviation Careers to People With Disabilities



The Federal Aviation Administration (FAA) today announced a pilot program to help prepare people with disabilities for careers in air traffic operations. A key focus for the FAA's Office of Civil Rights is to identify specific opportunities for people with targeted disabilities, empower them and facilitate their entry into a more diverse and inclusive workforce.

The FAA will enroll up to 20 people in the Aviation Development Program. They will train for up to one year at 10 Air Route Traffic Control Centers throughout the U.S. The following facilities will participate in the pilot: Minneapolis, Minn., Cleveland, Ohio, Boston, Mass., Denver, Colo., Fort Worth, Texas, Jacksonville, Fla., Seattle, Wash., Memphis, Tenn., Kansas City, Kan., and Salt Lake City, Utah.

The candidates in this program will receive the same rigorous consideration in terms of aptitude, medical and security qualifications as those individuals considered for a standard public opening for air traffic controller jobs. The training will prepare them for an opportunity to be appointed to a temporary air traffic control specialist position at the FAA Academy.

This Private Jet Would Be the First to Break the Sound Barrier



In the next decade, the uber-wealthy may be able to enjoy luxury air travel at speeds previously confined to public flights on the Concorde or somehow cadging a ride-along in a fighter jet. That's because the private aircraft company, Aerion, plans to build a 12-seat business jet capable of traveling at a top speed of roughly 1,000 miles per hour, or roughly 40-percent faster than the speed of sound.

This supersonic plane, dubbed the AS2, is still in the very early stages of development—the first delivery to customers isn't expected until 2026. Nevertheless, Aerion, which recently sold a 40-percent stake to aircraft giant Boeing, has already banked 24 pre-orders at \$120 million each.

"We have to build an aircraft that doesn't just meet the need of speed," said Aerion chairman and CEO Tom Vice. He added that the plane must also meet "the needs of market economics, and those of the regulators." Adding to this complexity, Vice claims the AS2 will be designed to fly "100% on biofuels, since we're committed to a significant reduction in emissions."

Japan's first domestic passenger plane since 1960s to challenge Boeing and Airbus



Mitsubishi Aircraft Corporation, an aviation unit of Japanese industrial giant, is planning to start deliveries of Japan's first domestically-produced passenger plane since the 1960s as soon as next year. The 88-passenger jet has a flight range of about 2,000 miles, while a smaller variant can fly up to 76 people for about the same distance. The MRJ (Mitsubishi Regional Jet) made its maiden flight in November 2015 with the first deliveries slated for mid-2020.

Mitsubishi Aircraft Corporation initially planned the first deliveries of the jet for 2008. However, the date was pushed back five times due to production difficulties. Orders for the aircraft that once totaled 474 units from US and Japanese carriers have been reportedly reduced to 407 jets so far.

The Japanese conglomerate, a longtime supplier of aircraft components to Boeing, invested over 600 billion yen (\$5.36 billion) into MRJ as of March 2018 with another 200 billion yen (\$1.8bn) expected to be pumped into the project by the end of 2020. In October, Mitsubishi announced plans to invest an extra 170 billion yen (\$1.5bn) in capital into its aircraft unit, canceling 50 billion yen (\$446mn) of the debt owed by the division.

The long-anticipated MRJ, which is designed for local air transportation, may become a peer competitor for such mainstays as Canada's Bombardier, whose C Series regional planes are marketed as the Airbus A220,

after the 2017 acquisition of the unit by the European aerospace giant. The Japanese jet is also expected to provide keen competition to Brazil's Embraer that announced plans to create a joint venture for Embraer's airliners in 2018.

The newcomers in the sector of regional air service, such as the Russian Sukhoi Superjet-100 and the Chinese Comac ARJ21, which are currently undergoing test flights, may also challenge Airbus and Boeing. Mitsubishi is currently involved in legal proceedings with Montreal-based Bombardier. In October, the Canadian aircraft manufacturer filed a lawsuit, accusing the Japanese corporation of stealing secret information and causing Bombardier "to suffer irreparable financial loss."

Mitsubishi counter-sued, saying that the Canadian aircraft producer had violated antitrust regulations through "a multifaceted scheme to expand its power within the regional jet market by impeding the entrance of a new competing aircraft."

FlyersRights asking DOT to regulate airline change fees



When Congress deregulated airline prices, routes, and schedules in 1978, Congress preserved the DOT's responsibility to ensure that international prices and fees remained "reasonable." This little-known provision of U.S. law means that the FAA should strike down any change fees that are unreasonable and have no relation to cost. See 49 U.S.C. § 41501, DOT-OST-2015-0031 at regulations.gov.

FlyersRights.org has filed a notice of appeal against the US Department of Transportation (DOT) in the D.C. Circuit Court of Appeals over its refusal to regulate international change fees – Flyers Rights Education Fund v. U.S. Department of Transportation (CADC).

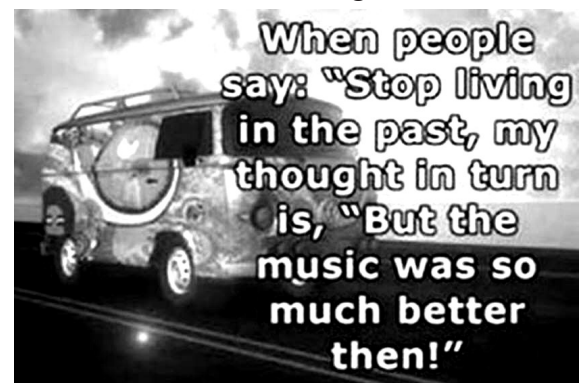
Passengers are helpless when it comes to these exorbitant change fees that can range up to \$500 or more. Domestic consolidation and international alliances in the airline industry have combined to give passengers fewer options when travelling. As airline profits soar, the airlines continue to increase change fees by hundreds of dollars while publicly declaring that these fees are a major profit generator.

In 2015, FlyersRights.org filed a rulemaking petition demanding that the DOT enforce the Reasonableness Law for change fees on international flights. On February 1, 2019, the DOT denied this petition. In refusing to regulate despite the Reasonableness Law, the DOT said it relied on "market forces" to handle all air travel pricing and policy. See DOT-OST-2015-0031-0035. FlyersRights.org is represented in the court appeal by Joseph Sandler, Esq. of Sandler Reiff Lamb Rosenstein & Birkenstock P.C. of Washington, D.C.

Paul Hudson, President of FlyersRights.org, reflected on the past few years, "The DOT has demonstrated a tremendous ability to allow the airlines and airplane manufacturers to dictate enforcement policies. The DOT has ignored the law by failing to guarantee that international change fees are reasonable and related to cost. At a time when flights are routinely filled to capacity, airlines extort passengers into paying hundreds of dollars to change flights so that the airline can go back and sell the same ticket, usually at a higher price. The airlines reach into passengers' checkbooks because the DOT refuses to follow the law."

FlyersRights.org most recently took the FAA to federal court over the denial of its 2015 seat size rulemaking petition. The seat litigation has increased scrutiny on the FAA's relationship with Boeing and other airplane manufacturers, has led to Congressional mandates to establish seat size standards and to review certification procedures, and has prompted a DOT Inspector General Investigation into the FAA's oversight of emergency evacuation testing and certification.

Paul Hudson, member of the FAA Aviation Rulemaking Advisory Committee since 1993, noted "The DOT and FAA keep proving, time and time again, that they will allow Boeing and the airlines to dictate policy both in the safety and consumer protection realms. From ignoring concerns over the Boeing 737 MAX 8 and 787 Dreamliner, to rubber stamping manufacturers' emergency evacuation testing, to decreasing enforcement of consumer protections to historical lows, the DOT has surrendered its duty to ensure safe air travel and reasonable protections for passengers."





2019 Rupa Reunion Information & Registration

It has been more than ten years since RUPA held a national event. We have decided it's time to get together once more to renew old friendships and, perhaps, make new ones. We are going to meet in Dayton Ohio, Tuesday October 1st thru Friday October 4th of this year.

We will be staying at the Holiday Inn Fairborn, 2800 Presidential Dr., Fairborn, OH. We have a room rate of \$111 per night plus tax, which includes breakfast. Call the hotel directly to the reservation department at (877) 390-5931 to make your reservation. You must identify yourself and request the group rate for RUPA, (Retired United Pilots Association.) This will insure that you will receive the correct rate and that the Association receives credit for your room in our block of rooms. This rate can apply three days prior and/or three days after the reunion with advanced reservations and which also includes complimentary parking. (Your spouse or significant other is welcome to attend. Additionally, if you would like to bring a family member or friend, they are also welcome.) The cutoff date for rooms at the hotel is 09/01/2019.

Oct 1: Registration and Welcome Reception.

Oct 2: Breakfast at the hotel. Board the bus to visit the Wright Brothers Museums, to include the Wright Cycle Company and Visitors Center, Wright Company Factory, The Wright Brothers Aviation Center and the Huffman Prairie Field Interpretive Center. Lunch will be on your own at the Carillon Brewing Company featuring food and beverages that were popular in the Dayton area during the 1800's. Dinner will be on your own.

Oct 3: Breakfast at the hotel. Board the bus to visit the United States Air Force Museum. There is so much to see here, one day will hardly do it justice. Free guided tours are provided. Lunch will be on your own at the museum. That evening will be the RUPA banquet/dinner. It will be held at the Holiday Inn Fairborn in the Lindbergh/Earhart Room. Entertainment will be provided as well as a guest speaker and group photo.

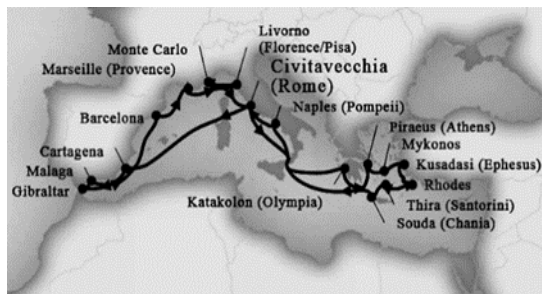
Oct 4: Breakfast at the hotel and farewells.

Now, for all of this to work we need your cooperation. First, we would like you to register as early as possible so that we know if we have enough rooms in our block for everyone who wishes to attend. Second, we need to know how many of you will be going on the tours, so we have enough buses for all. And third, we need to know how many will be attending the banquet/dinner. At the present time we have a Banquet Room reserved for 120 people, and that is a tight fit. A larger room is available, but we have to know before it is spoken for.

If you plan to attend, please forward the registration form to John Gorczyca. Thank you in advance for attending. This reunion should be a wonderful experience for us all and we know you will have a great time.

Rich Bouska, and John Gorczyca, Co-Chairman

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:

Inside \$1,449 Outside \$1,799 Verandah \$2,099 Suites \$2,449 Port charges are \$129 pp

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

Inside \$1,349 Outside \$1,699 Verandah \$1,749 Suites \$1,999 Port charges are \$110 pp

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

Inside \$2,699 Outside \$3,399 Verandah \$3,799 Suites \$4,399 Port charges are \$253 pp

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

Additional Cruise information

From time to time Holland offers specials that become available, but it is difficult to list them due to the submission and publication dates of each issue. For this reason lower prices may be available than those published. Call Jerry for the best up to date prices. He will always reprice current bookings if lower prices become available.

I would like to highlight some of the points of interest that will be available along the route of this cruise. First of all is Rome, if you haven't been to Italy, Rome is a must see. You will have three opportunities to visit the city; arrive a day or two early to adjust to the time zone and see the sights, the mid cruise break when the ship returns back to Rome for a day after the first twelve days of the cruise, and after the cruise is completed. Rome is virtually one large outdoor Roman architectural museum. One should at least see the Colosseum, the Roman Forum, the Pantheon, the Arch of Constantine, and St. Peter's Basilica. You may also want to visit the Spanish Steps, Trevi Fountain and several Gelato shops to keep your energy up.

The first port of call in Greece is the small fishing village of Katakolon, the closest port to Ancient Olympia. Here you can step back in time, 2,000 years into the past, to the days of the original Olympic Games. Temples, treasury, porticoes and statues, as well as the Temple of Zeus with its forty foot statue all stood here. You will be able to see all the ruins and fill in the gaps with your imagination. Near the pier at the port is the Museum of Ancient Greek Technology. It holds 200 operating reconstructions of mechanisms and inventions of the ancient Greeks.

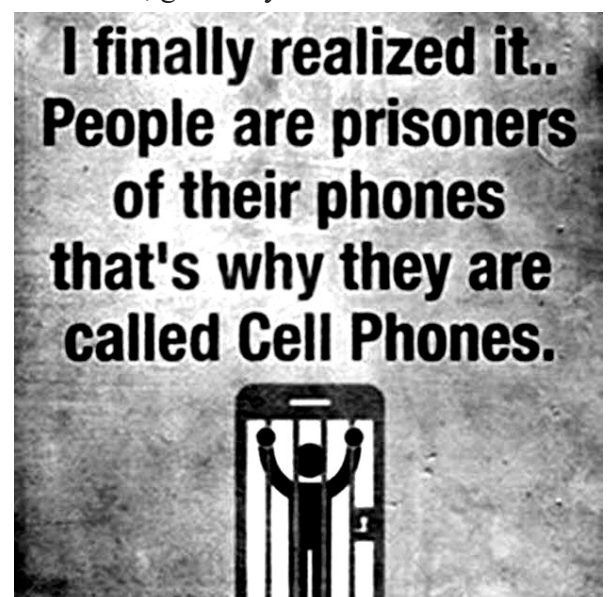
No modern metropolis is more steeped in myth than Athens, Greece. From the gritty port of Piraeus, gateway to Greece's fabled isles, to the Parthenon, eternal symbol of Western civilization; Athens has attracted scholars and visitors for centuries. This heritage is still very much alive for modern visitors to Athens. Ancient stadiums and temples stand alongside apartment blocks while modern performances are staged in the marble amphitheaters where Greek drama was born. All this and millennia-old monuments are scattered in the archaeological park that circles the Acropolis.

From ancient wonders to holy sites, there are few ports in the Mediterranean as magical as Kusadasi Turkey. It is the gateway to one of the most legendary cities of the ancient world: Ephesus, a UNESCO World Heritage Site. St. Paul preached in its Great Theater, while the façade of the Celsus Library survives as a testament to the city's role as a center of learning and culture. You will be able to walk the streets amongst the ruins of this once great city. Not far from Ephesus, the Temple of Artemis (also known as the Temple of Diana), one of the Seven Wonders of the ancient World, once stood. While it no longer stands, it is possible to walk amongst its foundations and the remains of its towering columns. Other historic sites can also be found nearby: The House of Mary is believed to be the home of Jesus's mother at the end of her life, and the Basilica of St. John, constructed in the 6th century, marks the location of his tomb. (Like Mary, he spent his final years in Ephesus.) A day here is a day spent in the company of some of antiquity's greatest figures.

Cartagena is home to the second-largest Roman amphitheater on the Iberian Peninsula. The amphitheater was discovered in 1988 during the clearing of rubble and has been restored to its former magnificence. The city is much more than just spectacular ancient ruins; there are striking Art Nouveau buildings, neoclassical churches and ultramodern edifices throughout the city. Here you will find many opportunities to shop for local and regional artisan wares or to sample the friendly tapas bars, or if you are so inclined, Paella is widely available and worth a try.

Gibraltar, British Territory: we all know of the strategic value of Gibraltar, generally known as the "Rock". But did you know it offers a fascinating mix of cultures that include Moorish, Spanish, Italian, Portuguese and English influences (among others)? This tiny British Territory is most famous for the giant Jurassic limestone rock soaring above the territory's main commercial and residential areas. The Rock contains an abundance of history (military and otherwise), not to mention significant flora and fauna, and a labyrinth of caves and tunnels which can be visited. Venture into Gibraltar's densely populated streets for Spanish, British, Middle Eastern and Italian cuisine, as well as tax-free shopping on everything from luxury brands to handmade arts and crafts and artisanal edibles. There are also historic and holy places in Europa Point, and the Museum of Gibraltar provides an opportunity to learn about the region's history and prehistory.

It's difficult to point out highlights on a cruise like this one when the whole cruise is a Highlight. I hope you are able to find your own particular favorite.



San Francisco airport facility energy use: ZERO!



“As an industry leader in sustainability, we are proud to be the first airport in the world to achieve a certified Zero Net Energy facility,” said San Francisco International Airport Director Ivar C. Satero. “This represents a major milestone in our environmental efforts, and we are honored to be recognized by Airports Council International – North America for this achievement.”

The San Francisco International Airport (SFO) has been honored as the world’s first Zero Net Energy (ZNE) facility at an airport. Airports Council International – North America (ACI-NA), which represents governing bodies that own and operate commercial airports across the United States and Canada, recognized SFO with its Environmental Achievement Award at the Airports @ Work conference in Salt Lake City, Utah. SFO received the award in the Environmental Management Category for its Airfield Operations Facility, which was recently certified as a Zero Net Energy facility by the International Living Future Institute (ILFI).

Completed in 2015, SFO’s Airfield Operations Facility is the first airport facility in the world to operate using zero net energy. Over the past year, the facility generated more electricity than it consumed, thanks to a rooftop solar array which generates 136 kilowatts of energy. As a result, the Airfield Operations Facility was actually a net power producer, sending unneeded energy back into the grid. It runs off 100% carbon-free electricity and uses zero fossil fuels for the operation of the building. Future SFO facilities are designed to meet strict energy efficiency targets, and to include solar where feasible, to further advance the campus wide Zero Net Energy goal.

In 2017, SFO set an ambitious goal to achieve zero waste going to landfill, carbon neutrality, and Zero Net Energy across its entire airport campus. Since then, SFO has reduced its use of electricity by over 4 million kilowatt hours, saving enough energy to power over 600 homes, and added over 1 megawatt of solar energy across the airport.

This is the third ACI-NA award that SFO has received for its environmental leadership, and its second award in the environmental management category. In 2013 ACI-NA recognized SFO for its Climate Action Plan, which outlines a variety of efforts intended to reduce greenhouse gas emissions related to airport operations. The following year, ACI-NA honored SFO for its Recovery Action Plan, which ensures the protection of two endangered species on a 180-acre undeveloped area of the Airport. In 2016, SFO was awarded Level 3 Airport Carbon Accreditation by ACI-NA, at the time becoming the first airport in California and only the second in North America certified at this level.

Sometimes Old Technology Is Appropriate

By Russ Niles/AVweb



I’ve actually never bought a brand-new vehicle and my long-suffering wife will attest to the occasional discomfort and inconvenience that has resulted.

Nevertheless, we’ve mostly been able to get where we wanted to go, do what we needed to do and do it safely and mostly reliably without ever having a car

payment.

Among the long list of secondhand vehicles in our past is a 1984 Toyota BJ60 Landcruiser (diesel) that carried us faithfully through a particularly perilous period in our lives with the same grace and determination that it took for our family to power out of that difficult time.

I had it restored a couple of years ago, essentially out of gratitude, and discovered that time moves on. I haven’t put more than 500 miles on it since because I have newer vehicles now that are more comfortable and convenient. The Cruiser is noisy, slow and rides like it’s always going over railroad tracks. It’s worth a lot of money in its restored condition so why don’t I sell it?

There’s no really good reason but I can rationalize keeping it by knowing that if I put a couple of batteries in it, the Cruiser would take me to hell and back regardless of the circumstances. There is no tougher, more capable or reliable 4x4 on the planet, period.

In that previous dark time I drove it for a month without a functioning alternator because it doesn't have an ignition system, computers or electric accessories. It doesn't need an alternator to run. I just made sure I was home before dark, didn't listen to the radio and charged the batteries overnight to provide power for starting it and running the turn signals and brake lights the next day.

Simplicity can be a virtue, if you're willing to negotiate on comfort, convenience and efficiency.

So, it makes me wonder if the Air Force has come to the realization that some of its best ideas happened 20, 30 or 50 years ago and that finding ways to exploit them in the modern context is a suitable adjunct to the truly marvelous technology that is flooding the leading edge of military aviation.

It also might be giving Boeing some pause as it layers more software on top of its already complex MAX 8 to deal with what is mainly an aerodynamic issue. The growing sentiment among Boeing diehards is that the company has shifted to an Airbus-like philosophy that lessens the intrinsic role of the human pilots.

As for USAF, the obvious example is the B-52. As we reported earlier, the BUFF will fly until at least 2050 and probably beyond. It seems likely there will be 100-year-old examples in service although the current retirement date would technically see the type out of service at a fresh-faced 88.

The first B-52s were equipped with a tail gunner position. The current B-52Hs are technology hubs with plenty of flexibility for improvement. The new engines that 76 of them will receive will give them better performance, cut maintenance and boost reliability (although anything less than four engine failures is not much of an issue).

At the bargain price of about \$3 billion, including weapons and electronics upgrades, the USAF will get a modern fleet of subsonic, lunch bucket bombers that can obliterate life as we know it on Earth. Developing a new platform that could deliver that level of utter destruction would cost at least 100 times more and since the result would be the same, why bother?

There have been a couple of other examples of the aerial forces reaching back in time for modern-day support, notably the Navy's resurrection of some legacy F/A-18 Hornets from desert storage while it waited for the F-35C.

Then there's the continuously delayed retirement of the A-10, which can really only do one thing but does it better than anything else and comes in really handy when the circumstances dictate.

None, however, is more intriguing than the continued use of the F-117 Nighthawk.

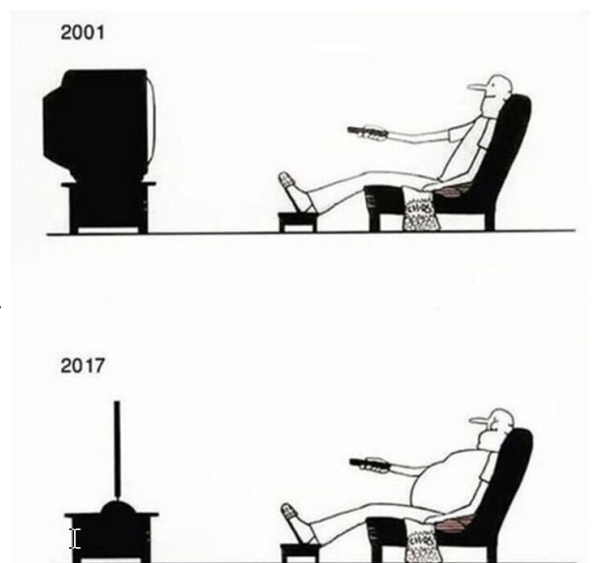
As we recently reported, the original stealth fighter has allegedly gone back to the front lines in the Middle East and created some fresh mayhem over Syria. That unsubstantiated report is buttressed by well-documented sightings of Nighthawks tooling around the desert ranges of California, often in tandem with F-16s and F-35s.

Although it was officially retired 10 years ago, there are 52 flight-ready F-117s in storage in the desert and apparently four of them may have been dropping bombs in Syria in 2017.

It makes sense, if you think about it. Direct involvement by U.S. F-22s, which replaced the F-117, would be a major provocation in the delicate balance of military power in the region. But there are circumstances in which the off-the-books Nighthawk might be a viable option. After all, it was designed to evade the very Russian-supplied anti-aircraft radars and fighters that Syria operates. And since all of the Nighthawk's once top-secret capabilities have been thoroughly and publicly explored and revealed, losing an airframe in Syria would not be much of an intelligence blow compared to the loss of an F-22 or F-35.

We'll likely never know officially if the F-117 was or is operational but I have to applaud the abstract thinking that created the plausible scenario of putting a 38-year-old uniquely capable machine back to work.

Makes me want to charge up the batteries and go for a ride in that 36-year-old Cruiser. You never know ...



Tomb of the Unknowns Guards Begin Use of Custom M17



Recently, Tomb Guards from the US Army's 3d U.S. Infantry Regiment (The Old Guard) were presented with 4 ceremonial M17 pistols at Arlington National Cemetery. These works of art were created by SIG SAUER specifically for use by the Guards.

This ceremony marks the first use of the M17, which will accompany the Sentinels of the Tomb of the Unknown Soldiers

as they stand guard 24 hours a day, 7 days a week, 365 days a year.

The unique distinguishing features for the M17 Tomb of the Unknown Pistols include:

- **Pistol Names:** each of the four pistols bears the name of Silence, Respect, Dignity, or Perseverance and is featured on the dust cover. Dignity and Perseverance represent "The Sentinel's Creed," and Silence and Respect represent the request to the public by Arlington National Cemetery when visiting the Tomb of the Unknown, and during the Changing of the Guard;

Custom Wood Grips: in 1921 the chosen Unknown was transported to the United States of America aboard the USS Olympia. The custom wood grips are made with wood from the USS Olympia and include the crest of the 3rd Guard, Tomb of the Unknown Soldier identification badge inset;

- **Cocking Serrations:** XXI cocking serrations are engraved on the slide to signify the twenty-one steps it takes for the Tomb Sentinels to walk by the Tomb of the Unknowns and the military honor of a 21 Gun Salute;
- **Sight Plate:** an engraved impression of the Greek Figures featured on the east panel of the Tomb – Peace, Victory, and Valor – are featured on the sight plate;
- **Sights:** a glass insert made with marble dust from the Tomb of the Unknown fills the sights of the ceremonial pistols;
- **Engraved Magazines:** the 21-round magazines feature an aluminum base plate engraved with the names of the Greek figures featured on the Tomb of the Unknown – Peace, Victory, and Valor – and include a name plate on the bottom of the magazine engraved with the Tomb Sentinel badge number.
- **Serial Numbers:** the pistols are serialized with a unique set of serial numbers that incorporate items of significance to the Old Guard: "LS" represents line six of the Sentinels' Creed, "My standard will remain perfection; "02JUL37" to signify the first 24-hour guard posted at the Tomb of the Unknown on July 3, 1937; "21" to signify the 21 steps it takes the Tomb Sentinels to walk by the Tomb of the Unknown, and the military honor of a 21 Gun Salute.

The full series of M17 Tomb of the Unknown Soldier Pistols serial numbers are LS02JUL37A21 (Silence), LS02JUL37B21 (Respect), LS02JUL37C21 (Dignity), LS02JUL37D21 (Perseverance)

"A veteran is someone who, at one point in their life, wrote a blank check made payable to The United States of America for any amount, up to and including their life."

Our flag does not fly because the wind moves it. It flies with the last breath of each oldier/sailor/marine/airman who died to protect it.



Children of The Silent Generation

Born in the 1930s and early 40s, we exist as a very special age cohort. We are the Silent Generation.

We are the smallest number of children born since the early 1900s. We are the "last ones."

We are the last generation, climbing out of the depression, who can remember the winds of war and the impact of a world at war which rattled the structure of our daily lives for years.

We are the last to remember ration books for everything from gas to sugar to shoes to stoves.

We saved tin foil and poured fat into tin cans.

We saw cars up on blocks because tires weren't available.
We can remember milk being delivered to our house early in the morning and placed in the "milk box" on the porch.
We are the last to see the gold stars in the front windows of our grieving neighbors whose sons died in the War.
We saw the 'boys' home from the war, build their little houses.
We are the last generation who spent childhood without television; instead, we imagined what we heard on the radio.
As we all like to brag, with no TV, we spent our childhood "playing outside."
We did play outside, and we did play on our own.
There was no little league.
There was no city playground for kids.
The lack of television in our early years meant, for most of us, that we had little real understanding of what the world was like.
On Saturday afternoons, the movies gave us newsreels of the war sandwiched in between westerns and cartoons.
Telephones were one to a house, often shared (party Lines) and hung on the wall.
Computers were called calculators, they only added and were hand cranked; typewriters were driven by pounding fingers, throwing the carriage, and changing the ribbon.
The 'internet' and 'GOOGLE' were words that did not exist.
Newspapers and magazines were written for adults and the news was broadcast on our table radio in the evening by Gabriel Heatter.
We are the last group who had to find out for ourselves.
As we grew up, the country was exploding with growth.
The G.I. Bill gave returning veterans the means to get an education and spurred colleges to grow.
VA loans fanned a housing boom.
Pent up demand coupled with new installment payment plans put factories to work.
New highways would bring jobs and mobility.
The veterans joined civic clubs and became active in politics.
The radio network expanded from 3 stations to thousands of stations.
Our parents were suddenly free from the confines of the depression and the war, and they threw themselves into exploring opportunities they had never imagined.
We weren't neglected, but we weren't today's all-consuming family focus.
They were glad we played by ourselves until the street lights came on.
They were busy discovering the post war world.
We entered a world of overflowing plenty and opportunity; a world where we were welcomed.
We enjoyed a luxury; we felt secure in our future.
Depression poverty was deep rooted.
Polio was still a crippler.
The Korean War was a dark presage in the early 50s and by mid-decade school children were ducking under desks for Air-Raid training.
Russia built the "Iron Curtain" and China became Red China.
Eisenhower sent the first 'advisers' to Vietnam.
Castro set up camp in Cuba, and Khrushchev came to power.
We are the last generation to experience an interlude when there were no threats to our homeland.
We came of age in the 40s and 50s. The war was over and the cold war, terrorism, "global warming", and perpetual economic insecurity had yet to haunt life with unease.
Only our generation can remember both a time of great war, and a time when our world was secure and full of bright promise and plenty. We have lived through both.
We grew up at the best possible time, a time when the world was getting better not worse.
We are the Silent Generation - "The Last Ones"
More than 99 % of us are either retired or deceased, and we feel privileged to have "lived in the best of times"!

RUPA Pass Travel Report May 2019

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Employee Travel Center (ETC)
+1 (877) 825-3729
etc@united.com
or **Help Hub** or Flying Together

Hello fellow aviators,

Good news. We can now give the Pony Express a break and save 50 cents at the same time. Beginning by the time you receive this we'll be able to pay our imputed income tax for certain pass travel online instead of by writing and mailing a check. Here's how:

- Go to Flying Together > Employee Services > Health & Insurance (YBR)
- Click on the Pass Travel Tax Withholding tile
- Select the Pay Now tile on the right side of the page
- Follow the prompts in the Payment Center to submit your online payment.

For those nostalgic types, the tax can still be paid by mailing your check along with the coupon you receive to the address shown on the coupon.

Visiting Hanoi, Vietnam

Being pilots and traveling a lot, many of us are asked where we like to travel to the most. My answer is usually, "Italy, Hawaii and Vietnam."

In this issue I'd like to share with you my recommendations for visiting Hanoi, the capitol of Vietnam. Some of our dear readers may have served in SE Asia during the Vietnam War, have never returned, but may have thought about doing so. This issue is written for you.

There are so many places to visit in Vietnam. Saigon, or Ho Chi Minh City, is already familiar to a lot of us who flew there for United. Less familiar are cities further north with rich heritages and cultures. Nha Trang, the beach resort north of Saigon, Hoi An, the UN World Heritage site just south of Danang (with some of the best food, cafes and art galleries in Vietnam, I might add), and further north, Hanoi, Ha Long Bay near Haiphong, and even further north near the Chinese border, the Hmong hill tribe villages with their famous, colorfully dressed ethnic minorities, known for the trekking from village to village.

To get to scenic Ha Long Bay or to Sapa, near the Hmong hill tribe villages of the far north, you'll have to pass through — and hopefully stay a night or two — in the beautiful city of Hanoi. The central areas of the city surround a scenic lake, the circumference of which, is easy to walk in less than an hour.

To get to Hanoi, the quickest way from North America is by taking United to Narita or Seoul and then connecting on other airlines to Hanoi. US Passport holders are required to have a visa and you can apply for them online for \$25.

For tourists the city has two main sections, the old quarter and a newer more upscale section on the opposite side of the lake. Both are inexpensive to stay.

The old quarter is a relatively large area made up of narrow streets and alleys with narrow shops and restaurants. You're forced to walk in the busy streets because the sidewalks are filled with parked motor scooters. So be careful. Here, especially at night, you quickly appreciate the tenor, sights, sounds and smells of being in old Hanoi from what seems like a very different time.

On the other side of the lake is what I call "the Opera House side" of Hanoi. Here are wider sidewalks, less congestion and wonderful restaurants and cafes. The Metropole where Kim and Trump met is in this neighborhood, as is, of course, the Hanoi Opera House.

Where to stay and where to eat? There are too many good places to count. Not counting the Metropole, most



hotels are well under \$100 a night with the Hilton Opera House clocking in at right about \$100 a night. Most of the hotels are boutique style hotels with about 20 rooms or less.

My favorite places to stay and eat are listed below, and all are highly rated by Trip Advisor, but please check Trip Advisor to get a better picture. And don't forget when using Trip advisor, always reference the map mode so you can focus on the area of town you want to stay.

On the Opera House side of the lake, the Conifer Boutique Hotel is my favorite. It's best attributes: Location and a great breakfast. It's just a five-minute walk from the Opera House and the Metropole, and it normally costs about \$80 a night for a good room.

Places to eat on the Opera House side: (All are highly rated in Trip Advisor)

Ru Nam ("dragonfly" in Vietnamese) Try sitting out on the balcony facing the street with a nice view of the beautiful Opera House.

Pizza 4P (Don't let the name fool you) Great Asian/Italian fusion with a beautifully decorated upscale interior. Tandoori or Teriyaki pizza? It's here, along with great pasta and salads.

Maison Marou, a beautiful and roomy cafe within walking distance of the Opera House. It's the only chocolatier in Vietnam that grows its own cocoa beans in the Dalat highlands. It was started by two French men. Their chocolate cookies, candy, pastries, cakes and drinks and coffee are rich and near perfection.

In the old quarter I recommend L'Heritage Hotel, also highly rated in Trip Advisor, with spacious rooms and good customer service. Mid-range rooms can be had for about \$50. I didn't think breakfasts were as good as those at the Conifer.

My favorite restaurants in the old quarter:

"Grandma's," a five-minute walk from L'Heritage Hotel is in a beautifully restored colonial building wonderfully decorated in a soothing and eye pleasing Vietnamese ambiance. The Vietnamese fare is outstanding. Our bill came to \$115 for six including drinks and tip.

Across the street from Grandma's and a couple of doors down is "Cha Ca Thang Long," an authentic local place specializing in their famous grilled fish set menu costing about \$8 per person. My Hanoi friends took me here for lunch. If you're not there early for lunch or dinner, you'll be greeted by a line of people outside waiting to get in. It's clean and spacious. During our lunch I think I was the only non-Vietnamese there.

If you're in the mood for a Banh Mi, a Vietnamese sandwich, you won't do better than "Banh Mi 25," located about a five-minute walk from L'Heritage. Be aware that there are three of them within about 30 meters of each other. One for takeout only and two for sitting in. Their banh mis are carefully prepared in wonderfully baked bread and only cost about \$1. But, as the reviews tell you, they're small. So, I always ordered two when I stopped by.

What to do and see in Hanoi.

Southeast Asia's version of Uber is a similar company called "Grab" that's even cheaper than Uber. Download the free app before you leave home. Unlike Uber, you can pay automatically with your credit card, or by cash. But be advised you won't be able to enter your credit card in the payment section until you're actually in Vietnam or another country that also uses Grab. I recommend Grab to get from Hanoi Airport to downtown.

For our war vets, you may want to ask the front desk how to get to what the locals call "The B-52 lake." The remnants of a B-52 shot down during the Christmas bombings of 1972 rests in this pond with a huge portion visible above the water line. It's a sobering sight.



The so called “Hanoi Hilton,” or Hoa Lo Prison known to Americans as the place where our prisoners of war were kept is also an intriguing place to visit. But the prison is far more notorious to the Vietnamese as the place where the French imprisoned and persecuted Vietnamese. In fact, the portion of the prison dedicated to the American prisoners takes up only a relatively small section of the prison that is on display to the public. The American section has several interesting rooms and cells, such as the flight gear worn by John McCain when he was captured (see photo).

The Ho Chi Minh Museum and the Ho Chi Minh Mausoleum are also popular tourist stops.

If you have two or three extra days, try taking an overnight cruise on beautiful Ha Long Bay. (see photo) Check Trip advisor for the best companies. The quality and cost run the gamut. I’ve been twice and stayed in a beautifully decorated cabin with a dining room that served great food. A pilot friend of mine used a different company and the crew cooked their meals on a hibachi on the deck. At Ha Long Bay you get what you pay for.



Passenger satisfaction at baggage collection jumps to new high



While the adoption of technology has improved passenger satisfaction across the airport journey, the biggest jump by far over the past year was at baggage collection. 2019 Passenger IT Insights shows that passengers are demanding more mobile services in relation to their baggage and where these are available, satisfaction levels have surged.

The research shows that 26% of passengers in 2018 used their mobile device to receive status updates on their baggage at arrival, up from 14% in 2017. At the same time, there is a growing demand from passengers to receive more baggage information via their mobile devices. A majority of passengers said they would definitely use mobile notifications providing information on baggage at arrival while a similar proportion said they would use their mobiles to track their bags or to report mishandled baggage.

These mobile services have dramatically improved passenger satisfaction levels. In 2018, those travelers who used their mobile to receive updates at baggage collection were 8.6% more satisfied than those who relied on traditional voice announcements or flight information screens for information. In fact, those who relied on traditional voice or screen announcements for updates ranked baggage collection as one of the lowest points in their journey while those receiving mobile updates perceived this step as one where they were most satisfied.

Peter Drummond, Director of Baggage at SITA, said: “Today airports and airlines are increasingly tracking bags at key points across their journey. While this tracking data is primarily used to provide better oversight of baggage and reduce mishandling, many operators are providing some, or all, of this information to

passengers as a mobile service. This is being done either through the airline or airport mobile app or other notifications such as SMS.

“As we have seen from the survey, this service has a tremendously positive impact on passengers’ airport experience. It provides a significant positive boost to the way they perceive their travel, while reducing anxiety around baggage. It is a strong endorsement of the benefits of baggage tracking in addition to the improvements in mishandling rates we have already seen where tracking solutions are in place,” said Drummond.

A potential force driving adoption of mobile baggage services is the growing number of checked bags in 2018.

Drummond added: “More than 4.3 billion bags were checked in by passengers globally. This is an average of 1.2 bags per person, up from 1.08 bags per passenger in 2017. The rise in checked baggage is likely to drive demand for more services as passengers want to know where their bags are at all times. Those airports that track bags across the journey are well placed to offer this service.”

The key findings of the report are based on a survey of passengers from 20 countries across the Americas, Asia, Europe, Middle East and Africa, representing over 70% of global passenger traffic

United Easing travel for families



Traveling with small children can often make for a stressful experience – there’s no doubt about it.

From offering pre-boarding to families with small children to outfitting some of our hubs with nursing pods, we’re continuing to look for ways to make the travel process a little bit easier for families.

That’s why, beginning April 1, we’re proud to be the first U.S. airline to allow collapsible strollers to be carried on board United and United Express aircraft at no additional cost to customers.

Unlike traditional folding strollers that are cumbersome to bring on board, these strollers break down to a small size and are permitted either in the overhead bin or under the seat, as long as they meet the carry-on size guidelines (9 inches x 14 inches x 22 inches or 9 inches x 10 inches x 17 inches).

Currently, the following compact, folding-stroller brands meet these requirements:

- gb Pockit Stroller
- BabyJoy Pocket
- Silver Cross Jet Ultra Compact

As an exception item (like umbrellas or diaper bags), these compact, folding strollers are allowed in addition to the 1+1 carry-on allowance. This new policy applies to all customers, including those who purchased Basic Economy.

Ahead of the summer travel season, families with these travel strollers will be on their way quicker than before, eliminating the current wait on the jetbridge.

For additional information about this new policy and procedure, employees should refer to recent department communications. Customers can read more about the new policy on united.com.

As we continue to put customers at the center of everything we do, stay tuned for more information on how we’re re-examining our policies to keep our customers’ best interests at heart and deliver truly caring service.

What Smart Travelers Know



A record-breaking number of Americans are traveling, but most are unprepared for the journey – more than 90% of US travelers don’t know their rights, according to AirHelp, advocate for air passengers.

For easy reference, they have compiled a brief overview of U.S. air passenger rights below, along with insider tips for smart travelers. Knowing your rights could make you eligible to claim compensation.

These include what to do regarding:

Flight Delays, Cancellations, Bumping, Denied Boarding, Overbooking, Lost Luggage, Missed Connections, When to fly, How to pack, And more.

Disruptions: If you are flying within the U.S. and you are denied boarding due to an overbooked flight, you may be eligible to claim 400% of the one-way fare to your destination in compensation, of a value up to \$1,350. Also, for flight cancellations or lengthy delays, if you're flying to the EU on an EU airline, or departing from an EU airport, you may be eligible to claim up to \$700 per person in compensation under European law EC 261.

Lost Luggage: Did you know airlines that lose or damage travelers' luggage are obligated to pay out compensation of \$1,500 – \$3,500 to impacted passengers and reimburse them for lost items? Many travelers are unaware of these 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. 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.

Missed Connections: If flights are booked together under one reference code, passengers can claim \$300 – \$700 in compensation from the airlines if they miss a connecting flight due to an earlier disruption under EC 261.

Fly during off-peak days or times to avoid the largest crowds at airports. The late night flights are often the least crowded, which means that your flight may be less likely to be overbooked, and your wait time at security will be shorter.

Consider flying out of alternate airports, if your airport is known to have delays. If flights from one airport typically experience significant disruptions, you can anticipate the new screenings will create longer lines at security and additional delays. Look into flights through different airports that fit your travel needs.

Leave extra time for traveling to the airport. No matter when people are traveling, they should anticipate traffic near the airport and overcrowding inside, thanks to overtourism. Pack the car with your luggage the night before departing to help save precious time the day of. Schedule extra time for driving, plan to arrive at the airport at least three hours before takeoff, and be sure to leave ample time to get through lines at security in case of large crowds. If it is easy enough, travelers can also consider public transportation to eliminate parking fees and cut costs.

Be ready for longer lines at security. With larger flights, waiting for luggage can take a lot of extra time at the airport. For short trips, travelers may consider using only a carry-on item, as long as all items fall under TSA requirements.

Strategically pack your luggage to have your ID and all liquid items at the top so that they're easily accessible to TSA staff.

Pack larger electronics at the top. In July 2018, the TSA announced rules that require electronics larger than a cellphone to be placed in separate screening bins. If you're one of the many travelers who are opting to bring bags on board rather than pay money to check them, pack larger electronics at the top so they're easy to remove and place in a separate screening bin.

Consider wearing a pullover jacket or sweatshirt instead of a zip-up – this will allow you to quickly get through security without having to worry about removing articles of clothing.

Bring chargers and extra entertainment for the airport. Sometimes, flight disruptions are inevitable, so consider packing an extra phone charger and book to take on the flight

US airlines wrongfully reject over 25% of their passengers' compensation claims

Consumer rights advocacy group released the results of a new study showing that United States airlines wrongfully reject more than 25% of compensation claims, indicating that more than one in five travelers are being denied up to \$700 they are owed by Delta Air Lines, United Airlines, and American Airlines following flight disruptions.

Each year, more and more travelers flying out of the U.S. are eligible to claim compensation under European law EC 261 which covers travelers on European flights. AirHelp found more than 25% of valid claims filed against

U.S. airlines for disrupted flights in 2016, 2017 and 2018 were turned away on wrongful grounds by airlines trying to avoid their obligation to travelers.

The travel experience is continuously getting worse due to overtourism. In the U.S., 407,000 travelers are eligible to claim compensation under EC 261 following flight delays and cancellations experienced last year, up from 370,000 the previous year. During the first three months of 2019, more than 75,000 passengers experienced disruptions due to the fault of the airlines that have made them eligible for compensation.

This trend is a small part of the larger issue of airlines mistreating passengers. A survey of travelers found 75% of U.S. travelers feel uninformed about their air passenger rights, and less than 25% of travelers who were on a disrupted flight actually file a claim, despite airlines being required by law to inform passengers of their rights.

How the U.S. Airlines Stack Up: Of the U.S. airlines, Delta Air Lines wrongfully rejects the most claims at a rate of one in three. United Airlines wrongfully rejects nearly one in four claims, and American Airlines rejects one in every five. According to an annual ranking of global airlines and airports, U.S. airlines' unsurprisingly perform poorly, with each major carrier earning less than seven out of 10 for quality of service.

U.S. Passenger Rights: U.S. passengers are protected under EC 261 for flights to the EU on an EU airline, and any flight departing from the EU. Cancelled flights, delays of more than three hours, and incidents of denied boarding are covered under EC 261, as long as the disruption was not caused by extraordinary circumstances such as weather, sabotage or political unrest. Eligible passengers may be entitled to financial compensation of up to \$700 per person, and can file claims up to three years after the incident occurs.

Travelers have fewer protections on domestic U.S. flights, but can claim up to \$1,350 in compensation for denied boarding due to overbooking, depending on the value of the ticket fare and ultimate delay in arrival to their final destination

Info from United's Employee Travel Policy and Procedures Rep

Beginning April 1st, retirees can now make online payments for their pass travel tax withholdings through the Your Benefits Resources (YBR) website.

If paying online is not your thing, don't worry you can still pay for your tax withholdings by check or money order. Please keep in mind, failure to pay an invoice may result in a suspension of your pass travel privileges until the invoice is paid.

Pay by check or money order:

- Make check or money order payable to United Airlines
- Be sure to write your account number 024510004 on your check or money order
- Always enclose the bottom portion of the invoice (coupon) with your payment
- Mail your payment to the address shown on the coupon
- United Airlines, P O Box 3788, Carol Springs, IL 60132-3788

Online payment:

- Go to Flying Together > Employee Services > Health & Insurance (YBR)
- Click on the Pass Travel Tax Withholding tile
- Select the Pay Now tile on the right side of the page
- Follow the prompts in the Payment Center to submit your online payment

Helpful Resources:

- Visit our W-2 Pass Travel Tax Reporting page for a complete list of resources and tools
- Contact the Employee Travel Center:
- Use Help Hub to submit an inquiry or
- Call 1-877-UAL-ESC9 (from the U.S.) or 1-847-UAL-ESC9 (outside the U.S.)
- Hours: 7:00 a.m. to 7:00 p.m. Central Time, 7 days a week
- Say "employee travel" then "travel questions" to speak to a team member



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

UNITED

Flight Training Center



The New DENTK - The newest "G?" Building lower right.
 By Marvin Berryman DENTK Retired - UAHF Will continue accepting your tax-deductible monetary (\$) contributions - mail to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.

What's The Best Restaurant if You're Over 50

By Frank Bruni/The New York Times



A few years ago a well-connected friend of mine suggested that I join her for one of the first, invitation-only nights at what was sure to be the hottest new restaurant in Washington. When I told people, they were so jealous of me I became jealous of myself. Then we got there. The place was rigged for bedlam: awkward corners, tight squeezes and, of course, the merciless ricocheting of sound. We were seated at a communal table of sorts with strangers — festive! — and there was so much sharing of so many dishes that I lost track of what I'd tried, what I hadn't, what I'd loved and what I'd loathed. By the hour mark, I had heard about one stranger's European jaunt, another's job promotion and, if memory serves, a third's veterinary bills. The pooch maybe had respiratory problems. Please pass the shrimp.

Did I used to enjoy this? I don't anymore, and there's no vivid anecdote to explain my slide into culinary curmudgeon. There's only the passage of time. I was once under 50. I'm now over that mark. And it's not just sex and sleep that change as you age. It's supper.

A large part of that, yes, concerns your physical evolution. But a larger part concerns your spiritual one. Your appetite matures, in terms of both the food and the mood you crave. Virgin sensations are less important; knowing that you'll be able to hear and really talk with your tablemates, more. If having that reassurance means patronizing the same restaurant over and over, so be it. A roasted chicken in the hand is worth two in the bush.

What you want from restaurants, it turns out, is a proxy for what you want from love and from life. None of these is constant. All reflect the arc that you've traveled, the peace that you have or haven't made. When I was 34, I wanted bling, because it persuaded me that I was special. When I was 44, I wanted blinis, because they made me feel sophisticated. At 54, I just want martinis, because I'm certain of what's in them and of what that potion can do: blunt the day and polish the night. I'm in good company, by which I mean that most people who are about my age or older don't have the same relationships with restaurants that they did decades ago. I know because I'm always asking them, and what they say is familiar: They no longer sprint to the next shimmering frontier. They won't suffer stools with no lumbar support. They keep their smartphone flashlights at the ready, in case the same dimness that's such a kindness to wrinkles renders those letters on the menu — when did they get so tiny? — illegible.

"There definitely used to be several factors in choosing where I wanted to eat, but all of them pale now in comparison to quiet," said Mo Rocca, the actor, TV journalist and host of the CBS News podcast "Mobituaries." He proudly turned 50 two months ago. "I have no problem saying that I'd rather eat at a place that's more like the library," he told me. "In fact, if the library opened a restaurant, I'd be first in line."

Loud is no longer exciting. Trendy is overrated. "In my 20s, I'd go someplace because it was new or 'fancy,'" said my friend Sandra Bernhard, the comedian and host of "Sandyland" on Sirius XM radio. She's 63 now and said that she needs better reasons than that. She's not worried about impressing anybody, least of all herself.

Ina Garten, the wildly popular author of the "Barefoot Contessa" cookbooks, told me that she and her husband, Jeffrey, "go to the same restaurant over and over again until we just can't do it anymore, then we go to another restaurant over and over again until we just can't do it anymore. And that can last two years." She's 71, he's 72 and they weren't quite this set in their ways decades ago, she said. Because the couple lives near New York City, acquaintances are always asking her about the latest, greatest place to eat there. "Haven't a clue!" she told me. "Once in a while we'll try a hot new restaurant, and then we'll go there for two years."

I surveyed several restaurateurs: They didn't find her habits unusual. Older diners, they said, are more likely to be regulars — and the most frequent regulars at that. That's not just because we tend to have more money. It's also because we're tired of being invisible.

If you're under 50 and definitely if you're under 40, you have yet to experience how you disappear over the years, especially if you're not a looker and all the more so if you're a woman. Sustained gazes, casual glances and solicitous words go disproportionately to the young. To age is to feel as if pieces of you are falling or fading away, so that you somehow take up less space in the world. So that you're harder to see. But not by restaurants that know and value you. To them you're luminous.

Danny Meyer, the restaurateur and hospitality guru behind Union Square Cafe, Gramercy Tavern, Shake Shack and so much more, brought up something that one of the past century's most prominent tastemakers would say. "James Beard famously told people that when he was stopped in airports and asked what his favorite restaurant was, he answered: 'It's the same as yours,'" Meyer recalled. "'It's the one that loves me the most.'" If that's true to some extent for all epicures, Meyer said, it's all the truer as they age.

He has noticed something else, too, a quirk that I think goes hand in hand with older diners' disinclination to wait 90 minutes for a table at a thronged establishment, to jostle for the host's attention, to submit to cooking that's about a self-conscious chef's strenuous inventiveness as much as our simple pleasure. "The newfangled cocktail lists, which we all have, are less exciting to people in their 50s, who by that time know what their favorite cocktail is," Meyer said. "They don't mind all the imaginative craft cocktails. But they also want to know that you'll do a great job of making their go-to cocktail." We're not looking to trade up. We're all about commitment.

My own dining history, admittedly, isn't normal: For five years, from the ages of 39 to 44, I was The Times's restaurant critic, and thus obliged to hurtle to the freshest arrivals on the scene. I haven't expunged that from my system entirely. As soon as I got word that I could try the TAK Room, which is the revered chef Thomas Keller's new venture in Manhattan's gleaming Hudson Yards development, I went there, grateful that I could afford the splurge. Having tasted its steak (and its martini), I wish I could afford it weekly.

I'm increasingly like Garten, an unapologetic creature of habit. When I visited my younger brother in the Los Angeles area early this month, he asked me where I wanted to eat. There were many untried options. But I chose Baran's 2239, in Hermosa Beach, because it was less than 15 minutes from his house, we'd had terrific meals there and its owners always seemed elated to welcome us back. I ordered the smoked-and-fried chicken for the third straight time.

Martha Hoover, 64, who owns a dozen restaurants in the Indianapolis area, told me that what distinguishes older diners is that we know, and have accepted, ourselves. "I'm not so concerned about curating my identity when I go out to eat," she said. "I'm very sure about what I want." Often that's scrambled eggs or roasted chicken.

What's the point of striking gold — a perfect Caesar salad, a server whose banter complements your own, a bearable din and a survivable chair — if you're just going to move on? And why search for the prettiest crowd when the only omnivores who matter are the ones at your table, chosen because they've been there before and your conversation with them, infused with a shared history, grows richer and more nourishing? The cast of characters with whom we older diners go out to eat doesn't rotate all that much.

"Being with people I don't know and feel I have to entertain — I find that exhausting," Garten told me. "But being with people I love? I have more energy after."

The chef Jonathan Waxman, 68, who owns the Manhattan restaurants Barbuto and Jams, said that we older diners are true in our tastes to the etymology of the word "restaurant," which promises to "restore one's spirit."

A close friend my age put it this way: "I used to care about being entertained, and now being soothed feels more important. Life, it turns out, is hard." Restaurants shouldn't be.

Rhymes With Orange Hilary B. Price



Alzheimer's Diagnosis: Your Family's Questions Answered

From MedicinetNet

Myth #1: Dementia and Alzheimer's disease are the same thing

Fact: Dementia is not a specific disease itself; rather, the term refers to a group of symptoms that can be caused by several different brain disorders. Dementia is characterized by impaired intellectual functioning such as memory loss, language difficulty, decreased perception, and impaired reasoning. Alzheimer's disease is just one of many types of dementia though it does account for between 60 to 80% of all cases of dementia. Another difference between dementia and Alzheimer's disease is that Alzheimer's is degenerative and there is currently no cure. On the other hand, depending on the cause of the dementia, such as drug interactions or a vitamin deficiency, the symptoms of some types of dementia may be reversible.

Myth #2: Alzheimer's disease only happens to older people

Fact: While most people diagnosed with Alzheimer's disease are age 65 and older, about 200,000 Americans under age 65 are diagnosed each year with early-onset (also called younger-onset) Alzheimer's. When people are in their 40s or 50s, doctors may not consider Alzheimer's disease and it may take a long time to get an accurate diagnosis. Symptoms of early-onset Alzheimer's may be attributed to stress, menopause, or depression in younger people.

Myth #3: Alzheimer's symptoms are just a normal part of aging

Fact: Some memory loss happens to most of us as we age, but memory loss associated with Alzheimer's interferes with daily life and is a more serious problem. In the early stages, people with Alzheimer's may forget information they recently learned, they may forget important dates or events, and they may ask the same questions over and over. As the disease progresses, people will eventually become disoriented, confused, and may be unable to carry out routine daily tasks. In the later stages people with Alzheimer's lose the ability to eat and talk, and they may become totally dependent on others for care.

Myth #4: Alzheimer's isn't deadly

Fact: Alzheimer's is the sixth leading cause of death in the U.S. One in three seniors dies with Alzheimer's or another form of dementia. People diagnosed with Alzheimer's live on average about 8 years following their diagnosis, but survival ranges from four to 20 years. In the latest stages of the disease, people with Alzheimer's lose their ability to respond to their environment and often lose awareness of their surroundings. They usually require full-time care, and gradually lose the ability to walk, sit, and eventually, swallow. They also become vulnerable to infections such as pneumonia. In addition, high-risk behaviors in moderate stages such as wandering and getting lost can increase the chance of fatal accidents.

Myth #5: There are lots of treatments for Alzheimer's disease

Fact: Out of the top 10 causes of death in the U.S., Alzheimer's disease is the only one that cannot be prevented, cured, or slowed. There are two types of medications approved by the FDA to help manage Alzheimer's symptoms, cholinesterase inhibitors (Aricept, Exelon, Razadyne), and memantine (Namenda) prescribed to help treat the cognitive symptoms (memory loss, confusion, and problems with thinking and reasoning) of Alzheimer's disease. Supplements such as vitamin E have been tested but have not been shown to be effective in treating Alzheimer's symptoms.

Myth #6: Aluminum pots, pans, and cans cause Alzheimer's disease

Fact: Aluminum exposure does not cause Alzheimer's disease. A popular theory in the 1960s and 1970s was that exposure to aluminum from pots and pans, beverage cans, antacids, or antiperspirants caused Alzheimer's disease. This theory came about because some studies showed higher levels of aluminum in the brains of people with Alzheimer's, however; some studies did not show this. There have been numerous studies on the possible connection between aluminum since and there is no evidence to support the theory that exposure to aluminum causes the disease.

Myth #7: Aspartame causes Alzheimer's

Fact: There is no evidence that the artificial sweetener aspartame (marketed under brand names such as Equal and Nutrasweet) causes Alzheimer's disease. The sweetener is a combination of two protein components, aspartic acid and phenylalanine, plus 10 percent methanol (found widely in fruits, vegetables, and other plant foods). The body breaks down the components in aspartame the same way it would when these substances are found in foods. Numerous studies have been conducted to find out if aspartame has any effect on cognitive function, and so far there has been no link found between use of the sweetener and memory loss.

Myth #8: Flu shots increase the risk of Alzheimer's disease

Fact: Flu shots do not cause Alzheimer's. This is a theory that was proposed by a now-discredited doctor. In fact, the opposite seems to be true: numerous studies have shown that flu shots and other vaccinations lead to a reduced risk of Alzheimer's disease. A 2001 report in the Canadian Medical Journal suggested older adults who received vaccinations for the flu and other diseases had a lower risk of developing Alzheimer's than those who did not receive the vaccinations. There are, however, real risks to getting the flu, especially in the elderly.

Myth #9: Alzheimer's disease can be prevented

Fact: If you have a certain genetic mutation for early-onset Alzheimer's disease (which accounts for 1% of all cases) you cannot prevent it. However, making healthy lifestyle choices such as exercising regularly, eating a healthy diet, maintaining a healthy weight, and not smoking can support brain health. Physical activity and healthy eating can also lower your risk for other diseases such as heart disease and diabetes, which have been linked to Alzheimer's. Several studies have also shown that maintaining social connections and staying mentally active and engaged may strengthen connections between the nerve cells and the brain and help lower the risk of cognitive decline. Studies conducted on supplements ranging from vitamins E, B, and C, to ginkgo biloba, folate, and selenium and how they may prevent dementia have been inconclusive.

Myth #10: My parent had Alzheimer's, so that means I'll have it

Fact: Unfortunately, research has also shown that those with a first-degree relative (parent, sibling, or child) with the disease have a higher risk of developing it themselves. And if your parent had early-onset Alzheimer's and you have the specific genetic mutation for the early-onset type, then you cannot prevent developing the disease. There are risk genes and deterministic genes that influence a person's likelihood of getting the disease. A deterministic gene is one that directly causes a disease, guaranteeing that anyone with the gene will inherit the disorder, such as the one that causes early-onset Alzheimer's. Risk genes are those that increase the likelihood of developing a disease, but it is not guaranteed. APOE-e4 is one such risk gene that is present in about 20 to 25 percent of Alzheimer's cases.

Myth # 11: Head injuries cause Alzheimer's disease

Fact: Some research has shown that moderate severe traumatic brain injury can increase the risk of an individual developing Alzheimer's disease or another type of dementia, even years after the initial injury. Not everyone who experiences severe head trauma will develop dementia and more research is needed to understand the possible link. Recent studies have suggested that repeated mild traumatic brain injuries, such as mild concussions from contact sports such as football, hockey, soccer, and boxing could be linked to a type of dementia called chronic traumatic encephalopathy (CTE). Traumatic brain injury may be linked to certain key protein abnormalities found in the brains of Alzheimer's patients. Research also suggests that traumatic brain injury may be more likely to cause dementia in those who have the risk gene APOE-e4. More research is needed to understand these connections.

Myth #12: People with Alzheimer's are agitated, violent & aggressive

Fact: It is true that some people who develop Alzheimer's disease can become agitated or aggressive, but everyone experiences the disease differently and not everyone with Alzheimer's becomes violent. When people act aggressively, it is often due to the increase in confusion, fear, and frustration that Alzheimer's causes. It is important for caregivers to understand what might upset the person with Alzheimer's, in order to manage their environment and to communicate clearly. When caregivers learn how to respond to an Alzheimer's patient they can often calm them and prevent many negative behaviors.

Myth #13: People with Alzheimer's can't function and can't enjoy activities

Fact: People with Alzheimer's disease live active and engaged lives. The Alzheimer's Association suggests many people consider their legacy and find renewed purpose in life following their diagnosis. In the earlier stages of the disease, many people become proactive by volunteering, spending more time with family, making photo albums and writing letters, and even participating in Alzheimer's research. In the later stages, people with Alzheimer's who have support and care can still participate in some activities and share love and joy with others.

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

FRANK CALDERARO—Martinsville, NJ
It's been many years, but I still remember "positive rate, gear up, flaps up, after takeoff check list and I'll have coffee, one and one."

My wife and I are doing well, just a few aches and pains. We enjoy spending time with our children and many grandchildren.

I really enjoy the RUPANEWS, and anxiously await the next issue. It keeps me informed about what's going on and often a way to get in touch with old friends. I still say I had the best occupation a guy could have. I suppose it has changed a lot, but it still means taking a lot of people to a place far away through what is sometimes called "a hazardous environment" to a safe landing.

Keep up the good work you do. I'll write again next year.

Sincerely, *Frank*

ED DAVIS—Flagler Beach, FL
Hello Cleve, Thought I would write a brief update of my comings and goings for the past year?

2018 was an interesting year for myself and my family. In late 2017, I was diagnosed with a rare form of cancer. Neuro Endocrine Carcinoma had grown on my thyroid gland. Large tumor, the Docs at the Mayo Clinic said. Like softball size. Chest surgery, Chemo and Radiation therapy until Feb 2018. So far, the outlook is good!

I had an opportunity to travel to China to help build an experimental airplane. The BD4C. I was nearing the finish in the build process of my own BD4C. Travelled to Beijing on UA. Then a 7-hour ride on a high-speed train to Jingzhou. A small town of only 7 million people. Then a van ride to a real village LieLie. Population around 1,000.

Spent 2 months working on the plane. I speak virtually no Chinese. Thank goodness for Google Translator! The locals treated me like a King. Many had never seen a real American. Surprisingly, there were a few people in town who could communicate in basic English. Meals were all freshly made. You want chicken, need 45 mins. Go out back, kill the chicken, cook it up just for me. Fish, pick it out of the tank. Lots of veggies and rice. Ate 3 meals a day, every day. Lost 12 pounds. Go figure? No fast food, no frozen food either.

Had dinner with the Village Administrator and her staff. The purpose of my invite was to speak Eng-

lish with her 17 yo daughter. She's in University now. We still talk nearly every week on WeChat. Kinda like Skype? Free phone, text, voice messaging.

Spoke to my wife, Jill, once a day, every day.

Returned home in July, to a newly reconditioned pool, and 14 new impact windows, freshly installed. Perfect timing on my part!

Follow up with Mayo continues to be positive. Now up to every 6 months between checkups.

2019 has found us in process of selling our home at the Beach. A move inland with a barn for Jill's horse? My next project, a kit car, Factory Five 818C has been ordered.

Recently diagnosed with a slow growing prostate cancer. No treatment or surgery planned! Statistics show that at my age, 70, there is a 97% chance something other than Prostate Cancer will cause my eventual death. In the meantime, life is great! *Ed*

CARL EBERLE—Geneva, IL
I'm about a month late getting this letter in. The April RUPANEWS just arrived and that reminded me that I'm due. Paid my dues online.....that is a nice option now.

No big changes for us here in Geneva, Illinois. Traveling on UAL almost every month, either to visit a son and grandson in L.A. or a son and grandson in Seattle, or for a vacation. Took a one-week cruise in the Mexican Riviera in January and we are going on a two week cruise to England, Scotland, and Ireland in May, with a week in Germany tacked on at the end to visit my sister and family in Germany.

I am still getting up in a Cardinal a couple times a month with Bob Helfferich to transport people for Angel Flight or dogs for Pilots N Paws.

Still doing my volunteering at the Museum of Science and Industry in the United B-727. United and Boeing are contributing a large sum of money toward a major upgrade to the exhibit. That should be done next year.

We can use more volunteers. If you live in the Chicago area and would like to learn about the program.

Contact Ken Voelker. kenvoelker777@aol.com.
Carl

BILL GARRETT—Coral Springs, FL
Everything has changed. I used to go in for my annual physical and the nurse would ask, "Have you fallen in the past year?" I would respond "Lady, I

race motorcycles through the woods. I fall every week." She wouldn't know whether to check yes or no.

Recently, during a motorcycle race, I got my normal hole shot and slid into the first turn in first place. Another rider hit my rear wheel and took the bike out from under me. I went down hard and rolled a few times. Luckily, I didn't get run over by the 20 guys behind me. I was in the hospital 2 days with 4 broken ribs and a perforated lung.

I've done worse but this time it was different. By the time the bones healed I could barely make it around the dog park much less race motorcycles. It's a shame. I was constantly getting better. I could sometimes finish a 2 hour race in one hour.

I sold my RV. I gave my bike to my kid and I hung it up. Now I'm getting monkey butt from just sitting and watching races on TV.

I always considered myself a survivor. I survived Viet Nam. I was a forward air controller based at Hue'. I was in the air when the twin towers went down. I survived Toys R Us. I was a manager trainee for the whole Christmas season.

They R gone and I am still here. I survived a 4th of July family motorcycle rodeo in Maryland where 6 Outlaws motorcycle club members were shot.

I feel fulfilled, but I have a big void ahead of me. I do some volunteer work with the Salvation Army and usually work the polls when there's an election. I have a new puppy to train.

The doctor convinced me that since I was getting up 3 times a night that I should have prostate surgery. I had prostate surgery. I no longer get up 3 times a night. Now I get up 6 times a night.

I used to volunteer at the nature center. I got fired when I refused to fill out an incident report when I got bit by a squirrel. Now I'm not even qualified to pick up possum poop. Everything has changed.

Bill 1969 - 2002. DCA. 7-year furlough (bought a carnival and went to law school), CLE, MIA, ORD, SFO, JFK, Hong Kong.

TED OSINSKI—Palm Beach Gardens, FL
Parked the 747-400 brakes 1994. Being ex Pan Am for 30 years, had to complete 10 years to qualify for UAL Medical requiring serving as Flight Engineer for a few years.

Spouse, Hellevi ex Pan Am Stewardess from Helsinki Finland doing well including three children and four grandchildren

Hit 85 this April. No major medical issues. Sold

my PDQ twin diesel Cat which I had built in Whitby Ontario. Also, my Maule MX-7.

Active with local PBS chapter of MOAA. We sponsor Junior ROTC and Visit permanent resident Vets at PBVAMC providing Pies, Drinks and Ice Cream, while assisting several who need help to play Bingo every other Saturday, \$2 jackpot for each winner. One of our notable volunteers is Astronaut Bob Crippen who was on STS 1 with John Young. Such a pleasure discussing war stories with such deserving resident vets.

Also very proud being a very large donor, SETP member, and Trustee of Society of Experimental Test Pilots Scholarship Foundation. We provide "ALL no holes barred" expenses for College Tuition, Room and Board, Books, etc. including airfare to London for one recipient. Vocational training for those who chose that route. Eligibility is for all children and spouses of deceased or disabled members of SETP.

One of Yogi Berra's quotes, "When you come to a fork in the road Take it."

So fortunate and blessed to have taken the fork that provided me with an incredible and rewarding career Military and Civilian. *Ted*

OAK PORTER—Bend, OR

This has not been a good year for me as my wife, LaVera, passed away in January. I have moved back to bend, Oregon to be close to my grandson who does a good job of taking care of my needs.

I have moved into an assisted living place here in Bend. It is a good place to live and get all your meals served to you.

I would sure like to go on the RUPA cruise, but I am not able to get around well enough to do that. LaVera and I sure enjoyed the RUPA cruises.

I do attend the RUPA lunches In Jacksonville. The last time Cleve Spring was there, and it was good to see him again. He has done so much for RUPA.

I would like to thank all the people who do so much for RUPA. *Oak*

JACK RODERICK—Batavia, IL

Everything going along as well as normal for an 85-year old. I have wet MDG in both eyes. I see OK in one eye but the other is blurry and wavy. Such is aging.

I do a lot of veteran stuff here locally and am active in the Air Classics Museum at the Aurora airport in Sugar Grove, IL. We received 3 airplanes last year from NAS Quonset Point, RI, as they closed down

their museum. They are a navy F3D Skynight, Marine A4D in NAS PAXRIV colors used in test pilot training and a A7 in VN camo colors. They were disassembled and shipped via truck and are now in our back lot waiting for someone to put them back together. Please visit our museum, if you are in the area.

The family is doing fine with 9 grandchildren (the 16-year old is on his HS golf team and averages in the 70's. Wish I did.)

Saying hello again to all my CLE Craziest friends who I miss. Wish I lived closer.

Thanks to all the people who put the *RUPANEWS* together. You all do a great job.

Jack EWR, CLE, ORD

IN MEMORIAM

MARVIN D. BECKER

Marvin D. Becker, 89, passed away peacefully on 1/17/2019 while surrounded by family and friends. Marvin was born and raised in Farley Missouri.



Marvin had an interest in aviation as a young man and earned his pilot's license on his own time. He was hired by United Airlines in 1954 and retired as a Captain in 1989. He initially met his future wife Jean D. Judd, a United Flight Attendant, at a social gathering in New York City. He hadn't seen her again until a scheduled flight in Los Angeles. They married in 1958. Most recently they had celebrated 60 years of marriage.

Marvin built his own high-performance plane, which he eventually donated to the Aerospace Museum at McClellan Field in Sacramento where it is displayed. He was also active in the local Grass Valley Experimental Aircraft Association (EAA) and was a Life Time member (EAA member #3238) of the EAA in Oshkosh, Wisconsin. Marvin flew regularly until he sold his last plane and continued helping in the local aviation community fly EAA Young Eagles candidates every year.

Marvin kept active in RUPA and often accompanied Jean to her United Airlines Clipped Wings, a retired airline flight attendants' community.

He was certified as an Airframe and Powerplant mechanic and worked on the Boeing B29 Superfortress after WWII, the Boeing B47 Stratojet and also at North American Aircraft on the F100 Super Sabre jet fighter.

Marvin is survived by his wife Jean, two children,

two grandchildren and the family cat, Sam.

Memorial Contributions can be made payable to the Mission Endowment Fund to help the local community. For more details, contact Peace Lutheran Church located in Grass Valley, 530-273-9631.

SALVATORE "Buddy" BERLINGERI

Salvatore Berlingeri, 89, flew west on February 16, 2019. He was born, at home, in Garfield, New Jersey May 20, 1929.



At eight, Buddy learned to read music and after six months learned to play the clarinet. At age eleven he was playing tenor saxophone and by fourteen he played with dance bands. At eighteen, having graduated from High School, Buddy auditioned for the US. Military Academy Band at West Point and was accepted into the Band enlisting in 1948. Within three days he was assigned the rank of Sergeant First Class. Buddy received an Honorable Discharge, after four years in the Army. He learned to fly on the GI Bill and, after receiving all his ratings, flew as a Flight Instructor at Teterboro Airport in New Jersey. Buddy joined United 1964. Flying out of New York Airports, Bud flew the Viscount, the DC-6, then switching to Jets, the Boeing 737, from which he checked out as Captain, the B-727 and the DC-8. After age 60, he continued flying as a Flight Engineer on the Boeing 747 until his retirement in 1991.

Bud loved to travel, and his UAL career afforded that opportunity. They moved to Pioneer Village in Jacksonville, Oregon in 2011 near their son ID., his children and grandchildren. In 2012 ID. introduced Bud to keyboardist Thomas Mackay. Bud continued to play with Thomas, G. T Albright and Sheryn Gould Smith with whom he performed at the Britt Festival in Jacksonville.

Buddy is survived by his wife of 68 years, Mary, "Mim", by his four sons, one daughter, eighteen grandchildren and eighteen great-grandchildren. He will be dearly missed and fondly remembered by all.

RICHARD L. "Pete" MAURY

Sweet Pete Maury flew west on Saturday, March 23. He was born in Nashville, TN on April 16, 1931. Though born in Nashville, he grew up in Lawrenceburg, TN.

Pete proudly served his country in the Air Force from 1950 to 1954, with time spent in Korea at Kimpo



Air Base. His electrical technician skills were put to good use with the Federal Aviation Administration, building and installing instrument landing systems all over the eastern half of the US. His piloting career started in 1957. He was eventually hired by United Airlines in 1966, serving as a flight crew member on various airplanes, finally retiring in 1992 as a 737 Captain.

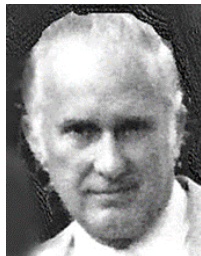
After his retirement, he took to the road in his motor home, seeing the country he once flew over, which is how he ended up in Florence, OR. His adopted home got him involved with the Elks, where he held various leadership positions. He was a Master Recycler, and a member of the Western Lane County Radio Club; was a regular at the Florence Airport, serving as volunteer airport manager. He received his Wright Brothers Master Pilot Award, the FAA's highest award, for 50 years of safe, accident free flying in June, 2017. Pete also spent his Christmas' as a bell ringer for the Salvation Army. His community service knew no bounds.

Pete is survived by his loving wife, Bea, His two sons, three grandchildren and two great grandchildren. Pete will be missed by all.

Instead of flowers, Sweet Pete would encourage a donation to your favorite charity.

WILLIAM P. NOLAN

William P. Nolan, 85, of Greencastle, PA passed away on April 12, 2019 in the Chambersburg Hospital. Born October 15, 1933 in Washington DC.



Bill was a graduate of Central High School in Washington DC and attended Catholic University. He a police officer for 11 years in Washington DC. He joined United in 1965 and retired in 1993 after 33 years as a Captain.

Bill was a member of the Emmanuel Chapel of Smithsburg, MD, a member of RUPA and the Quiet Birds (QB) Pilots. Bill loved the Lord Jesus, his wife Edna, family and his country.

Surviving family in addition to his wife of 66 years are, two daughters, two sons, 12 Grandchildren, 18 Great-Grandchildren and 3 Great-Great-Grandchildren.

Contributions may be given in his memory to St. Jude Children's Hospital 501 St. Jude Place Memphis, TN 38105. Memorial Online condolences may be expressed at www.zimmermanfh.com.

CHARLES J. "Charlie" STAMSCHROR

Charles Joseph Stamschror, 85, passed away on February 14, 2019 after a sudden accident.



Charlie or Chuck to his family and friends, was born in Kellogg, Minnesota on April 28, 1933. After graduating from the University of Minnesota, he joined the Air Force and served as a fighter pilot - flying the F-100 & F104 - for almost 12 years. After leaving the Air Force, he transitioned his passion for flying to United Airlines, joining United in 1967 and retiring in 1995.

Charlie loved golf, playing cards and traveling the world, often with his beloved wife and other family and friends.

He is survived by his wife of 47 years, Ann, a son and daughter-in-law, daughter and two grandsons.

ROBERT WILLIAM "Bill" STEWART

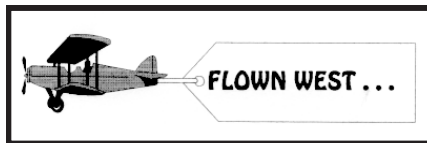
Robert William "Bill" Stewart, 75, passed away suddenly on March 1, 2019, in Peoria, AZ. He was the loving husband and father of three. Bill was born on May 17, 1943, in Springfield, IL. Bill joined United Airlines in 1965 and retired as a Captain in 1998.



The world lost a special man in the passing of Bill. He brought great joy to his family and friends. He gave much of himself. The legend will continue as his generosity, care, strength, and leadership transcend family, friends, and generations to come. There has never been a more avid skier and he leaves behind a legacy of children and grandchildren on the slopes. It won't be the same not following that crazy coyote hat. He loved softball and spent many years coaching his daughters and building the softball program in St. Charles, IL. In his retirement, he loved watching his grandchildren play ball. He loved his motorhome and his sand rail and spent many hours with his friends in the dunes. He had a great enthusiasm for life and lived every minute of it. He will be missed.

Bill is survived by his wife, Ruth; three daughters, and five grandchildren.





Marvin D. Becker	Jan. 01, 2019
Salvatore “Buddy” Berlinger	Feb. 16, 2019
Robert L. Campbell	Mar. 21, 2019
*Robert D. DeGrishe	03/05/2019
*Richard T. Greene	Mar. 22, 2019
Alan K. “Ridge” Harris	2019
Bruce V. Leach	Apr. 09, 2019
Richard L. “Pete” Maury	Mar. 23, 2019
Brian B. McKay	?
William P. Nolan	Apr. 12, 2019
Fred G. Sindlinger	04/06/2019
Charles J. “Charlie” Stamschror	Feb. 14, 2019
Robert W. Stewart	Mar. 01, 2019

**denotes RUPA non-member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of earth
 And danced the skies on laughter-silvered wings;
 Sunward I’ve climbed, and joined the tumbling mirth
 Of sun-split clouds—and done a hundred things
 You have not dreamed of—wheeled and soared and swung
 High in the sunlit silence. Hovering there
 I’ve chased the shouting wind along and flung
 My eager craft through footless halls of air.
 Up, up the long, delirious, burning blue
 I’ve topped the wind-swept heights with easy grace,
 Where never lark or even eagle flew.
 And, while with silent lifting mind I’ve trod
 The high untrespassed sanctity of space,
 Put out my hand, and touched the face of God.
John Gillespie Magee, Jr., September 3, 1941

United Airlines Pilots Retirement Foundation
 Send memorial and other donations to: Capt. Thomas Workinger, Treasurer
 5614 Prairie Ridge Road, Crystal Lake, IL 60014 (Website: uaprf.com)

May, 2019 Edition

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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*—858-449-5285
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

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

New York

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

Ohio

Cleveland Crazy's (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