
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

HAPPY THANKSGIVING!



The holiday season is already upon us! This year has flown by! I hope the bounty of life and the love of family and friends surround you at this beautiful time of year.

UCOM continues to struggle with the merger of cultures and philosophies. Decisions are slow to be finalized, obvious left hand right hand problems continue, and that is certainly reflected in the problems we see as retirees as well as for the current employees. Definitive answers are hard to obtain and those that are obtained may change without formal notice.

There is still no word on the retiree ID badges. Travel pass issues continue to fluctuate but do seem to be over the initial shock wave of problems. Reports vary on travel pass experiences. It appears that much of the success or problem of travel depends on the gate agent, departure point, destination, day of the week, time of day, etc. Other UCOM issues involve simple data base problems. One widow contacted us concerning the problem of the company's inability to find her husband's records and then aid her with the new travel system. (Be sure your family has file numbers and years of service.) Help your spouse **now** to become familiar with listing procedures. As the spouse of a retiree you can currently:

- Fly on a personal SA2P pass for life in any cabin with fee waived as long as your spouse retired with 25 years or more of service, with no limit on passes each year;
- Use a Family Vacation Pass that allows you to fly on your spouse's seniority (board date) even if they are not on the flight;
- That your spouse is awarded eight one way (four round trip) Family Vacation Passes each year;
- That Family Vacation Passes are good for five years, meaning that you can build up a balance of unused Family Vacation Passes if you are judicious in their use;
- That if you must travel and don't want to risk standby travel, the "MyUAL Discount" program lets you book full fare travel at a 20% discount off the fare quoted when you book, with bag fees waived for two bags per person, and;
- That you can, if your retired spouse is still living, designate two persons each year as "Enrolled Friends" who will rate all of the pass travel privileges as if they were family members. (They are not buddy passes.)

Please visit the Travel tab on the www.flyingtogether.ual.com and walk your spouse through the website and its procedures. Remember we no longer have our volunteer travel desk friends to help!

Current employee grievances have been filed concerning a multitude of payroll problems. Along those same lines other grievances that have been filed that could concern retirees are travel system problems of incorrect charges and the inability to get refunds expeditiously. Be sure you keep any paperwork, note dates and times, and write down the names of people you have talked with.

Leon, RUPA Secretary/Treasurer, reminds members to include their file number on their annual membership checks. We have 19K names in our data base so duplication of names is a constant problem. Please help Leon by the simple notation of your file number on your checks and correspondences.

With this season of historically full flights, congested terminals, full parking lots, and weather delays may your travels be successful and routine! *Happy Thanksgiving!!! Phyllis Cleveland*



ABOUT THE COVER

SEPTEMBER 21, 2012 SPACE SHUTTLE ENDEAVOUR FLEW ITS FINAL FLIGHT

United's LAX maintenance hangar welcomed space shuttle Endeavour to its temporary home.

Due to the partnership between the California Science Center (CSC) and Los Angeles World Airports, aerospace aficionados and science lovers at LAX were treated to an awesome sight on Friday, Sept. 21 as space shuttle Endeavour landed at the airport on the back of the Boeing 747 Shuttle Carrier Aircraft and taxied to a United hangar. Endeavour remained housed at the **United Airlines hangar until October 10** while preparations for transport to its permanent home at the CSC were made. It took two days to traverse the 12-mile route where trees had been cut from Los Angeles International Airport to the shuttle's permanent home in Exposition Park. There were a total of 371 trees cut down to make room for the Shuttle's journey. New trees will be planted at a later date. It was the final flight for both vehicles. The CSC shuttle exhibit opens on October 30.

Endeavour landed at LAX after conducting flyovers at about 1,500 feet above locations along its flight path that are significant in the history of space flight, including Houston, NASA's Johnson Space Center, Sacramento, San Francisco, NASA's Ames Research Center at Moffett Field, CA, and Edwards Air Force Base. As with former shuttle deliveries to other space museums, co-workers, customers and members of the public cheered it on its way.

"We are extraordinarily proud to partner with the California Science Center by housing such a significant vehicle in the history of space flight as NASA completes its decommissioning work," said Tech Ops Managing Director Don Wright. "The role we play in its final journey to the CSC carries on the proud tradition at United of inspiring future generations to achieve their dreams of flight."





How to update your personal Information!

Address changes, (Attention Snowbirds!!!)

The Post Office will forward the *RUPANEWS* for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let us know by one of the following methods:

RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupa.sectr@yahoo.com

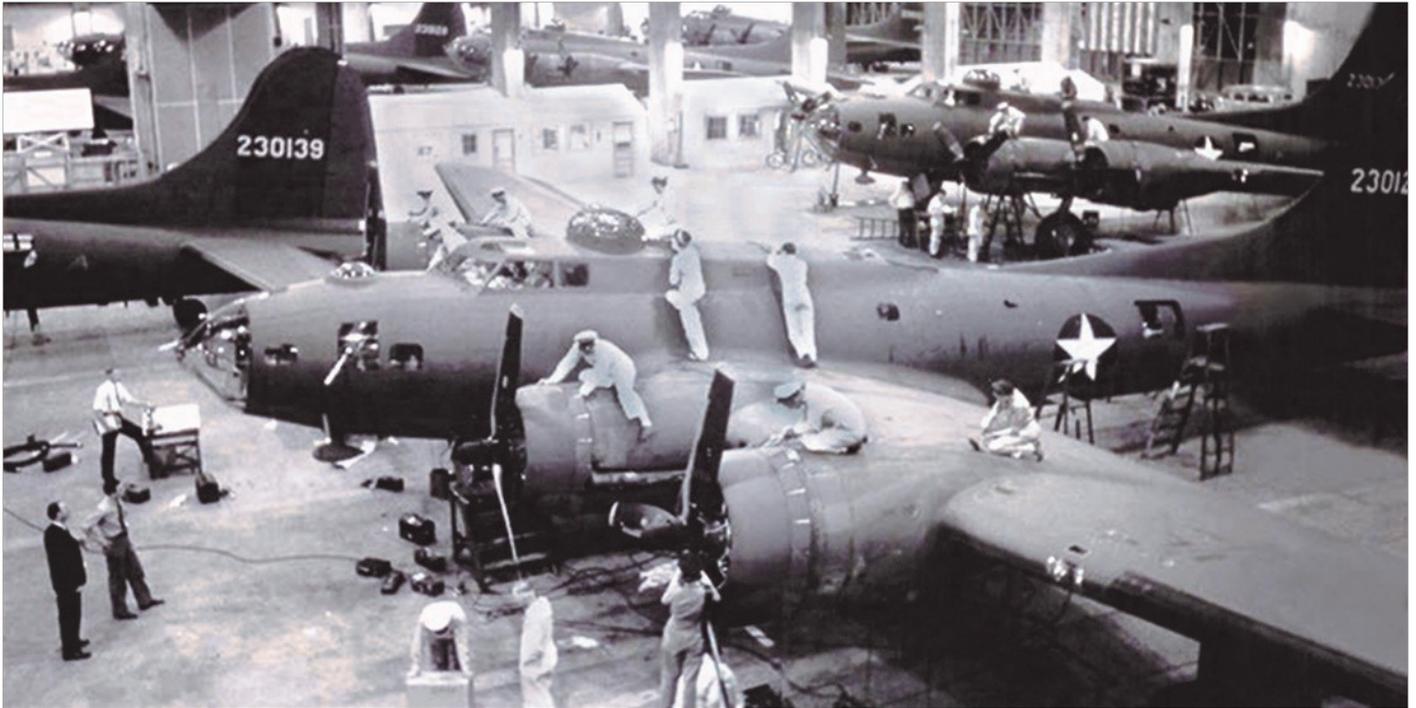
Send your *DUES* to the above address (include your file number)

Check your RUPA Directory to make sure we have your correct information



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



B-17 "Flying Fortress" crews returning from bombing missions during WWII suggested improvements in the planes. The military determined it was more productive for the aircraft factories to continue building the planes "as designed" and ferry them to United's Cheyenne Modification Center and other centers for the changes. *(Above Cheyenne, below Stapleton - I believe B-17s at Stapleton were modified by Continental)*



Modifications included installing new machine-gun mounts, rebuilding tail turret assemblies and installing microphone switches on machine-gun grips. While bomber production exceeded losses, there was a shortage of flight crews to fly the replacement planes.

By the conclusion of WWII the Cheyenne operation had installed over 4 million aircraft parts and had equipped 5,736 B-17s for combat. Modifications peaked at eleven planes per day and on one day there were 99 bombers either in the shops or on the Cheyenne airfield.

A total of 1,600 men and women were employed at the Center, many of them living in the 300 temporary government-owned trailers or in newly constructed dormitories. After Cheyenne housing overflowed, a bus service was started to carry 650 employees from Greeley and Fort Collins, Colorado.

Marvin Berryman DENTK Retired, from the UAL 1944 Annual Report and other UAHF sources - Please mail your tax-deductible contributions and donations of United & Continental Memorabilia & Artifacts to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. www.uahf.org

2012 GUPPY GATHERING IN SONOMA



A pleasant early October afternoon in the Northern California wine country, in the tree-shaded Plaza in the historic city of Sonoma, was the setting for the latest "Guppy Gathering", held Wednesday, September 26th.

Attendees, from near and far, once again enjoyed the company of those who had worked together during the years when the 737-200 provided service to the smaller cities of the west. Memories of "the Modesto Mauler", BFL WOXF, ACV-MFR late at night, Elko-Ely, and Valley River Inn layovers, were among the items of discussion, along with remembrances of some of the "good people" who were no longer with us.

Attendees arrived from all over the country, with Pierre Ney, coming all the way from Winchester, VA, the longest journey. Sandy Beebe flew his own plane down from north central Washington. Ron Lyall drove down from across the river in PDX, and was going to drive back with a buddy who also attended a high school reunion in Santa Cruz the day before. Doug Howden also came down from PDX. Overall, we had approximately two thirds of last year's attendance.

All in all, another great reunion! Thanks go to Jan Wheadon for her labors in putting this together, and bringing grapes, and to Tom and Joyce for bringing a sandwich tray. Most do not eat, but when their stomachs said there is food, well, the sandwich's were soon gone.

Listed in order of sign-in: Bill & Jan Wheadon, Ron Lyall, Leon & Vicky Scarbrough, Larry Wright, DG "Mitch" Mitchell, Tom & Joyce Grey, Bill O'Connell, Wayne Heyerly, Bernard BS Smith, Pierre Ney, Doug Howden, George Mendonca, Jan McNaughton, Carol & Dick Hanna, Ter & Lynne Garrison & 4 yr old Joaquin Garrison, Donald Booker, Ed Akin, Larry Whyman, Bob (Father) & Doris Donegan, Dan Porter, Lee & Shirley Francis, Bob Chaber, Barrie & Sharon Nelson, JR Hastings & Monique, Woody & Barbara Lockhart, Dick Lammerding, Sheila & Gardner Bride, John Reed, Al Milotich, Jeanne McBride, and Garry Koverman. S/W Kathy Hutchens (friend of Sharon Nelson)

THE JOE CARNES N.W. ILLINOIS RUPA LUNCHEON

31 North Banquet & Conference Center (formally Warsaw Inn) in McHenry IL was once again the site for a shrinking but loyal bunch of retired UAL pilots, spouses and guests. There were 40 in attendance and what we lacked in numbers we made up in B.S.

In recognition of the event 11 years ago Tom Helms honored the Crew Members that lost their lives on 9/11/2001 by reading their names.

Weldon Smith noted that he was pretty sure that he had finally reached No.1 in sonority at least at this gathering.

When the next luncheon date was announced, which the MC thought was going to be at the Wellington in Arlington Heights, the crowd pointed out that the place has been closed. So the location and date of the Chicago area lunch usually held in November is TBA.

In attendance: Neil & Vicki Bretthauer, Bob Burns, Allan Englehardt, Tom Fasiang, Walt & Jan Fink, Don & Mary Kate Gregg, Vince Hammond, Dave Harris, Tom Harvox, Bob Helfferich, Tom Helms, Mike Hepperlen, Denny Holman, Paul Hubbert, Les Kero, Pete Kidera, Rob McCutcheon, Bob Moncur, Fred Myer, Marjorie & Howard Nelson, Claude Nickell, Dave Patterson, George Pylawka, Armand Ravizza, Ted Riendeau, Dave Runyan, Weldon Smith, Sid Tiemann, Jim & Mary Jeanne Trosky, Terry True, Lyman Walter, Tom Wedel, Russ and Barbara Sue Williams.

APHORISMS

How come it takes so little time for a child who is afraid of the dark to become a teenager who wants to stay out all night?

THE INTREPID AVIATORS OF SOUTHERN OREGON

Greetings to our fellow RUPARIANS from The Intrepid Aviators of Southern Oregon! As every third Thursday (note to all if you can join us, we meet at the Pony Espresso in Jacksonville, OR, noonish) our faithful clan gathered at the Pony for lunch, chatter, laughter, stories and taller tales....all good stuff. We had hoped to have Bill Monfort and Janet Russell join us on this beautiful day, but Bill was called to attend at the birth of his GRANDSON Clayton! All is well, smiles rule the day....and we send our congratulations to the family!



Going around our table (actually we had to have three tables joined for the group) are, on the left front, Leann Fusco, Jim Jaeger and his wife Cheryl, standing behind is Steve Fusco, peeking out behind Cheryl is Marty Niccolls, partially hidden but peeking out the top is George Elliott seated next to his daughter Catherine Dimino, standing behind George is Scot Lee (many probably remember his dad Don Lee from SFO), standing in the far back Bob Niccolls, seated Doris and Rob Miller, Michael Bennett, Mary and Bud Berlingheri, Art Lumley, son Chris and dad Banjo Bob Keasbey. Last time I saw Chris he was a little tyke at our ranch on the Applegate many years ago as he was playing in the river at a RUPA lunch.....musta been a long time ago cuz he's grown a lot!

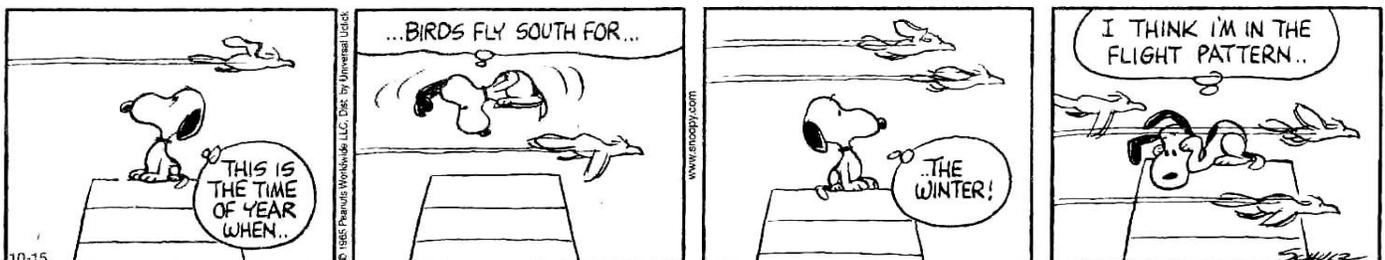
And a note on two of the Faithful, John Cherry now lives at a really nice residence named Anna Marie Creekside here in the valley while John Cairns has moved north to be with family. Our cheers to all, **Bob**

THE SEATTLE GOONEY BIRDS LUNCHEON

Fifteen loyal Gooney Birds came to the SeaTac Marriott for lunch even though it was a beautiful summer day. There were some good jokes and some sad news. Vince Wormser has Flown West, Vince was in his nineties and was a good pilot and fun to fly with. May he RIP.

In attendance: Marc Gilkey, Bud Granley, Ray Hanson, Bill Stoneman, Jim Barber, Dave Carver, Herb Marks, Gere Pryde, Howard Holder, Jack Brown, Vince Evans, Ken Case, Al Haynes, Chuck Westphal, and Bill Brett.

PEANUTS CLASSICS | Charles Schulz



LOS ANGELES SOUTH BAY LUNCHEON

It was another lovely fall day in L.A. for our October Luncheon at the Hacienda Hotel in El Segundo. Soon a trusty handful gathered for some reminiscing and telling tales from the days gone by. Always fun. We welcomed Rex May, Doug and Marcene Rankin, Walt Albright, Tom Reidt, Sue Tyree, and Red Stubben, a retired Continental Captain, yes, we are integrated. Plus Arvid von Nordenflycht.

It seems like many of our regulars are off traveling. Let's hope they will bring more positive experiences from their travels. Much positive travel news comes from Jaqueline Raphael who keeps on traveling on standby with minimal disruptions. Well, LAX to CVG became LAX to BRU, and on the return it was in 34E. Her other flights were several LAX JFK LAX, a lot in Business.

Personally, we used the employee special 20% off choice to travel LAX-SEA-LAX. The price was \$300 for our positive space round trip for 2. Glad we did as the return was on the Canadair with its 66 seats fully booked.

A lot of discussion dealt with the medical experiences, the treatments and the costs; as well as the yearly chance to change providers but it appears that most of us are staying with the regular PP and BlueCross/Blue Shield offering.

Still no info on the new combined UAL/CAL ALPA contract. Not that it concerns us too much but it would be nice to know and compare.

From NMB texts: "the contemplated approach is that the NMB Gag Order remains in place until the governing bodies have voted on the TA and arranged for a synchronized release to the pilots."

I have a few more " **The Age of Flight**" books featuring United's early years available. If anyone wants one let me know, good pilot price too, free, but mailing cost is about \$6.00.

Also, another reminder! Please put the 2012 Christmas Party date: **Thursday, December 13th 2012** on your calendar. We are holding reservations for one of the upstairs conference/party rooms at the Hacienda. Again, we are inviting the members and friends of the AFA and RAFA for this fun luncheon. We can accept RSVP's from now on. Please call me at 310-869-4444 or Linda May 310-821-6207 for your reservations. The price will probably be \$30 per person. Updates will follow as soon as we get them. Wishing you Happy Halloween and a rewarding Thanksgiving. *Arvid von Nordenflycht*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

As we do each and every first Wednesday of each month we got together at the Tulay restaurant in the Petaluma Sheraton for our monthly luncheon. If you live in the North Bay area please join us for our casual meetings.

While enjoying a libation in the lounge we learned that it was the one year birthday of the child of our bartender/waitress, Wendy. It's hard to believe that it has been that long since she took her maternity leave.

At precisely 1230 we were called to the dining room and the short business meeting was called to order with the official vintage 1985 clicker. Photos of the Guppy Gathering in Sonoma were passed around for all to see. The Gathering was a big success and draws former Guppy pilots and flight attendants from all across the US. Regrets from those unable to attend were read and then information regarding Veterans long term health care was passed around for all to read. Pass travel, always a popular subject, was discussed also.

By the time the "business meeting" is over, Wendy is ready to let us know what specials are available and to take our orders. Now the conversations begin again covering everything from aviation and UAL to the grape harvest and crush which has begun here in the wine country. Several of our group have vineyards.

In attendance : Dick Lammerding, Dick Hanna, Al Milotich, Dan Bargar, Jim Mansfield, Jules Lepkowsky, Norm DeBack, Wayne Heyerly, Gary Webb, Clyde Wilson, Barney Hagen, J.R. Hastings, Bill McGuire, Ken and Shirley Corban, Tom and Joyce Grey, Bob and Doris Donegan, and your reporter *Bill Greene*

THE NYSKYSRAPERS FALL LUNCHEON

The NYSkyscrapers had a great turnout (50) for our Fall luncheon, despite all sorts of traffic delays. Good camaraderie, good food, and the Assembly Steak House's great service and atmosphere made for a really nice time at our semi-annual get-together.

At the same time, we raised enough to make a \$550 donation to the United Airlines Retired Pilots Foundation.

Bob Lawson and Hank Lopez-Cepero manned the check-in desk, and Jim Lattimer and I took some photos.

In attendance were: Ray and Sharon Amato, Howie Aronson, Bob Beavis, Roger Bjornberg, Chuck Brown, Frank Calderaro, Ben Conklin Jr and Sr, Ed and Ona Dechant, Ron Denk, Drew and Connie Duerwald, Wayne Erb, Ken Ernst, Ray Furlan, Joe Guccione, Sue Guletsky, Fred Harris, Peter and Judy Kohlsaas, Jody Kraly, Bruce Kutz, Jim Lattimer, Bob Lawson, Harry and Jane Lloyd, Hank Lopez-Cepero, Al Mitchell and daughter Susan, Jim Pifer, Charlie Pocher, Robin Pritchau, Tom Purrington and Nancy Daniels, Dave Redfield, George and Margaret Schnell, Steve and Geri Scott, Mark Seal, Irv Soble, Pete Sofman, John and Linda Stewart, Watts and Phyllis Waddell, Barbara Weir, and George Williams.

Many others sent their regrets: Ray Bernosky, Bill Bickert, George Bleyle, Bob Carey, Jan Conover, Roger Crawford, Jim Davis, Wes Erbe, Skip and Billie Fairman, Bob Falco, Bob Fiedler, Mike Gallagher, Jack Hill, Joe Holub, Doug Horne, Dave Hoyt, Chuck Hughes, Ron Jersey, Koop Koopmann, Mac McFarland, Tom McMichen, Nile Meling, Lisa Newcomer, Jerry Nindorf, Ken and Kari Perkins, Mike Perry, Gene Peterson, John Rains, Ned Rankin, Pete Saeger, Bob Scott Bob Seits, Mike Severson, Dick Strickland, Jimmy Taylor, Joe Vitelli, Jim Wilson, and Woody Woodworth.

Recent Deaths: George Bleyle's wife Jane died Sunday Sept 2nd, Danny McGuinness died Sept 27th, John Miles' wife died this past winter.

Raffle Prizes were donated by Ed and Ona DeChant, Ken Ernst, Joe Guccione, Peter and Judy Kohlsaas, Jim Lattimer, Tom Purrington, Steve and Geri Scott, John and Linda Stewart, Joe Vitelli, and Barbara Weir.

Misc:

1. Long-time Long Island resident Jim Nolan is moving to SLC, Utah.
2. Donations were made in our honor, directly to the United Airlines Retired Pilots Foundation, by Pete Saeger, Jimmy Taylor, and Bill Bickert.
3. Barbara Weir told us that Bob Manion says hi.
4. Active pilots Sue Guletsky and Mark Seal attended the luncheon.
5. First-timers included Robin Pritchau (from EWRFO) and Drew and Connie Duerwald.
6. Pat Harben was one of those stuck in traffic for so long, that finally she gave up and returned home. The Schnells, the Mitchells and the Waddells barely arrived in time to sit down for lunch, missing all the pre-dinner shmoozing.

Luncheon photos will be posted at our Picasa online photo albums at:

<https://picasaweb.google.com/nyskyscrapers/2012FallLuncheon>

Hope to see you all in the Spring at our next luncheon. *Pete Sofman*, Luncheon Coordinator

PHOENIX ROADRUNNERS LUNCHEON

We had the first of our regular fall and spring luncheons on Tuesday, October 9th, 2012 at our usual place, the Bobby Q Restaurant.

We had a good group which included, Frenchy & Joan Bourgeois, Corey & June Liston, Peter & Ellen Moyer, Gary & Kathy Dyer, Ken & P.J. Killmon, Mike & Dawn Carlin, Charlie Schwob, J. O. Martin, Frank Soare, and Chuck Krom, who was there for his first time.

Not many had done a great amount of traveling on our new combined outfit. Some traveled as planned, but we also had some who had to buy tickets on other carriers to get home.

Our next planned luncheon will be on November 13th. *Ken*

THE COLUMBIA RIVER GEEZER'S LUNCHEON

Was it? "then there was eight" or "Eight is enough." OR ?? Well..... today Oct 10, 2012 "8" retired Geezers sat down at the Claim Jumper's Restaurant in Clackamas OR. We all had a great time enjoying lunch together.



Starting from left and moving Clock wise is Doug Howden, Sam Richardson, Dick Ionata, Benno Vyfvinkel, Ron Lyall, Tom Krueger, Ron Blash and Bill Englund. 3 in this group drove down from WA state. Some rehashed conversations regarding, pass riding , pensions PC4 and PC3, and of course the past political debate and the upcoming Biden and Ryan get together. Not much to say or ask here today except AGAIN where is Tony? He is still out knocking about in the FAR FAR East, moving an airplane hither and yawn or is that yonder.

Enjoyed seeing all the old familiar faces and would look forward to seeing some of the more recent retirees such as Cliff Schabaz, Rusty Harrison or Phil Garcia. Where you guys hiding out? Please come and join some of the old Geezers we would all really like to catch up with you also.

If there are any potential new Columbia River Geezers out there who would like to be on our mailing list please send an e mail to Ron Blash, rblash@mac.com or a phone call 503 636 3612.

For the Claim Jumper luncheon, at least for Bill Englund and myself, it's only going to be one half a Cobb salad. What do you think Bill? UGH! Large portions, an airline pilots dream or it use to be anyway. See you all next time, *Ron Blash*

S.E. FLORIDA GOLDCOAST LUNCHEON

Eight intrepid aviators and a former Eagle Squadron pilot met for our first lunch of the 2012/2013 season. I don't think anyone was disappointed.

The Eagle Squadron guy (Hambone Wilson) told a couple of disgusting jokes, if they wouldn't have been so funny we would have tossed him. He is, I believe, 92 now. He hasn't changed one iota since the day I met him, nearly 50 years ago. What a great gentleman.

Next month the vast amount of our snowbirds will be back and we should have a good crowd. Same place and time, 11:30 AM at Galuppi's on the golf course in Pompano Beach.

Attending in October were Ham Oldham, Murray Warren, Bill Garrett, Ed Wheeler, Gene Anderson, Jack Wink, Joe Jenkins, Hambone and me.

For Ned Rankin and Lyn Wordell, *Jerry Bradley*

DANA POINT RUPA LUNCHEON

Well our happy but small group arrived to find that 'our' deck was occupied, but only by a couple of Canadians on vacation. They were interested in our group and joined us for a short while. We must of overwelled them with our banter which is usually all over the place as we settle in with the meet and greet that happens at the start of the meeting. Otherwise, the Deck was ours. Tourist were scared away by the threat of rain. Good parking and the day turned in to one more gorgeous day for all of us. Conversation came fast, and the small group seemed to be quite jovial.

On deck were: Park Ames, John Arp, Bob Furmann, John Grant, Jim Grosswiler, Bob McGowan, Al Pregler, Bill Rollings, Ted Simmons, Bill Stewart, and Joe Udovch.

Several guys talked about there touring various places by car... which included my wife and I. John Grant and wife Eunice took and extended trip across the US by southern route and turned left at the Mississippi river and headed north touring by car. My wife and I got to drive to Denver and see great color in Rockies. We now have two young Grandsons in Denver. Bob McGowan, who had, what seemed like a new camera, panned our group.

Their was talk on the age 65+ Pilots now being available to come to our meeting. I handed out some brochures that Leon Scarbrough sent to me on what the Retired United Pilots Association is all about. The emphases being social recreational and camaraderie, as well member benefits. Visit their website: RUPA.org or Email at: RUPA.sectr@yahoo.com. I will get some more printouts.

Conversation turned around to flying and the great job getting our pass travel privileges updated. Like the virtual guide that our customers can use on united.com. (Still to come soon to employeRES) Great article in the October RUPANEWS on Boarding Priorities and Travel Programs, also useful phone numbers etc. the Trouble is that all the planes are so damn full. We had our time! However, I still see where traveling to other counties can work out.

The Discovery channel's coverage of the "planned" controlled crash of a 727 was discussed. How did D B Cooper know about using it for an exit and the speed the aircraft had to be at to get out that door as seen in the Discovery coverage? The Captain walked out standing up.

Park Ames did tell us a great joke but I'll leave that for another time...if I can remember! Cheers *Ted*

SAN DIEGO COUNTY RUPA LUNCHEON

Greetings, Cleve, We met at noon as usual, and there were six of us. Bill and Evelyn Pauling, Don and Los Trunick, Bob Bowman, and myself. The Greens, Brad and Rhonda are away on a trip, but perhaps we'll see them in November, unless we are in a civil war after the election.

We had lots of airplane and airline talk, plus some jolly stories. We discussed American Airlines problems starting with "who installed the seats"?

Best to you and the hard workers who keep our organization alive. *Bob Harrell*

ZITS | Jim Borgman and Jerry Scott



THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Wednesday October 10th started with blue skies and a few white puffy clouds, but by the end of our lunch it was rain, wind, and thunder! This was a very early rain for us on the central coast – especially with such heavy rain showers, cool temperatures, and hail.

New visitors to our luncheon this month were Steve and Mary Filson, Pat Sheehy, and John Houston. Regulars joining in were Jon Rowbottom, Barrie and Sharon Nelson, Mike and Mary Lynne Donnelly, Will and Fran Blomgren, Carlos and Judy Quintana, Jack Cowles, Lee and Nancy Casey, Richard Myer, Dave and Linda Mackie, and yours truly.

Richard, a professional magician, entertained us all with his magic using Steve and Mary as the willing guinea pigs. It's still all a mystery to me – even when you are close enough to watch Richard's hands!

Our special guest speaker was J.R. Williams who gave an excellent power point presentation on the Red Barron! We now know where "Lucy" may have originated from in the "Peanuts" comic strip. (Snoopy understood!) J.R. is the current President of the League of WWI Aviation Historians. He has been seen on the History Channel on various programs concerning WWI aviation and has been the guest commentator on "War Birds Radio." The League publishes a quarterly magazine entitled "Over the Front" dedicated solely to WWI aviation.

Our 4th annual Christmas luncheon will be on Wednesday December 12th hosted by Carlos and Judy Quintana – this is their 4th year to graciously host our holiday lunch! The "Beach House" at the Monterey Peninsula Country Club sits literally on the beach overlooking the beautiful blue Pacific and the Monterey coastline. As with previous Christmas luncheons this will be a **RSVP prepaid event** – no gate crashers. This is a catered affair which will require RSVPs to be made no later than Wednesday December 5th. There will be **no RUPA lunch at Edgar's in December**.

Our November 14th luncheon will be at Edgar's at Quail Lodge starting at 11:30 a.m. hosted by Pete and Donna Walmsley. Please RSVP by Tuesday the 13th. Happy Thanksgiving! *Phyllis Cleveland*

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

Yes, another PERFECT day at Shrimper's and another 30 day period in the books without using the 'H' word either.....can't beat that. Terrific WX, GR8 scenery, good food and fellowship with good Ole Boys. Here we are in the middle of October with a few things to look forward to: the Official end of Hurricane Season in about 45 more days; the return of our Northern Good Ole Boys starting very soon; and yes, ELECTION Day is only 3 weeks away and we can witness the end of all the Campaign phone calls, and the TV and Newspaper ads as well. As we look forward to the New Year, we hopefully will be able to look forward to the New Beginning for our Country as well.

Those in attendance were: Del Gartner, Ted Osinski, Jack Boisseau, Bill Northup, Paul Andes, Dick Starita and myself, Bob Langevin. During the course of our Lunch (served by a very attentive, Rose) we heard about the pass travel experiences of Paul Andes' daughter between EWR-SYR as well as some other Pass Travel Experiences shared by myself and Ted Osinski. (mostly good I might add for Ted and I, NOT for Paul's daughter). As usual, it was a most enjoyable time shared by all.

Our meeting (at Shrimper's) next month will be on Tuesday, Nov. 13th and we are expecting that a few of our Northern Regulars (Jim Dowd, John Pinter, just to name a couple - and more) will be back down to join us. Meanwhile, take care, be well, be sure to VOTE on Nov. 6th and when U have nothing better to do, check out the Baseball Playoffs, The World Series, and how about some College and Professional Football while you're at it. Good Landings to all!!!

The TC RUPA Scribe, *Bob Langevin*

Paraprosookians

The last thing I want to do is hurt you. But it's still on my list.

SAN FRANCISCO BAY-SIDERS RUPA LUNCHEON

The fall and Halloween decorations at Harry's Hofbrau definitely lent a festive air to our Bay-Siders' October luncheon. We had a rather small turnout as many of our regulars had scheduling conflicts, but we were pleased to be joined by Dick Hooning (SFOFO) who came all the way from Surprise, CA and Isabel Traube (SFOFO).

We still have some copies of "The Age of Flight" to give away. If anyone would like a copy, I'll have some with me at the next luncheon in November.

In attendance were: Floyd & Charlene Alfson, Rich & Georgia Bouska, Sam & Billie Cramb, Bob Ebenhahn, Rich & Cyndi Erhardt, Dick Hooning, Karl Kastle, Norm Marshall, George Mendonca, Mitch Mitchell, Bill O'Connell, Walt Ramseur, Cleve & Rose Spring, Isabell Traube, Gene & Carol Walter, Larry & Pat Wright.

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

CONVENTION CHAIRMAN'S REPORT

Recently, I attended the 2012 RUAEA convention in Washington, DC. The Hyatt Regency, Crystal City, was an excellent choice. Not only is it a very nice hotel but it is situated close to the mall, many nice restaurants, and the metro. Many tours of the city, including Annapolis, Old Town Alexandria, Manassas, Mt. Vernon, and the Udvar-Hazy museum where the wall of honor is located. I did not have any trouble finding my name on one of the three panels dedicated to RUPA. My wife and I spent a couple of hours in the Holocaust Museum. A bit depressing but very interesting. We learned many interesting facts about the life and times of George Washington with a visit to Mt Vernon. My compliments to the many volunteers who organized the convention and made everything run smoothly for all four days.

This convention marked the end of Ron Bertacini's term as President. Hank Gosselin took over the night of the banquet. I would like to take this opportunity to thank Ron and the executive board of RUAEA for making my wife and I feel right at home during the last three conventions. When I was president of RUPA, I was invited to attend their business meetings. As current convention committee chairman, I will continue to work with RUAEA in the quest for a combined convention, whether it be a land based or cruise based convention. In order for the future conventions to be economically viable, we need members of all segments of retirees, both UAL and COA to participate.

As you read this, you are probably saying to yourself, "why would I attend a convention where I do not know anyone." I felt that way when I attended my first RUAEA convention in 2010. I was made to feel right at home by everyone I met. I even ran into people I knew. By the end of my third convention, Marie and I have a large circle of acquaintances who help to make the convention an enjoyable experience. Try it next year. You may find that you will have a great time. Spend your children's inheritance and buy a plane ticket. It is well worth the trip.

Stay active and volunteer, *Ron Jersey*

Pickles/Brian Crane



UNITED AIRLINES TAKES OWNERSHIP OF ITS FIRST 787 DREAMLINER



United Airlines took ownership of their first 787 Dreamliner after completing the financial transaction for the aircraft with Boeing on September 22, becoming the first North American carrier to take delivery of a Dreamliner. The aircraft is the first of five new Dreamliners the airline expects to receive this year from its total order for 50 of the aircraft.



Nearly 70 of United pilots are currently trained to fly the 787, becoming type-rated via classes and simulator sessions. After taking possession, some of the pilots flew the aircraft on training flights at Moses Lake, WA. After several days of training flights the aircraft was flown to Houston and began a month-long training and certification program that includes non-commercial flights to several of United's domestic hubs. As the initial aircraft are inducted into the fleet, they will be based at IAH and will enter

into previously announced domestic service in November and international service in December. United is planning to operate its inaugural 787 commercial flight from Houston to Chicago November 4 at 7:25 a.m. The 787 is configured with 36 seats in United BusinessFirst, 70 seats in United Economy Plus and 113 seats in United Economy, for a total of 219 seats. The Dreamliner will revolutionize the flying experience for United customers and crews while delivering unprecedented operating efficiency, comfort and lower emissions. Customers will experience greater comfort with improved lighting, bigger windows, larger overhead bins, lower cabin altitude and enhanced ventilation systems, among other passenger-friendly features.

United to launch Chicago-Shannon service, boost Houston-London options



United Airlines announced it will inaugurate five-times-weekly non-stop service between its Chicago hub and Shannon, Ireland, from Jun. 6 to Aug. 26, 2013, subject to government approval.

The airline will also launch a third daily service between its Houston hub and London Heathrow, effective Mar. 30, 2013.

"Our global network, which includes unmatched hub locations in the U.S. and the Pacific, sets United apart from our competitors," said Jeff Smisek, United's president and CEO. "These new flights offer travelers more choice and

convenience, while our continuing investment in new aircraft, onboard products and services and technology results in a better travel experience for customers."

The Chicago-Shannon flight will depart Chicago O'Hare five times each week at 6 p.m., arriving in Shannon at 7:30 a.m. the following day. The return flight will depart Shannon at 11 a.m., arriving in Chicago at 1:05 p.m. the same day. United will operate the flight using Boeing 757-200 aircraft with a total of 169 seats – 16 in United BusinessFirst, 45 in United Economy Plus and 108 in United Economy. Eastbound service to Shannon will not operate on Tuesdays and Wednesdays. Westbound service to Chicago will not operate on Wednesdays and Thursdays.

Nonstop flights from Shannon to Chicago offer customers the added convenience of clearing customs and immigration pre-departure, enabling more efficient connections and a streamlined arrival process at Chicago O'Hare.

The additional Houston-London flight will depart Houston daily at 8:30 p.m., arriving at London Heathrow at 12:05 p.m. the following day. The return flight will depart London Heathrow daily at 1:05 p.m., arriving in Houston at 5:45 p.m. the same day. United will operate the service between Houston and London using Boeing 767-300 aircraft, with flat-bed seats, premium menu options and Economy Plus seats with additional legroom. Tickets for the additional Houston-London service will be available for sale on Oct. 6.

With the new flight, United will offer more nonstop flights between Houston and London than any other carrier.

RETIREE PASS TRAVEL UPDATE, October 5, 2012

1) Posting pass rider lists at departure gates.

At departure gates without Gate Information Displays (GIDs), airport agents will print the standby list when they arrive at the gate and open the flight for processing. This list will be posted in the gate area for pass riders to view. If you are not on the list and should be, let the agent know ASAP. The list will be updated and reposted prior to clearing pass riders. If not all pass riders are accommodated on the flight, a list of all cleared pass riders will be posted when the flight leaves.

2) Checking bags as a pass rider.

Domestic flights: checked bags will go whether or not the pass rider is boarded.

International flights: checked bags will go only if the pass rider is boarded on the flight. International checked bags will receive a "status pending" red bag tag and will be boarded on the aircraft when the pass rider is cleared for the flight. If the pass rider is not cleared, his or her bags may be reclaimed in the baggage claim area. This policy is currently effective; however, because it was different at sCO & sUA, it may take a while for all airport personnel to be briefed.

3) WATCH OUT for Imputed Taxes!

Per IRS regulations, United will be sending all employees and retirees a 1099 tax form at the end of January 2013 who accrue \$600 or more of tax value from 2012 travel by their "taxable pass riders". Retirees' "taxable pass riders" are: domestic partners, non-dependent children, enrolled friends, and same sex parents. All travel by these pass riders on United Airlines using personal passes, vacation passes, and myUAdiscount tickets will accrue tax value. Currently, the "Pass Travel Report" in "All About Me" is not yet functional for retirees. We highly recommend you keep track of your taxable pass riders' travels, so you're not surprised next year. An estimate of imputed taxes, by flight segment, may be obtained by using the Pass Travel Calculator in employeeRES> QuickLinks>Pass Calculator. Example: imputed taxes for a round trip SFO-FCO (Rome) using a vacation pass is approximately \$250. If a retiree's domestic spouse and two enrolled friends make one trip to Rome in 2012, the accrued imputed income tax would be approximately \$750. How much tax the retiree will end up paying to the IRS will depend on how much their taxable pass riders flew in 2012 and the retiree's tax bracket. More info: FlyingTogether>Travel>ServiceCharges.

4) Vacation pass roll-overs and taxable pass riders.

The ETC has confirmed that a retiree may use a Vacation ePass from the previous year to take their accompanied "taxable pass riders" on a vacation pass. However, if the "taxable pass riders" are traveling UNACCOMPANIED, they must a Vacation ePass from the retiree's current year or travel using a personal pass. See #3 for definition of taxable pass riders.

5) Vacation Pass self-service tool!

If you booked using a vacation ePass, but did not fly, it may take a week or more for the vacation ePass to be reinstated into your ePass account. A self-service tool will be coming soon to employeeRES that will assist in restoring unused vacation ePasses; watch for the announcement. Right now, you can avoid the problem all together by canceling the booking before the flight departs.

6) ETC busy? Ask Alex.

The ETC is working very hard to resolve pass travel issues and their email backlog has been reduced dramatically; however they are still receiving many emails daily. If you haven't received a reply to your pass travel email query, try clicking on "Ask Alex" on the Flying Together> Travel page. When typing in your question to Alex, mention you're a United Airlines retiree so Alex doesn't answer as if you were a regular passenger. If Alex isn't programmed yet to resolve your question, you may also call the ETC: 877-324-5555, option 5, option 5.

7) Retiree badges coming. Retirees will be able to buy picture ID badges. The current estimated time on this project is the end of 2012. Badges may help retirees obtain airline discounts at participating vendors (rental cars, hotels, etc.) It's not certain at this time if airport TSAs will honor these ID badges for security entry through the employee line.

8) BP-6s in 2012-2016 AFA contract?

There is a side letter on page 318 in the new sUA contract that mentions BP-6 travel for retirees. It is an old page from a previous contract, originally included for informational purposes only. It's neither dated nor

signed, and is not binding upon the company.

9) Alaska Airlines (AS) now has e-ticketing on ID90 site.

For a small processing charge per segment. Read the September 14th bulletin here:
FlyingTogether>Travel>Travel News & Bulletins.

10) Other Airlines: tickets, schedules, loads, and how to list

For ticketing on Other Airlines

Go to **FlyingTogether>Travel>OtherAirline-Interline Travel** (Under Travel Programs). Most airlines have ZED agreements with UAL. Fill out the ZED request form online, receive confirmation # by email, then go to a United ticket counter to buy paper tickets.

NEW!!! As of October 4th, over 25 airlines now allow online e-ticketing using ID90T for \$2.20 per person, per segment fee (better than going to the airport to have the ticket written in person!). Paper tickets are no longer available, no need to fill out the ZED request form; just visit the ID90T site. **VERY IMPORTANT:** If you purchase e-tickets on *most of the ID90T airlines they are OPEN tickets, you must call the carrier to list!* For complete information, how to log-in, buy ID90T e-tickets online or by phone, e-ticket refunds, etc, see the ID90T section, especially the Q&As, on this page:

FlyingTogether>Travel>OtherAirline-Interline Travel.

The ID90T site also has two pdf guides on their log-in page: <https://ifc.id90.com>

For schedules on Other Airlines.

- Visit ID90T for the 25 carriers
 - Go to <http://mobile.passrider.com> (Other Airline Guide).
- In the “stops” box, select “non-stop” unless you want to see connecting flights.
- Or, you can check the airline’s website directly.

For flight loads on Other Airlines (FLYZED.com no longer displays schedules and loads)

- A few carriers on ID90T site display happy and sad faces as indicators of flight loads.
- Loads for seven carriers may be viewed on MYIDTRAVEL.com. To access the site you need the ticket number from a purchased ZED ticket.
- To access either ID90T or MYIDTRAVEL, go to **FlyingTogether>Travel>OtherAirline-Interline Travel**
- LOADSHARE on Facebook; a voluntary and casual way of finding out loads from other airline employees, mostly domestic flights.
- Try this website: <http://seat-check.com/index.php/seatcheck>.
- Subscribe to both the ASU Travel Guide for discounts and to ASU’s "Trip Check" to see non-rev loads; <http://members.asu.com>.
- Or, you can also call the airline directly and ask the reservation agent.

How to LIST on Other Airlines.

For some ID90T participating airlines – use the ID90T website.

For the seven MYIDTRAVEL participating airlines – use the MYIDTRAVEL website.

For all other airlines, view the individual carrier agreement on:

Flying Together>Travel>Other Airline-Interline Travel>View 100 available interline agreements.

11) Retiree Discounts.

Discounts can be found on Flying Together>Travel>Employee Discounts (Under Travel Discounts). Some listings are still being negotiated and may not be updated and some apply to active employees only. FedEx does not offer a discount to airline retirees for shipments, but that may change in the future. A rebate on the annual fee for United’s Visa Explorer card will no longer be extended to retirees.

12) Help for agents.

In October new applications to help ticket counter and gate agents have been released to update and streamline SHARES. Check-IT and Departure Manager 2.0 will include a new interface and tools for CSRs to make their jobs easier.

Compiled by Kirk Moore, RAFA Travel Benefits Committee

PASS TRAVEL REPORT

Captain Pat Palazzolo

United has been suffering another Pass Travel computer glitch, this time related to the family vacation pass allotment. Many employees and retirees have had multiple family vacation passes deducted when they have used only one.

The company says they hope to have a software fix completed by the time you read this.

In the meantime if anyone needs to have immediate access to a family vacation pass that was incorrectly deducted, the company has asked that you send an email requesting immediate access to improperly deducted vacation passes to ETC@united.com, and in the subject line write, "Traveling within 5 days" and they will attempt to manually restore your vacation passes so you can travel immediately.

Please use this subject line only if you need to have access to improperly deducted family vacation passes immediately.

Correction to the statement in the October *RUPANEWS*, Page 16, Special note about listing.

The ETC has confirmed the Shares system will not SKIP anyone listed in FC if FC is full. The Shares system should automatically assign seats in Board Date order.

The only time the agents can "skip" anyone is when several pass riders riding together do not want get split up due to a full flight. Example: there is one seat left, a party of two pass riders opts to stay together and take next flight, they are "skipped", the next junior pass rider on SA list gets the last seat on the flight.

UAL CONTACT INFORMATION

EPC - Employee Pass Charge Department

Researches pass charge discrepancies; makes payroll adjustments Email: epc@united.com

Refunds Department

Processes refunds to both internal and external customers who used a credit card; however, the request must be completed online by visiting: www.united.com/reservations/refunds

Phone: 800-WE-CARE2 (automated system)

EIS- Employee Information System Department

Answers questions regarding employee profile information, processes eligible pass rider documents, certifications, verifications.

Email: eis@united.com

Phone: 713-324-5327 prompt 6 (then prompt 1 or 2)

Toll Free Phone: 877-324-5555 prompt 4 (6 to speak to a rep) Press 1 if sub-CO or 2 if sub-UA.

ETC – Employee Travel Center

Answers questions on Business Travel, other airline travel, urgent ticketing, vendor travel.

Email: etc@united.com

Phone: 713-324-5555 (various prompts—listen for your particular issue)

Toll Free: 877-324-5555

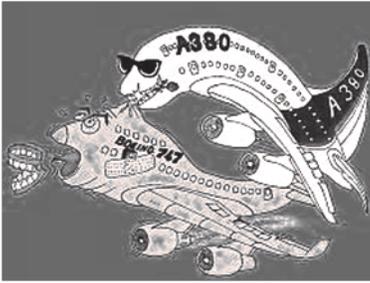
The UAL employee/retiree password assistance line is 1-800-255-5801. It is now called "The Technical Service Desk."

\$100 million for this?

Daniel Castillo's Jet Ski failed in New York's Jamaica Bay. He swam ashore at JFK airport but did not disturb the airport's \$100 million, state-of-the-art security system of cameras and motion sensors. He reached the terminal before being noticed.

AIRBUS VERSUS BOEING: IT'S WAR!

By Nelson Alcantara, ETN Editor-In-Chief



Has the European Union Commission become Airbus' greatest ally in taking on Boeing? This appears to be the case in the next chapter of the eight-year-old conflict between the World Trade Organization (WTO) and the US-based commercial aircraft manufacturer. As Boeing has failed to address subsidies condemned in the March 2012 final WTO judgment, the EU Commission today filed a request for the WTO to grant US\$12 billion in annual sanctions, which is "the largest WTO penalty ever requested, and it follows the worst loss a party has seen in the history of the WTO."

Consequently, Airbus has issued a statement praising the EU Commission. "Airbus is grateful to the EU Commission for taking consequential action," said Airbus spokesperson Maggie Bergsma, "However, this is nothing but the next step in a trade conflict that was launched in 2004 by Boeing. Boeing has been denying the decades of government support for years but was finally faced with a sweeping judgment in March. We regret that Boeing continues a legal battle that should have long been resolved by a mutual agreement. We made offers time and again but are ready to fight it through if the other side wishes to do so."

In March 2012, Boeing had been given a six-month reprieve to implement the judgment, after the WTO had condemned state, local, and federal aid Boeing received in support of every one of Boeing's current commercial aircraft programs. To be more specific, the WTO in March had called for the withdrawal of "at least US\$5.3 billion" of federal subsidies already received by Boeing; elimination of an additional US\$2 billion in illegal state and local subsidies due in the future under existing illegal schemes; and the termination of all US Department of Defense (DOD) and NASA research grants to Boeing, including funding, Boeing use of government facilities, and the illegal transfer of IP rights to Boeing

Airbus said: "In a filing with the WTO, it became clear that Boeing has failed to implement the judgment. With that failure, the case moves to its next phase: sanctions following confirmation that Boeing continues to distort the marketplace with taxpayer-funded subsidies."

From Airbus' perspective, "the EU's requested US\$12 billion annual penalty is justified by the WTO panel confirmation that the effect of the subsidies is significantly larger than their face value in light of their 'particularly pervasive' nature." Simply put, the WTO is saying Boeing would not have been able to launch the 787 without illegal subsidies.

ETN contacted Boeing's Seattle; Chicago; and Washington, DC media relations offices for a statement, but our calls have not been returned as of press time. This is to be expected, as Boeing has argued that WTO's findings will have no relevant consequences for Boeing.

So, officially Boeing is really at war with Airbus. That much is clear. It should also be clear that while Airbus has the EU Commission and subsequently the WTO on its side, Boeing has the US government as its ally.

Who will prevail? So far, the Airbus team is earning major media mileage. How long will Boeing stay mum? We will find out soon enough.

PICKLES | Brian Crane



Boeing advances in-flight connectivity options for passengers

eTN Global Travel
Industry News



SEATTLE, Wash. - Boeing continues to advance its suite of connectivity offerings on its family of commercial jetliners. Systems to be installed during production on the 747-8 and 777 by the end of 2013 have the capability to provide in-flight use for cell phones, Wi-Fi connectivity for passengers, internet access using in-flight entertainment (IFE), and live television broadcasts. Additional connectivity systems are being evaluated for the 737 that could be available in the near future. The 737 already includes wiring provisions for connectivity systems.

The 787 offers a post-delivery retrofit of systems that provide in-flight use of personal cell phones and wi-fi connectivity for passengers and is working toward a full set of connectivity offerings as part of its standard catalog by the end of this year.

"We're always working to ensure that our products offer the airlines of the world the most modern and robust technologies available to provide their passengers with an exceptional flying experience," said Mike Sinnett, senior chief engineer of Airplane Systems for Boeing Commercial Airplanes. "Passengers want the option of staying connected to e-mail and the internet and other online offerings when flying. We've looked across the industry and are partnering with several connectivity system providers across our family of airplanes."

The prime connectivity systems currently in development at Boeing are the Panasonic Global Communication Suite and Thales TopConnect system.

Wireless media streaming is expected to be available on all new Boeing airplanes in 2014.

Boeing Bus Jets proves range capability with record-setting trans-Pacific flight



AUCKLAND, New Zealand - Boeing Business Jets set a new world record for "Speed Over a Recognized Course" when a BBJ flew non-stop from Los Angeles to Auckland, New Zealand for installation of its VIP interiors. The BBJ, a 737-700 modified for VIP use, made the 5,658 nautical mile (10,479 km) trip in 13 hours, 7 minutes and 54 seconds.

The record-setting trip was monitored by the National Aeronautic Association based in Washington, D.C. BBJ president captain Steve Taylor said the trip demonstrates the incredible range capability of the BBJ.

"When we left Los Angeles with full fuel, we were 21,000 pounds below our Maximum Takeoff Weight. This means that the customer can add a full VIP interior, fill all the seats and still carry full fuel and have remarkable range – something our competitor with the same class business jet simply cannot do non-stop," said Taylor.

The airplane had 7,800 pounds of fuel remaining when it landed in Auckland Sunday evening.

The BBJ, owned by Samsung Electronics, is equipped with seven auxiliary fuel tanks, giving it the extended range capability. It also features lower cabin altitude, which differentiates it from its competitor. The option provides a 6,500-foot cabin altitude instead of the standard 8,000-foot cabin, allowing passengers to travel in greater comfort.

The airplane was flown to New Zealand for the first interior completion of a new BBJ by Altitude Aerospace Interiors, an Auckland-based company which was launched in 2008.

Boeing delivers the BBJ to the customer "green" (no interior or paint) so it can be customized to suit the specific needs and taste of the customer. The completion center of the customer's choosing installs the VIP interiors, which typically takes nine months to a year.

The BBJ is the best selling model of Boeing's business jet line with 157 sold to date.

AIRLINES ADD FLIGHTS FOR ND OIL BOOM WILLISTON WILL EXPAND WAITING AREA INTO A TRAILER

By Associated Press

Airlines are boosting service to North Dakota to haul in workers drawn by the state's oil boom.

Delta Air Lines Inc. said Monday that it will add two round-trips a day between Minneapolis and Williston, N.D. And United Airlines is set to add three round-trip flights a day between Denver and Williston in November. Other North Dakota airports have added service, too.

North Dakota oil production has more than tripled in the last three years, and it's now the second-biggest oil-producing state, behind Texas. Air traffic has boomed, too.

"Williston is basically the center hub of it, so we see quite a bit of traffic," said Steven Kjergaard, the airport manager there.

The additional air demand is straining resources at North Dakota airports.

Williston's Sloulin Field International Airport was built to handle 6,000 passenger boardings per year. Kjergaard expects more than 10 times that many next year.

The waiting room has just 41 chairs in the secure area. Kjergaard plans to haul in a double-wide trailer to hold 80 more seats by the time the United flights start in November. "It's going to be an interesting compromise," he said.

The airport runway was rated for a maximum weight of 25,000 pounds. The city agreed to change it to 53,000 pounds to handle the bigger jets.

At North Dakota's Minot International Airport, the terminal was built to handle two airlines. It now has service from Allegiant, as well as United and Delta. Frontier is coming, too.

"Now we're cramming in a fourth. So the facility is extremely tight," said airport manager Andrew Solsvig. The schedule for its two gates was so full, he told Frontier they could only come if they would use the leftover slots.

The airport had a federal grant to guarantee that United would make enough money on the flights that started there in 2010. Solsvig said the money went back to the feds, because the flights were so full that United never needed the subsidy.

Delta added flights last year. Minot now has seven daily flights to Minneapolis on Delta, four a day to Denver on United, and Allegiant is flying twice a week to Phoenix and four times a week to Las Vegas. Frontier begins flying in November to Denver, four times per week.

Most of the Delta and United flights in the area are on smaller regional jets operated by partners, although Delta operates some Minot flights itself on larger Airbus A320s.

Delta said other cities with oil-related jumps in traffic include Minot, Bismarck, Fargo and Grand Forks in North Dakota, as well as Anchorage and Fairbanks, Alaska, and Edmonton, Alberta.

For Delta and United Continental Holdings Inc., the flights are very, very small parts of their global operation. But they're a big deal for the cities in North Dakota that are getting expanded air service.

"The airline would add a flight, and three months later it would be full. They'd add another one, and it would fill up," said Solsvig, the manager in Minot.

In Dickinson, N.D., the number of people getting on planes jumped 83 percent last year.

The city gets flights from Great Lakes Aviation right now. But those 30-seat propeller planes often have to fly with empty seats because of restrictions on safe takeoff weights, said airport manager Matthew Remyse. The airport is working with a consultant to lure other airlines. "We're out of capacity," he said.

Space will be tight. Besides commercial flights, the airport has seen an influx of private planes.

"There've been days when they've had so many aircraft on the ramp, they've asked us to shut down the taxiways so they could park aircraft on the taxiway," Remyse said.

ENGINE CRACK FOUND ON SECOND BOEING 787 DREAMLINER



Just two months after an engine cracked and failed during test aboard a Boeing 787, federal plane inspectors have found a second engine problem on a different Dreamliner, the National Transportation Safety Board announced.

The NTSB identified the problem as a cracked fan midshaft on a Dreamliner General Electric GENx-1B turbofan engine, the group said in a written statement posted on its website September 27. The 787 had not yet flown when investigators identified the engine problem, investigators said.

Inspectors uncovered the cracked second engine during an inspection of all in-service engines of that type, the NTSB said. The statement included no further details of the discovery. The NTSB said its investigation of the engine troubles is continuing.

GENx engines are manufactured at a General Electric facility in Cincinnati.

The first Dreamliner engine problem occurred on July 28 during a taxi test at Charleston International Airport in South Carolina.

No passengers were on board, and no injuries were reported, although burning debris from the failure did cause a small brush fire near the tarmac.

In a third related development, a similar General Electric engine on a different kind of aircraft -- a GENx-2B on a Boeing 747 -- lost power during takeoff last September 11 at Shanghai Pudong International Airport. That incident is under investigation by the Civil Aviation Administration of China, the NTSB said.

Preliminary findings showed that the failed engine's fan midshaft on the 747 was "intact and showed no indications of cracking," the NTSB said.

The Federal Aviation Administration, General Electric and Boeing are involved in the Chinese investigation.

Boeing rolled out the 787 Dreamliner last year, three years late and billions of dollars over budget. United Airlines is scheduled to begin flying the first U.S. domestic routes for the aircraft in November.

Fanfare has been loud surrounding the technologically advanced Dreamliner. Among other touted features, it's the first commercial airliner made mostly of light-weight carbon composites, requiring less fuel than conventional airliners.

AIRBUS DELIVERS 100TH A320 FAMILY AIRCRAFT ASSEMBLED IN CHINA



The 100th A320 Family aircraft assembled at Airbus' A320 Family Final Assembly Line China (FALC) was handed over September 26 to Air China. This delivery from the Airbus Tianjin Delivery Center comes some three years after the first aircraft was delivered on June 22, 2009. The new A320, powered by IAE V2500 engines, is configured in a typical two class layout with eight business class and 150 economy class seats. The aircraft will be deployed on domestic routes linking Shanghai to other cities in China. Air China now

operates 93 A320 Family aircraft, one of the biggest A320 Family fleets in China.

"The airline already operates a significant Airbus fleet and is a most valued and long-term strategic customer," said John Leahy, Airbus Chief Operating Officer Customers. "We will continue to reward the trust our loyal customers place in our aircraft, by delivering the best quality product and support to enable the highest levels of operational performance."

On August 31, visiting German Chancellor Angela Merkel and Chinese Premier Wen Jiabao presided over a grand gathering of some 1,000 people in Tianjin to celebrate the completion of the 100th A320 Family aircraft assembled at the Airbus A320 Family Final Assembly Line China (FALC).

To date, more than 700 Airbus A320 Family aircraft are in service in China. 11 Chinese customers have so far taken deliveries from the Airbus Tianjin Delivery Center.

AIRLINES FIND MORE AND MORE OF THEIR DISHES ENDING UP ONLINE



We've all seen it before - you're in a restaurant and the person at the table next to you has their camera phone out and is happily snapping their chosen dish before uploading it to one of the many social media sites out there.

Food lovers the world over are now taking their cuisine-capturing antics to the skies as airlines find more and more of their dishes are ending up online.

Airlinemeals.net is one such site that travelers are posting their pictures to and with over 26,000 photos and counting of more than 600 flight operators, the industry is taking notice.

Ten years ago Marco 't Hart was in a long-distance relationship which saw him flying every six to eight weeks. On one such flight he took a picture of his food at the behest of his inquisitive parents.

Weeks later curiosity lead him to the internet to see if others were doing the same and he found around 20 images. After seeking the image owner's permission, he thought it would be fun to put the pictures on a website and airlinemeals.net was born.

"I was amazed at first, as it was never set up to be as big as it is now. After that it became clear there was a demand for this site, so I kept developing it, trying to inform people as well as I can," 't Hart said.

There was once a time where the words "in-flight food" induced involuntary shudders from frequent flyers and nightmarish images of shapeless, gray meat drearily covered in dubious-looking sauce with a rock-hard bread roll and tasteless cake as side dishes. 't Hart says it is because of the unpopularity of certain foods that the site became so successful.

He says: "Ten years ago this was one of the first websites that gave people the opportunity to share and leave feedback at things from everyday life. The site gave people a place to complain. Besides that people enjoy looking at some of the odd images."

The website's success has even caught the attention of airline catering companies who he says use the site in a different way to frequent flyers.

"Airlines and crew also use the site as a tool to educate their people and to read responses from travelers."

Along with the emergence of flying food critics, the increased popularity in airline review websites like Skytrax and Skyscanner have caused airlines to make a concerted crack at improving in-flight gastronomy.

Especially in the business and first-class cabins where travelers have seen flight operators bringing Michelin-starred chefs to reinvent their food for offer.

WHEN AND WHY TO DRINK WATER

You need the minimum amount of water to help flush the toxins out of your body. A Cardiac Specialist says the correct time to drink water is Very Important. Drinking water at a certain time maximizes its effectiveness on the body.

2 glasses of water after waking up - helps activate internal organs.

1 glass of water 30 minutes before a meal - helps digestion.

1 glass of water before taking a bath - helps lower blood pressure.

1 glass of water before going to bed - avoids stroke or heart attack.

Water at bed time will also help prevent night time leg cramps. Your leg muscles are seeking hydration when they cramp and wake you up with a Charlie Horse.

Universal Laws

Law of Probability - The probability of being watched is directly proportional to the stupidity of your act

(Lawrence Sperry) MILE HIGH CLUB FOUNDING MEMBER



"There are countless milestones and record breaking performances throughout aviation history; altitude and speed, distance and endurance, and so forth. Perhaps the most highly prized and sought after is the entry into the Mile-High Club - that fraternal order of pilots, both male and female, who have achieved orgasm aloft. There are no official numbers, but evidently those who manage copulation in the air are far fewer than those making claim."

"If it is a major aeronautical achievement as everyone claims, then proper recognition should be given to the first person to attempt the sacred act at altitude. That honor can only be bestowed upon Lawrence Sperry, a daredevil pilot, mechanical genius, and of course, inventor of the automatic pilot. Born on December 22, 1892, Sperry lived only a scant 31 years. But in that short lifespan his accomplishments were great. At the age of 18, he built a full scale glider that flew.

Wild in the sky, he made his first parachute jump in 1918 and flew loops under the Brooklyn Bridge. He would be the first person to fly a woman over New York City. As a mechanical visionary he invented the turn and bank indicator, retractable landing gear, and perfected the aerial torpedo. During his short remarkable life he held 24 patents." Besides intellect, Sperry was also handsome and rich, a combination that led to a succession of women, and according to biographer William Davenport, oftentimes multiple partners. The tabloids liked him, and had a field day with the stories about drinking and wild parties. You have to remember this was during a time when it was unlawful for women to display bare arms in public."

"It was during November of 1916, when Sperry began giving flying lessons to a New York socialite by the name of Mrs. Waldo Polk. Polk's husband was off in France driving an ambulance at the time. The couple were aloft in a Curtiss flying boat over Babylon, New York one day, evidently engaging in carnal pleasure through the benefit of Sperry's recently devised autopilot. Suddenly something went wrong, and the plane plunged 500 feet into great South Bay."

"Two duck hunters paddled to the wreck and rescued, much to their amazement, the naked couple. Apparently Sperry stated the crash "divested" them of their clothing. The couple was brought to Southside Hospital, with Sperry walking and Polk alongside in a stretcher."

"Local papers glossed over the fact that the duo lacked any clothes, but the New York tabloid Mirror & Evening Graphic, headlined their front page with: AERIAL PETTING - ENDS IN WETTING.

"Both instructor and student survived their ordeal and Sperry later told a friend that he bumped the gyro platform during their aerial maneuvering. Sperry would crash his Sperry Messenger biplane in the English Channel seven years later, ending his life."

"And Mrs. Polk...well, she continued taking flying lessons and did obtain her pilot's license."

DIABETES, THE BRAIN, AND COGNITION

By T Hershey, Washington University School of Medicine. Neuroimaging Laboratory, Department of Psychiatry.

Scientists once thought the brain played little part in diabetes—a disease in which the body is unable to produce or use the hormone insulin from the pancreas. Now, new research indicates that the brain has its own insulin receptors and plays a big role in normal blood sugar control. Scientists are only beginning to understand the details of the brain's role in normal insulin and glucose control, diabetes, and the cognitive deficits associated with the disease. Better treatments for people with diabetes are sure to follow.

The brain image above shows the hippocampus (outlined in red), which is involved in learning and memory. New research suggests that repeated episodes of high or low blood sugar in people with diabetes may lead to cognitive impairments associated with this structure.

The brain image above shows the hippocampus (outlined in red), which is involved in learning and memory. New research suggests that repeated episodes of high or low blood sugar in people with diabetes may lead to cognitive impairments associated with this structure.

Published with permission from Hershey, T., Washington University School of Medicine. Neuroimaging Laboratory, Department of Psychiatry.

Prick my finger, again. My blood sugar is too high, too low. Inject insulin, again. Will I be one of the many at risk for Alzheimer's disease? Will I gain more weight? These are just some of the worries that people with diabetes face on a daily basis. But thankfully, new brain research may soon benefit people with this chronic disease.

Scientists once thought the brain played little part in diabetes—a disease in which the body is unable to produce or use insulin from the pancreas, the organ that produces it. It was long believed that insulin was made exclusively by the pancreas and that the hormone's effects were limited to the body's peripheral tissues. These tissues respond to insulin by letting in blood sugar, or glucose—energy for the body's cells. Now, new studies indicate that the brain has its own insulin receptors—proteins located on the surface of brain cells—and play a big role in normal glucose control.

Diabetes can damage many parts of the body, leading to loss of vision and sensation, strokes, and heart disease. Nearly 73,000 Americans die from diabetes annually, making it one of the top disease killers. Diabetes also is associated with impaired cognitive function and increased risk for dementia, including Alzheimer's disease.

Advanced knowledge of how the brain is involved in normal insulin and glucose control, and in diabetes, could lead to:

- Better understanding of the two types of diabetes: Type I and the more common Type II, which accounts for almost 95 percent of all diabetes cases in North America.

- Enhanced treatments for diabetes—even obesity and other metabolic disorders.

New research is helping to uncover the link between diabetes and Alzheimer's disease. When diabetes strikes and insulin's signal is ignored by cells, the brain may not get the large amount of glucose energy it needs, especially for memory. Loss of brain cells and memory function may result, especially in the hippocampus—a brain region involved in learning and memory. Increased insulin concentrations also appear to boost levels of beta-amyloid—a protein involved in the formation of senile plaques that can lead to Alzheimer's.

Scientists are only beginning to understand how general cognitive deficits occur, but new studies are providing some clues.

Insulin and related growth proteins in the brain are vital for cell survival, and both glucose and insulin appear to regulate many brain functions, including learning and memory. Dysfunction of these chemicals contributes to cognitive deficits. Chronic episodes of high or low levels of blood glucose may directly affect insulin's actions in the brain or damage brain cells, leading to cognitive impairments. Diabetes may be wreaking havoc especially in the hippocampus. The hypothalamus—a brain region that regulates metabolic processes and activities like hunger, thirst, and body temperature—also appears to be involved, especially areas that respond to low blood sugar and regulate energy balance, body weight, and the sensitivity of the liver and muscles to insulin.

Current treatments for diabetes involve a healthful diet and exercise, pills that control glucose levels, or frequent injections of insulin, often accompanied by unwanted side effects, such as weight gain. But studying the role that the brain plays in diabetes and its treatment is giving hope for more effective medications.

Recently, scientists improved rats' reaction to insulin therapy twofold—thus reducing the need for insulin. By enhancing brain cell signaling involved in normal insulin response in the hypothalamus, scientists heightened insulin's ability to lower blood sugar in the treatment of diabetes.

In another study, researchers reduced the incidence of diabetes in mice by 80 percent by removing pain nerves that innervate the pancreas. Scientists discovered that these nerves played a role in regulating blood sugar control and were functioning abnormally in animal models of diabetes. Researchers also reversed diabetes by injecting the pancreas with a small protein secreted by these pain nerves.

Better and more efficient treatments will help combat diabetes and also decrease unwanted side effects. Research into the brain's role in diabetes and its treatment may be the key to helping people with diabetes worry about one less thing.

HOSPITALIZED SENIORS SUSCEPTIBLE TO DISABILITY

By Dr. Edgar Pierluissi

There is a paradox for many hospitalized older people. If you have a serious acute illness, and you want evaluation and treatment for it, there is no better place for you than a hospital.

In the hospital you have access to a team of professionals engaged in identifying and treating your illness, modern diagnostic and treatment technologies, and round-the-clock monitoring. Hospital care is better now than ever.

Nonetheless, hospitalization and the period after hospital discharge is a time of high risk, especially for the frail and very old. Hospitalization accounts for about half of all new onset disability and worsening of existing physical disability in people older than 70.

While older adults suffer from other hazards associated with hospitalization - such as confusion, depression, pressure sores, adverse drug events, and bowel and bladder dysfunction - disability and loss of independence are the most feared. This occurrence has a name: hospitalization-associated disability.

What are the causes of hospitalization-associated disability? There are many important contributors. At the top of the list is excessive bed rest and lack of exercise. While people older than 70 lose on average about 3 percent of their muscle strength each year, they lose more than 15 per cent of their muscle strength with 10 days of bed rest.

This dramatic loss of strength is often permanent and starts within one to two days of taking to bed. The practice of requiring patients to stay in bed during their hospitalization is downright harmful.

While many doctors are aware of this, there are still many organizational barriers that get in the way of patients getting the exercise they need. Tubes, lack of assistive devices and inadequate staffing to promote walking all keep patients in bed. As a consequence, patients are rarely asked to incorporate walking into their daily routines.

Improving outcomes

San Francisco General Hospital and Trauma Center has taken on the challenge of trying to prevent disability in hospitalized older adults in a systematic way for the past five years. San Francisco General was the first hospital in California to adopt an approach, called Acute Care for Elders, or Ace, to improve outcomes for these patients.

This model of care was pioneered in the 1990s at Case Western Reserve University in Cleveland and is becoming more common as hospitals struggle with how best to care for frail older adults.

The approach involves four basic features: interior design to make the unit easier for older adults (non-glare floors, way-finding colors and community dining settings), patient-centered care, early planning for discharge home, and careful daily review of medications and procedures.

The heart of the program is patient-centered care. An interdisciplinary team of providers - pharmacists, rehabilitation therapists, nutritionists, social workers, physicians and nurses - assess patients daily to craft a care plan that promotes patient safety, removes barriers to mobility and maintains independence. The team is guided by the goals of care for each patient. With this method, patients have less disability at discharge and go home more often instead of to a nursing home. A recent study of Ace units demonstrated that these results come with lowered cost. In this case, doing the right thing can actually cost less.

Patient involvement

Whether your hospital has an Ace unit or not, you can take action as a patient to make hospitalizations safer. Most importantly, a friend or family member should be with you in the hospital and help you to understand your medical issues, what tests are planned, what medications you are receiving, and the medical team's plans for what will happen after discharge.

Your friend or loved one should have some understanding of your medical conditions and what medications you are taking at home. This information can be vitally important to the medical team caring for you. Your buddy can also bring in your glasses, hearing aids and dentures; help facilitate walking in the hospital; bring in foods you like; and reduce the boredom and depression that can accompany a hospital stay.

Attending to these factors can help ensure that you and other older adults maintain independence while getting treated.

STEPS TO ROLL BACK YOUR REALAGE 21.6 YEARS

Healthy Living with Drs. Mehmet Oz and Michael Roizen

Teenage girls swoon over Edward Cullen (actor Robert Pattinson), the forever young, eternally romantic vampire star of "The Twilight Saga." But you don't need a vampire's "kiss" - or the hassles that goes with it to gain a longer, younger life. Just follow these six steps:

No. 1: Go for a visit to a dental pro every six months - and floss ever day: Avoid gum disease to reduce body-wide inflammation that boosts your risk for cardio problems by 70 percent and diabetes by more than 50 percent. As a bonus, you'll be smiling through a healthy set of pearly whites as your RealAge becomes three years younger.

No. 2: Go for two baby aspirins a day: Both of us take 162 milligram of aspirin daily - with half a glass of warm water before and after - to prevent gastrointestinal problems, cardio problems, protect our brains and decrease our risk of cancer. A daily dose even lowers your odds for the two deadliest types of skin cancer by 13 to 15 percent. With this step, your healthy RealAge is 1.8 years younger.

No. 3: Go for three servings of salmon or trout a week: We love these scaly creatures for their DHA omega-3 fatty acid content and the way they protect your heart, eyes, brain and waistline. Now, another big-time reason to eat fish: It reduces the risk of colon cancer. Your RealAge gets more than three years younger if you avoid all four-legged food products and instead enjoy salmon and trout three times a week. Toss them on the grill with some vegetables or mix canned salmon with olive- or canola-oil mayo and your favorite seasonings for a fab fish sandwich you and your family would swim upriver for.

No. 4: Go for four sessions of cardio and resistance training every week: You don't have to train for the Olympics to get the body-wide benefits of movement. Walk for 30 minutes at least four times a week and do two resistance-training routines on your off days (or whenever you want, just leave a rest day or two in between!), and you'll slash your risk for heart attack, stroke, diabetes, arthritis, cancer, obesity, dementia and low moods. Exercise is a one-stop health fix because it rejuvenates the tiny power plants - mitochondria - inside every cell in your body so you feel more energetic, burn more calories around the clock and process fat and blood sugar a whole lot more efficiently. Exercising regularly can make your RealAge as much as nine years younger.

No. 5: Go for five small fistfuls of nuts every week. These tasty nuggets will slash your risk for belly fat, diabetes, heart disease and more. Going nutty can even knock back heart-menacing LDL cholesterol by 10 points and high triglycerides by 20 points. The challenge? Moderation. One fistful (about 1 ounce) has 160 to 200 calories. So don't overdo it. To fill up without filling out, pair nuts together with fruit, such as peach or apple slices and sneak in a little peanut butter. Eating four to five servings of fruit and a handful of nuts daily can make your RealAge more than four years younger.

No. 6: Go for Joe. You'll delay or help prevent dementia and Alzheimer's with two cups of caffeinated coffee a day. You'll get even bigger benefits with up to six small cups daily. Your RealAge gets about 0.8 years younger from enjoying Joe.

Dr. Mehmet Oz is host of "The Dr. Oz Show," and Dr. Mike Roizen is chief medical officer at the Cleveland Clinic Wellness Institute-For more information go to www.RealAge.Com.

PICKLES | Brian Crane



HOW TO AVOID ELDER FINANCIAL ABUSE

(NAPSA)-While elder financial abuse decimates incomes, affects the health of its victims and fractures families, the MetLife Mature Market Institute offers free resources and tools including steps you can take to protect yourself and those you care for:

Know the Facts and Stats. According to "The MetLife Study of Elder Financial Abuse," most elder financial abuse is committed by strangers but about a third is by family, friends or neighbors.

Stay Active. Socialize with family members and friends. Get involved in activities you enjoy. Isolation can leave you more vulnerable to exploitation.

Monitor Your Affairs. Take your time and consult with people you trust before making important financial decisions. Check credit card and bank statements and bills for accuracy. Use direct deposit to prevent mail theft. Sign your own checks when possible.

Be Organized. Keep important papers and legal documents in a secure place. Review them at least annually.

Be Cautious. Be careful when responding to solicitations. Don't let anyone pressure you into making an immediate decision. If something sounds too good to be true, it probably is. Speak with a family member or trusted friend before sending money or providing bank account, credit card or Social Security numbers.

Protect Your Passwords. Don't share passwords. Change them if you feel they've been seen or used by someone else. Immediately notify the company or bank if, when reviewing your financial statements, you see charges or transactions you didn't make.

Beware of Telephone Solicitations. Planning Tips: Preventing Elder Abuse, produced by the Mature Market Institute, notes that billions of dollars are lost each year to fraudulent telemarketers. Consider using an answering machine or caller ID to screen calls. You can add your name and phone number to the National Do Not Call Registry at (888) 382-1222.

Know What to Do if You're a Victim. Don't be afraid or embarrassed to discuss your concerns with someone you trust-relative, clergyman, bank manager, attorney. Knowing the resources you can turn to, including the police, your bank and Adult Protective Services, can be the first steps in addressing the problem.

Learn More. Excellent resources include "The MetLife Study of Elder Financial Abuse"; "The Essentials: Preventing Elder Abuse"; "Planning Tips: Preventing Elder Financial Abuse for Older Adults"; and "Planning Tips: Preventing Elder Financial Abuse for Family Caregivers." Created by the MetLife Mature Market Institute, MetLife's center of expertise in aging, longevity and the generations, they may be downloaded from www.MatureMarketInstitute.com.



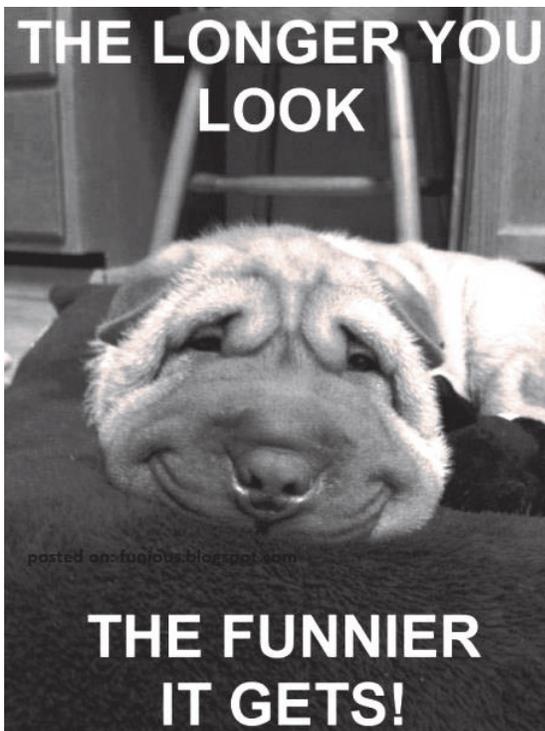
LETTERS

DON BARNHART--La Center, WA

Don celebrated his 93rd birthday this past September 1st. He was in the hospital for two weeks in late July, released for home health care but returned to the hospital ten days later with a life threatening issue. He was admitted to ICU where he was not expected to survive and was taken off life support. After receiving last rites and blessings, Don was placed in a private room in a quiet corner of the hospital. With family at his side and prayers in our hearts, his condition began to improve and he survived the night – amazing us and the medical staff.

Dear Leon, You took our breath away when we received that wonderful package. Don and I love The Age of Flight. What a wonderful gift! He is still recovering and he really perked up when I laid the book on a table beside him and read him the accompanying letter. Thank you for thinking of us.

We still live on the farm where Don grew up and coming home to it from the hospital was a real “upper.” He loves the views from our bank of windows – the pastures with cows and calves, the orchard, the woods, the river beyond and the view of Mount Hood. Don celebrated his 93rd birthday at home on September 1st. As you may recall, Don also survived an ATV roll-over accident on the farm



in 2007. He is one tough Swede!

Don was hired by United in Portland in January 1941 and retired the end of May 1982 from SFO. In the intervening years he worked in Seattle. He told me long ago that Pat Patterson visited him in the hospital when he had an emergency appendectomy - I don't know if that was in Seattle or Portland. And he did recall meeting Marilyn Monroe at Dispatch in SFO when she was en route to filming in Nevada, I believe.

He still enjoys reading Aviation Weekly and, of course, *RUPANEWS*. Don continues to look for letters written by the many pilots he worked with in Seattle and San Francisco but, sadly, their numbers have dwindled greatly. UAL has been such an important part of Don's life.

I love history and am on the Board of Directors of our small La Center Historical Museum. We will be developing an exhibit on the history of our local post office where mail was first delivered from Vancouver by horseback, a wagon "stage" which also delivered freight and row boat. I can image incorporating some of United's Air Mail history along with a display of early airmail stamped post-cards and letters from local area collectors.

We thank everyone at RUPA for the great job they do in keeping UAL retirees posted and providing entertaining reading. We always laugh together at the cartoons and enjoy the photos and the reports of the luncheon groups.

Our best wishes to all for a lovely Holiday Season ahead. And, yes, his annual dues are in the mail. Sincerely, *Don and Barbara*

(Leon is in the process of getting a copy of "The age of Flight" to all those members over 90. Good job, Leon.) Ed

MURIEL BERGSMA--McHenry, IL

Dear Mr. Scarborough: Well, once again I'm maintaining my record for tardiness. My membership renewal was due back on August 30, 2012, and obviously "the old gal" was remiss in getting with the program and submitting her renewal check. I'm enclosing a check to cover a 2-year renewal, plus an additional \$10.00 for the postage fund.

I'm almost like the roads - in a state of patch/repairs. This year I had my left hip replaced, and luckily it went as well as the right hip 2 years ago. The anterior approach for a complete replacement seems to

be the way to go. Also in the process of dental implant work. I guess I'm helping the economy with keeping our money circulating.

Truly enjoy reading all the letters submitted in the monthly *RUPANEWS*. It's a fantastic resource for keeping in touch with our "alumni" of the UAL days.

Hopefully, in two more years when it's renewal time, my 71 year old brain will get the dues out in a timely fashion.

Thank you and the other team members for all that you do.

Sincerely, *Muriel*

CARLOS BERNHARD--Dana Point, CA

I am not much of a writer, but when I saw the cover of the October *RUPANEWS* with the Red Arrows flying formation with the Avro Vulcan bomber it jogged my memory and I had to write

In 1957 or 58, I was flying in a 12 ship formation of Gloster Meteors Over downtown Buenos Aires and an Avro Vulcan flew under us. Almost the same picture.



I am still flying once a week. Enjoy the magazine.
Carlos

GEORGE BLEYLE--Hudson, OH

My wife of 47 years entered hospice, ironically on her 67th birthday this past July 5th, and died on September 2nd. She started chemo this past January and continued receiving treatments throughout the spring and early summer. However, her blood cancer numbers never improved and she passed nine days after my 70th birthday on August 24th. Needless to say, 2012 has been a bleak and sad year for me.

On the good news side, I have signed a contract to buy a 2004 45ft raised pilot house trawler. The vessel is equipped with both bow and stern thrusters, so I'm confident that I can cruise it single handed and not get in trouble approaching and departing the dock. It has two staterooms, so anyone in the Sandusky area in the summer needing a place to crash, please call or email me and I'll make every attempt to accommodate you.

I'm still serving as an engineer on the Cuyahoga Valley Scenic Railroad. Between Lake Erie in the summer and the railroad most of the rest of the year, I have very little free time to worry about getting old or slowing down.

I hope 2013 is a better year than was 2012!

Cheers, *George*

WALT BOHL--Fountain Valley, CA

Hello to all. Ten years of retirement for Marnie (LAXSW) and eighteen years for Walt (LAXFO), during which we have had a great time.

In September we went UAL space available to Australia. We spent five nights in Melbourne and six nights in Sydney. All four legs of the trip were in first class or business using two vacation passes (LAX/SYD/MEL and SYD/LAX) and one trip pass (MEL/SYD).

Walt's latest American Aviation Historical Society article was on the 12 UAL Boeing 80 tri-motors. For the last 14 months, Walt has been a docent at the Lyon Air Museum located on Orange County Airport (SNA). Marnie keeps busy with her very large collection of roses and lots of flowers on our very large lot.

Thank you to all who put out the RUPA magazine. By snail mail is a check for \$25.00. Our letter is on time for the fourteenth year in a row.

Marnie Magee-Bohl and *Walt Bohl* '55-'94

DICK BOSTON--Salem, WI

Not much happening on our end. I'm working hard on my golf game. Played in a tournament which used the "Peoria" system, where three holes were thrown out randomly. Now I'm working on my own "Peoria" system where I choose the holes I want/need to throw out every round.

I wish more people would use their cell phones for talking and texting while driving. It makes for far more interesting and exciting road travel.

Always look forward to the *RUPANEWS* and appreciate those who "make it happen" each month.

Dick

NEIL BRETTHAUER--Marco Island, FL
Greetings to all my fellow Ruparians. First of all, a huge shout-out to Cleve for a terrific magazine and to all the others who work so faithfully to make RUPA the great organization it is. Maybe our Continental (Oops, United) management could take some pointers.

It is obvious, isn't it, that the only thing left of our once proud airline is the name. Obviously, someone recognized the value of the franchise, but didn't want much else to survive.

Almost all those wonderful benefits we thought we'd earned have vanished as the rules of the game are constantly being changed ex post facto.

We put the boat on the market in early summer, priced right, we think, and got exactly one nibble. The broker says that based on his thirty years in the business, a presidential election year is a tough time to sell; folks are spooked (no pun intended) by uncertainty.

Vicki and I took several flights since the last letter. Two were to Alaska to visit the kids, and several more between Chicago and either Fort Myers or Houston. We bought tickets for all but one. On that one, I tried using a pass between Houston and



O'Hare and got bumped by an active employee with less seniority. Guess I should have burned a vacation pass to try to even the playing field. It sure is galling to see one's seniority arbitrarily obliterated. And now we have to compete with some folks who got to fly five more years than we did.

Oh yeah: on the Alaska trip we bought first-class tickets on the new United using the 20% discount. Flights were non-stops ORD-ANC-ORD, aircraft and crews were from Houston. Flying the red-eye back, snack was served, and then the F/As completely disappeared. Not once did they come through the aisle offering water, coffee, juice, etc. No pre-landing service of any kind. Sure wasn't what I remember from our airline.

After all this bitching, I am pleased to report that but for the expected aches and pains of advancing age, health is pretty good. I play a lot of tennis in the winter, spend time in the gym, and that seems to have some benefit.

Check is in the mail to Leon.

Regards, *Neil* DTW, SFO, EWR, CLE, ORD

HAL CAMPBELL--Weaverville, NC

Not much has changed for the better. I gave up golf 10 years ago as the back pain just wasn't worth it anymore. Pat has hammer-toes and a bunion forcing her to give up tennis. She had 2 operations before they diagnosed it as a nerve condition originating in the brain (dystonia) for which there's no cure. She had a 3rd operation in early July to hopefully reduce the pain and discomfort when walking, but it doesn't look promising so far.

Oh well, who doesn't have physical or mental problems these days at our age. We play a lot of duplicate bridge as a substitute, after 25 years of not playing. It's challenging and keeps the brain energized!

I'm still Treasurer and board member of our 130 unit Home Owner's Association, although I gave up being President after 11 years of it. That more than keeps me occupied. We don't travel much anymore except to visit our kids and our eight grandkids, 17 to 1! Our physical problems prohibit it being enjoyable anymore.

All you volunteers keep up the good work. You're all much appreciated, even though we don't thank you enough.

P.S. Check's in the mail with a little extra. *Hal*

CLARK CRAWFORD--Hansville, WA

Once again my thanks and appreciation goes out to all of you who keep the *RUPANEWS* up and running. It seems that there are no labor disputes over all the work that gets done each month. I shudder to think what would happen if there was a strike amongst the too few volunteers who so dedicatedly produce this wonderful and timely publication.

I find the updates on the company policies particularly valuable. It is also nice to hear from those we know, and the adventures and situations presented by others are often very informative and interesting.

I still find that Life on the planet is fun. There is no end to new, useful, exciting and challenging aspects of activities and venues to choose from. Staying healthy and useful gets easier and simpler as time goes by. There are so many improved ways to nourish and strengthen the body, mind and soul it is hard to keep up. Just like the near impossibility to keep up with the world of computers and communication devices.

My latest ham radio handheld, as well as my smart phone, have manuals and magazines of copious pages describing how they can be operated.

Even though the mixed emotional trauma of leaving the flight deck from the 747-400 for the last time 18 years ago, the delights of the many, many years that lead up to the moment leaves me with the glow of inner satisfaction and contentment.

We lived and live in wondrous times. Opportunities abound, memories flesh out the activities of the day and lend substance to the new encounters each moment.

Thanks to all of you who are part of this last century wherein so much change has been brought to civilization. I am glad to have met and known many of you who with your vocational skills have wrought so much for so many. I am grateful to have had a chance to be part of the aviation sector of influence.

I am still on the forty acres on Foulweather Bluff, with more chores to do than can be completed in a lifetime. Reading, chopping, mowing, pruning, playing, fixing this or that, Scottish country dancing, sharing, teaching, talking, learning, even started to take ukulele lessons last week, and the next lesson begins in an hour and at a location thirty miles away so I am signing off for now.

Blessings and good luck to you all. *Clark*

BOB DORSEY--Milton, FL

Will be closing up our summer lake house here in Maine in mid October as we end our 9th year as reverse snowbirds. Our Florida home was closed in June with storm panels in place in the event a hurricane might head our way but so far we have had a pass, although we had a close call when Isaac veered off to the west.

Our summer here was the best ever with lots of sun and warm weather and friends and family dropping in for fun on the lake and lobster dinners. I had no major projects this year other than an extension to one of our decks. We did have an addition to our boat fleet when a friend gave us a sunfish sailboat, which is perfect on the lake. We also taught our ten year old grandson to water ski and he was ready to spend every day on the skis. Burned a lot of gas, but not as much as you guys running those big radial engines on your airplanes.

I did have one bad day when we lost one of the skis, which we eventually found, but not until after I had already bought a new pair. That was followed by another incident when I hit a submerged object with the boat and broke one blade off the prop. The final part of this three-part scenario was when I bent down in the water to replace the prop with my I-phone still in my pocket...toast! Phone was insured but still cost \$200 to replace. Some days cost more than others.

Made several domestic trips under the new travel plan and had no problems, and was usually the first standby boarded when on a vacation pass. I especially like the ability to see our boarding priority on the computer or phone. My grandson and daughter traveled several times as enrolled friends and that system works fine, and they know how to do their own listing. I also bought an ID20 ticket and it was easy.

Heading home in mid October as the weather starts to get a little too cold here.

Thanks to Cleve and all of you who put out *RUPANEWS*.

Bob, PAA/UAL 1966-1999, HKG, JFK, IAD

MEL FINZER--Naperville, IL

Oh boy, as usual running a little late, not enough time in any day.

I don't know how I did it before retirement. Planes and travel still take a lot of the time, but the two

year old grandson certainly takes precedent these days.

Keep up the good work, *Mel*

JUDGE FRAZIER--Lamoille, NV

I thought I'd try something different this time and send my dues dollars before my birthday.

Sixteen years since the last brake set. Barb, all the dogs, and I are doing pretty well and dealing with some age problems. It's been almost two years since I was diagnosed with prostate cancer but it's very slow growing and the VA is dealing with it to my satisfaction. Barb has some painful arthritis in her hands but manages most things - opening jars is a real problem.

At the end of this year I'll finally retire from the Board of Governors of the Shriners Hospital for Children in Salt Lake City after serving for ten years. During that time, I've been able to help get over three hundred kids much needed medical help without regard to their ability to pay. Hard to explain how gratifying it is to see a child walk for the first time or be able to function as normally as medical science could make them.

Much of my time is taken up with Masonic activity both in Nevada and Utah and that means no small amount of travel. We're still heavily involved with animal rescue work and have eleven doggies living with us. Most are old and have some disabilities -

two are deaf (almost like me), one blind, and some have had crippling injuries. Our group takes in all kinds of animals, clean them up, get all their shots, and then run adoption clinics. Some animals are not adoptable but still loving and lovable critters so we keep as many of those dogs as we can. Kind of like a retirement home for good old dogs.

I read with interest all the trials and tribulations regarding pass travel. Living in a somewhat remote area (two hundred fifty miles from the nearest airport of any size) pass travel has been something we can't use effectively. If we have to get somewhere we just buy cheap tickets.

Thanks to all who crank out the *RUPANEWS*.

Judge

BOB HAYGOONI--Tiburon, CA

Sorry about the late payment. Will be more prompt in upcoming years...hopefully.

After a few years of part-time flying for friends, out of the blue comes an offer from a dynamic and delightful person to be his pilot. It was an offer that I could not refuse. The airplane, a Challenger 300, has just been purchased and operations are about to begin. So once again I find myself "unretired." Feeling very fortunate and happy to continue doing the things that I love the most. *Bob*

DAVID HOYT--Westport, CT

Golly...13 years out and still "sort of" working my tail off.

The launch running continues, in my third year at it, and still captain them with a grin on my face. Five months of launches and then two months at Costco as a part-time seasonal employee.

This past winter was the first in 12 that we (wife Ellie) and I did not go to FL for most of the season. No boats to deliver and sold mine some 5 years ago. Decided to put the savings of not going and not "doing the condo rental thing" to pay for one of us on our 50th anniversary cruise the previous year. Sure got lucky as one of the warmest winters in a long while.

Still look up at arrivals coming overhead the yacht club into Westchester and departures of the transatlantic guys (and gals) from Kennedy in their climb toward cruise. I have put the "missing flying" thing behind me and find I wish the crews a safe flight with God's speed. *Dave*



JIM HUFF--Vancouver, WA

Aloha Leon: Not much has changed entering my 23rd year of retirement.

Family health still good. Still wintering on Molokai, and here in Vancouver, WA the rest of the time.

The first time in over 25 years that we didn't make it to Hebgen Lake on the Madison River in Montana. Interfered with attending our granddaughter's graduation from U of O at Eugene. As a result, I miss having some delicious wild trout to munch on at times. I was surprised to hear "Steward" Ronnie Akana has retired after 63 years of giving superb service and providing that all important "safety briefing" to thousands of passengers! Walt Ramseur and myself taught Ron and other Hawaiian Stewards how to "water ski" at Coyote and Anderson Reservoirs near Gilroy, during their Ben Frank layovers in '56 and '57. (On our home made single water ski's put together in Walt's garage in his Eichler home in San Mateo). Among other water ski students at the time was a "Stewardess" from SEASW named Vera Butler who changed her name to Huff on 5-17-57, but who has since given up water skiing for golf.

Effective with the 11-1 issue of the *RUPANEWS*, you can send it to me at: PO Box 301, Maunaloa, HI, 96770-0301, even though it takes sometimes 10-15 days to get it. Must be because of the outrigger ride from Ohau to Molokai!

Sure appreciate all the work you and the many volunteers do to get the NEWS to us.

Mahalo, *Jim*, DEN-MDW-DEN-SFO-NWR-SFO-SEA-LAX-SEA, '55-'89..and C-I-T-M (checks in the mail)

GEORGE W JOHNSON--Seattle, WA

Hi to all, Eleven years since the last flight on the 400. Time flies when you are having fun.

I'm still hauling people and parts around in the Lear, and just finished another recurrent at Flight Safety, still squeaking by the check-rides.

Thanks to all the RUPA volunteers, check is in the mail.

George Johnson, JFK, EWR, CLE, ORD, SEA, DTK, SFO

CHARLES KETTERING--Reno, NV

Here we are, another year has "blown" by. Nothing

much has changed during that time here at home, but major changes in our travel benefits. I'll give it a try before giving up on pass travel, but those care-free trips I used to make seem to be over. I guess we were lucky to get the benefits we had, as what have we retirees done for United lately? And yet, there was that "promise"!

I was thinking recently of an event that occurred back in 1987 when I was flying the L-1011. I had a scheduled deadhead from SFO to NRT. This also happened to be one of the rare times that my wife was traveling with me. We were both seated as departure time approached, my wife in business class and me in first. As scheduled departure time came and went, I noticed a rather nervous meeting going on between the gate agent and the purser. Sensing that it may have had something to do with flight crew, I inquired what the problem was. The answer was that the scheduled captain had misread his schedule and was at home in the Los Angeles area. I advised them that I was a qualified captain on this plane and would be glad to replace to missing pilot.

After a call to the SFO crew desk and verification that this would be a legal switch, I was asked to fly the trip. Since I was riding in the cabin, I was in street clothes with my flight bag in the overhead bin. Before heading up front, I walked back to business class to advise Viv of the change of plans. She was in a deep conversation with her seat mate, who was a "sweaty-palmed" flier, unbeknownst to me. Rather tongue-in-cheek, I said to her that "of all things, they want me to fly the trip. Do you know which way the cockpit is?" She played along, saying she thought that way, pointing foreword. As I walked away, I heard her seat mate say "Wait a minute; what's going on here?"

"He's always wanted to fly one of these big birds, and now is his chance" she said. When the mate started getting upset asking "why him?" and "who made this decision?" she decided that she'd gotten about all of the mileage she could out of this little fairy tale; she explained the situation. When I went back later in the flight to chat with them, I noticed the seat mate still had a slightly whitish shade to his complexion.

I imagine many of my fellow retirees are asking themselves the same question I'm asking myself. Since merging with CAL was supposed to get United this great management team and really turn

things around, what the hell happened? I'm seeing mostly poor performance, unhappy employees and customers, bad press and in general a failed airline. It sure is depressing to watch our once-great company perform like they are new to the air transportation business. I'm only encouraged by knowing the "core" of employees are top quality and will somehow salvage things.

I'm still skiing at a feeble pace, flying my two experimental airplanes (RV-4 & Murphy Elite) and enjoying life in the Reno/Tahoe area. If you come this way, please give a call. I'm always good for a "cold one."

Also, the usual sincere "thanks" to Cleve, Leon, Phyllis, Jon and the many others whom I haven't mentioned, but contribute greatly to keeping RUPA alive and well.

Chuck, SFO-ORD-SFO, '57-'95

ERIC MALM--Lake Tapps, WA

Coming up on 12 years and no regrets. We have had a fabulous summer on Lake Tapps with no rain for over 70 days and none forecast for a while. Amazing for western Washington.

It's about time to head for the casita in Old Town Scottsdale for the winter. The rehab is now finished and we are moved into the new place. The old one is sold so that is a monkey off our backs.

Still have a Harley in each place and love to ride. In town it is more of a "avoid getting hit" these days

than a relaxing ride. I try to get out of town as quickly as possible.

Susanne and a friend are headed for the big Pan Am reunion in Monaco in early November. They fly to Barcelona for a week and then on some wierdojet to Nice and the reunion. Sounds like a big deal with over 600 signed up for the event. I am sure she will have a blast meeting up with a lot of old friends.

I get (by choice) to stay home with the dog. J
Thanks to all you *RUPANEWS* guys.

Eric CEMalm@msn.com

GEORGE MENDONCA--San Mateo, CA

To RUPA, another year passed and not much has changed.

I am still flying the Kitfox 4. I'm still flying Young Eagles for the EAA, 1,686 to date. I will be flying to the Guppy Groupe in Sonoma on Wednesday the 26th of September; it is always great fun to see everyone at the event.

In October I may fly to Embury Riddle in Prescott Arizona for their fly-in event.

Last week I was in Prescott to meet two of my scholarship students. Very nice young men. I'm a little closer to being on time this year.

Cheers, clear skies and smooth tail winds.

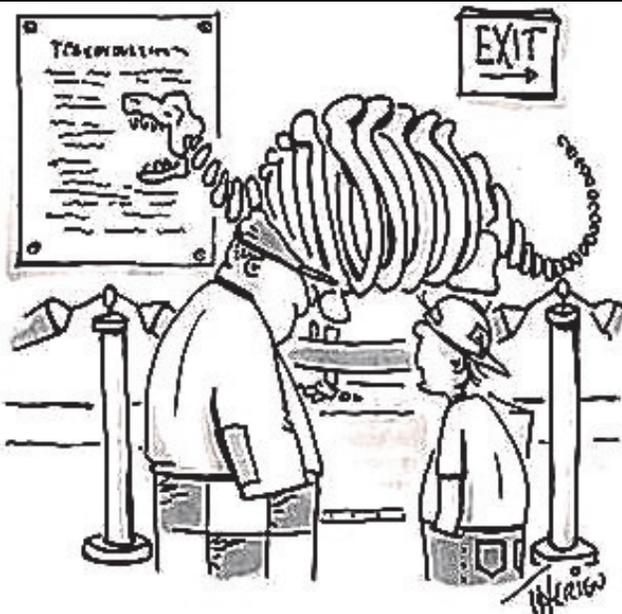
George, 1965 to 1994, B-727 & B-737

DON MERUCCI--Pleasanton, CA

G'day to all you retired pilots from the "Real" United Airlines. We did have it good didn't we?

The year has gone by pretty quickly. No big changes to the medical condition of Mary or myself, but we are certainly showing signs of wear and tear. I did have cataract surgery on both eyes, which turned out well. Mary has been putting up a brave fight against major lower back surgery. It is a certainty but she is not going to hurry into it. She is scheduled for surgery next week for the removal of some lumps on her left arm that have been causing her pain. They are expected to be benign. It is an in and out procedure with no hospital stay expected. She will be exposed to my household abilities for a couple of weeks though.

We just returned from our first trip with the faux United seniority system. Being the thrifty (don't you just hate the word 'cheap') pilot that I am, I will go down fighting before becoming a fare paying



"Those were the days, eh, Grandpa?"

passenger. I have availed myself of the ZED option though and it has worked well. I have read so many comments by the fellows swearing off SA travel, that I thought I'd relate our experience. We traveled through DEN to a family reunion in Oklahoma. Three of the four legs went without a hitch, although we had to take one 0550 flight to be reasonably assured of getting a seat. It was the second time through DEN that broke the spell. On the 4th try we got seats out of town. The fates were with us. The equipment substitution turned out to be a bigger aircraft, a 777, instead of a smaller one, as it usually is. Also, it helped to have a daughter as a customer service agent giving us advice ("Take the early flight, don't split up and don't give up"). Actually, the results could have been the same under our old seniority system. The planes were full of paying passengers and most of the standbys that got on were paying people. We found that the people were flocking to United. Although the employees are having a rough time catching on to the antiquated Continental computer and lousy seniority systems, the people are buying up the seats.

A couple of comments on the SA listing procedure: there is more information available to us. We can see where we stand on the SA list and there are a lot more flights available. On the down side, unless you are computer literate, and you have one with you, you will find it tedious to make changes in your itinerary at the airport. The agents don't have that capability. In reality, they may be too harried (if they are REAL United veterans) to do it anyway. And keep your fond memories of those first class seats. They are a thing of the past domestically, along with the business class. The best we can hope for is economy plus. At least the price is still right. On the brighter side, our daughter says that a new computer system is in the future.

If we are daring enough to embark on further SA travel before my next birthday letter, I'll give you another up date. Until then, it has been well worth the effort.

Don Merucci, SFOFO

WILLIAM MEYER--Newport Beach, CA

Dear Cleve, a hearty thanks to all who keep the *RUPANEWS* going.

Just returned from trip back to hometown area for a 60th grade school class reunion. Over time we have had quite a few, as all of us truly enjoy our friend-

ship for all the years in between.

Still doing the fun taildragger flying; either checking someone out or giving flight reviews. Have always done plenty of biplane stuff like Stearman, Waco, Pitts Specials, Bucker Jungmann/Jungmeister, and others. Hadn't flown an N3N-3 in years, so recently wound up flying one out at Flabob hopping rides at a big 'Wing Ding' there in August. Makes 'beeg schtrongk boy' out of you; a Stearman being Nureyev by comparison! First time I ever remember seeing one was in a hangar full of airplanes in Greenville MS owned by the southern gent who turned me on to my Jungmeister. I remarked to him about a Stearman having 2 ailerons versus it having 4. This funny look crossed his face and he then sez, 'Heh, needs 12'!! And he was right; after several hours straight taking guys for their rides, felt I could bench press a '58 Chevy one handed.



In Dec. will re-up the CFI again; never thought I'd hang on to it this long but since it's all fun flying now, no reason not to. Last April was 50th anniversary of my first getting the ticket. Can sum up all the fun stuff to simply say: If you ain't flown a Bucker, you only think you've flown an airplane! Check's in the mail.

Jungmeisterly Jours, *Wilhelm*

FRANK & BETTE MORTON

Highlands Ranch, CO

Hello to Everyone - Nineteen years since SYD-LAX. Since last epistle, Frank still hasn't, or won't tackle the computer. He says I am confusing enough so I let it go at that!! We sold our home in about four hours so had to move fast. Fortunately, we knew where our next move would be so it was only a matter of packers and movers and about four miles south. Frank isn't quite a hoarder, but amongst his many boxes of treasures I came across paycheck stubs from 1955 (before we were even married). Nothing has been thrown out or shredded since, so do the math and you will know just how much has moved around with us in 53 years of marriage.

Frank wants those who might remember Ray O'Shea that he lives right down the street from us and was our first visitor. Ray was Frank Sr.'s 2nd officer back in the 50's and was Franks co-pilot later. Sure looks good, must be the Irish in him.

Health wise, I am doing well and plan to outlive my mother's longevity. She was with it all the way to 98 years of age. Not so good though, Frank went backward down a flight of stairs just prior to the move resulting in a compression fracture and the doc's used medical cement which gave him immediate pain relief. He was very lucky, however, he also banged his head and now he thinks he is United's new chief pilot - kidding!

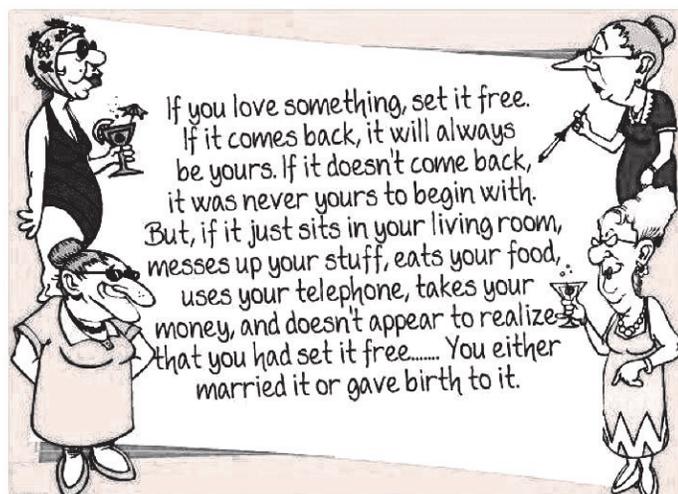
Kids and grandkids are still nearby so we see them fairly often. Cruise through the Med but the trip from Rome airport to the dock was nothing short of a big pain. Also, we attended Frank's 60 year reunion from East High in Denver. We sure are dwindling from a class of 670.

That's it for this year. If you find yourself in DEN give a call, 303-221-7929.

We sure appreciate all the staff doing such a great job with the News. Check + in mail. Lova-cat9@msn.com

PIERRE NEY—Winchester, VA

As I now have lost a bit of hearing, after 30 years of wind noise in Boeing cockpits and noisy ramps, mistaking a few words here and there is to be expected. I was thinking about this recently, when I harkened back to 1971. I had just been furloughed after two years of being in seventh heaven. Having been assigned to SFO directly out of new hire school to be a GIB on the 737, then getting a 727 SO bid in SFO, living in the City, while my wife



was attending graduate school at Berkeley, not much money but life was as good as it gets. Then the furlough! Bad news, but World Airways in Oakland needed some 727 Flight Engineers who were current on the airplane. Wahoo, I got hired across the bay. Ground school was held in a beat up hanger, taught by a beat up old career Flight Engineer who knew that airplane like the back of his hand. Upon graduating we were in a briefing where assignments were made and explained. Our primary 727 operation was based in Yokota, AFB in Japan. We had a wet lease to Air Viet Nam based in Tan Son Nhut in Saigon. We all knew that, but then the best news of all. I was selected together with another UAL furloughed pilot, to go to Air Bali on a wet lease. Bali, my wildest dream came true. I had just read Michener's Tales of the South Pacific the year before and I was on my way to paradise. When I got home I told my wife we could start packing soon, I found the fins, snorkel and dive mask I had bought in Maui a few months earlier and couldn't wait until I could learn the hula and would spear dinner nightly as we lived off the bounty of the sea, when I wasn't flying around the Pacific.

Reality hit when I received my written orders. I wasn't going to Bali. I was going to Air Mali. Mali as most of you know is a small, land locked county in West Africa. A former French Colony, with the same colonial architecture as Saigon, many tropical diseases, a large population of insects and other than friendly people, no redeeming qualities that I can think of. Gee Mali sounded just like Bali to me. Six weeks there only seemed like 15 years. Wet Lease is one of the most lethal terms in aviation. Abe Lincoln would have done something about it but he didn't live to see it in use. What a Terry and the Pirates operation that was. Boy was I glad to get back to work at United after seven months with World. Eh, what did you say dear?

Pierre, Hired 1969, Retired 1998

JIM NIST--Highlands Ranch, CO

Cleve, I had a stroke in June, 2011. After extensive rehab until December 19, I am home and continuing therapy three times a week, plus two days walking in our pool here at Erickson Wind Crest retirement home. I have no problem eating or talking, just need more time for my left arm and leg to gain strength for better mobility. I have a wheelchair, but am moving toward a U-Step walker.

We are so happy to have moved here four years ago. So many friends, just a big family to give us support.

Life mayu not be the same, but we enjoy different activities. There are still some trips on our "Bucket List" we hope to enjoy in the future.

Jim, DENTK, JFKFO, DEN

JIM NOBLE--Barrington, IL

October 12, 2012 - - - 1631 hours, martini in hand and celebrating my 83rd birthday which was yesterday.

I can't figure out why I'm so busy because I thought I retired seventeen years ago! Between bridge, travel, working out at the fitness center and tennis, the days seem to fly by; also am spending a lot of time volunteering at a resale shop sponsored by our church which raises money for food banks in the area and needy families.

Recently, Jan and I have been asked to help plan a reunion in Chicago for our fellow passengers from our 1999 "Around the World Cruise." Tomorrow we will check out hotels in downtown Chicago.

Last Fall we took an Oceania Cruise in the eastern Caribbean for twelve days. Oceania was highly recommended by a friend and all I can say is that we would rather cruise on Crystal. We've taken several driving trips with our sports car club and enjoyed visiting my brother in Manteca, CA and our daughter in San Diego.

Our granddaughter is in her senior year at Illinois State University and tells us that when she graduates she wants to go to nursing school! Our grandson is a freshman at the University of Alabama and chose that school because he wants to spend four years where it would be warm. Can't imagine why he wouldn't want to be in Illinois during the winter! I can't believe that our other grandson in San Diego is now 31 years old.

Jan and I really look forward to reading the *RUPANEWS*. We thank all of you hard-working guys who put this great publication together and the newsworthy articles that you include.

Check is in the mail with a little extra, *Jim*
DENTK, ORD, DENTK, DEN, ORD

DOT PROSE--Osprey, FL

Cleve – have paid the dues to Leon plus some extra to keep the magazine going on behalf of my dad, Ed

Prose (UAL 1940-76), who flew west in 2010. He had read it religiously and highlighted areas he thought I should read. I do read it cover to cover.

I just returned from three weeks in Lithuania (one of the Baltic countries) on a solo genealogy trip of my own making to see where my grandparents came from to Chicago around 1905 (while the country was occupied by Russians). Flew UAL via Dulles to Frankfurt then Lufthansa to Vilnius (Star Alliance). Splurged on a full fare business class seat which was well worth the bank account depletion. As I got to the door of the Red Carpet Lounge at Dulles for a coffee there was an announcement that "shares" was down. I didn't know what this was but the customer rep at the front desk frantically started searching for a pad of paper and pencil to log in by hand any customers (always need a backup to technology!) as the computer system was down. Then worse yet they couldn't board any passengers either. The delay was over an hour for all the flights but they got it fixed and everything cleared up.

I just noticed in the Sept 2012 *RUPANEWS* that SHARES is the passenger operating system selected by UAL effective March 2012. SHARES seems to be a fundamental huge software system controlling revenue and pass passengers which apparently still has bugs. A real headache when it's down. Frankfurt, Germany terminal was challenging. I'm glad I was wearing my Nikes to navigate the maze of crowds, stairs, lengthy concourses. The flying part was wonderful.....the terminals (Dulles and Frankfurt) required a lot more stamina, good feet and patience than I had anticipated.

I am still working with the OX-5 Club for our RUPA Day at Sun-n-Fun, which tentatively will be Thursday 11 April 2013. Sun-n-Fun is 9-14 April 2013 (for those who like to plan ahead!). We're still having the RUPA luncheons at Fort Myers, FL in accordance with the monthly social calendar.

I really enjoy everyone's letters and find them not only very helpful for traveling insights but medical, as well.

*Dot*CAPT, USN (Ret.)

P. "MIKE" REILLY--Pembroke Pines, FL

Hi Guys--Sorry you had to send me the "reminder" letter.

Since I'm pretty much done flying at age 65, I'm

now a fulltime "honey-do list" operator, and some of the stuff is overwhelming, at least as time is considered.

Our health is good and we'd like to travel some, but still haven't figured out the rules of the road for pass travel. I guess, eventually, it will work itself out. Stay well, *Mike*

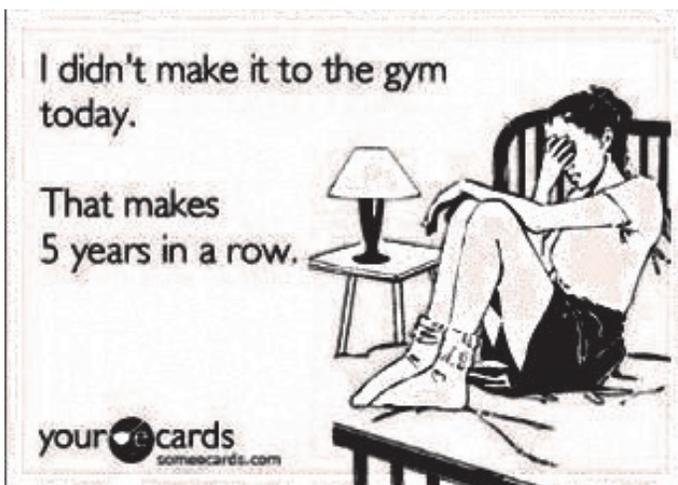
JOHN ROWBOTTOM--Salinas, CA

Hi Cleve. It's that time of year again to try to remember how I spent the last 12 months. It all seems to run together.

Jane and I are in good health and try to stay active. Last winter we spent February and March at our vacation home in Truckee skiing as many days as our muscles would tolerate. I just bought a new pair of skis with my little PBGC back pay check for the upcoming season and hope we have a good snow year. In May we spent a week hiking the Cinque Terra and Italian Riviera Coastline. We hiked about 10 miles a day along the very steep mountains overlooking the Med. It was a wonderful week! We returned to our place in Truckee to enjoy the Sierra summer.

The house needed staining and standing on the top of an 18 foot ladder at age 65 was not a lot fun. I promised Jane that next time I will hire someone to do the job. Being a "thrifty pilot" it is hard to pay for something I can do myself. Besides, it helps pass the day.

We played a lot of golf.....at 6,000 feet the ball goes a lot farther! Both our kids came to visit in August and it was great to all be together at one time. I went downhill Mountain Biking with my 12 year old grandson and managed not to break any bones. That is a young person's sport.



We are now home in Salinas on the Monterey Peninsula and look forward to playing more golf and enjoying the beautiful area.

Thanks to Phyliss Cleveland for her solid leadership, to Leon Scarbrough for his dedicated work as Sec/Tres and to Cleve Spring for publishing a First Class *RUPANEWS*. You guys are all so generous with your time and do such outstanding work.

My check is in the mail with a little extra.

Jon Rowbottom, SFO retired 2006

CHARLIE SCHWOB--Goodyear, AZ

Hi Cleve, Just a quick note to thank all of you folks who put the monthly *RUPANEWS* together. I thoroughly enjoy reading it.

The wife and I are still in good health and enjoying life. My daughter gave a Christmas present of a new granddaughter on Christmas Day. I love her, and she is a jewel.

It's been 22 years since I hung up my helmet and goggles. Doesn't seem possible, and it has really gone by in a blink.

Semper Fi, *Charlie* Hire date 3/30/56

DCA, ORD, LAX, SFO

BOB SWANSTON--Washington Island, WI

Hi Cleve and All-It's October and, again, I'm late with dues but the check is in the mail. You've heard that before, eh?

Nothing much new here but want to report in and urge others to do so, as I've noticed the magazine is getting a bit lean and I know you guys are still out there. I guess I could just find last year's letter and resend it.

Old news: Still hunting ducks and geese in Alberta, Canada; elk in Grand Canyon, AZ area; salmon and bass summers on Washington Island, Wisconsin and crappies in Wickenburg, AZ in winters. Same wife, same dogs, same cat. Still flying 172 in Wisconsin. Still renting out log cabin on Island in summer on vrbo.com. Play golf in winter in AZ; not enough time in summer.

New news: New composite docks on Island. Water in Lake Michigan is down 5'2" from all-time high record. Sold both Lund boats (22' & 16') and bought a new 17' Lund to fish both salmon and bass. Don't like going out after dark anymore so no wall eye fishing for me. Log cabin on water is for sale.

Selling 40 duck decoys and most guns. Lost some good friends and acquaintances this year. Wife had brain tumor removed at Froedtert Hospital in Milwaukee and is back up to her fighting weight.

We haven't tried passes with the new regime yet, but may venture out this year. Waiting for elections to be over. Retired 15 years and still going strong.

Always, thanks for those who put together this magazine, and work tirelessly getting us the information. *Swanny*

JOHN F. STOTTLE--Ormand Beach, FL

Dear Cleve, The last two issues of the *RUPANEWS* referred to the 1961 merger as being between UAL and Capitol Airlines. There was at the time a Capitol Airlines, but it was a non-sked charter/cargo outfit. UAL merged with Capital Airlines, (with an "a").

I arrived at the DCA domicile in 1964 and had the pleasure of flying with the old Capital group. They were a great bunch of pilots who took this neophyte under their wing (pun intended) and taught me the ins and outs of flying the Viscount.



Not many Viscount Drivers left but they left their mark on UAL. *John*
(*John, you are so right. I never was any good at spelling! Ed*)

CLIFF TERRY--Walnut Creek, CA

This fall I'm "celebrating" 30 years of putting up with Parkinson Disease. It started out with my being unable to get my wallet out of my hip pocket. For a thrifty airline pilot, that was ideal. I could easily out-fumble anyone when the check came. Next came tripping over a slight upslope in the sidewalk, so I would have to consciously hold my toes up to keep from tripping. Plus, I was having tremor along my left side. I continued flying for a year and a half until one day I couldn't make my normally great smooth landings. I

decided I'd best hang it up before I had a mishap.

It was one of the saddest days of my life. Especially after receiving a letter from the FAA, which in effect, warned me not to go near an airplane again. I had never taken any medication up to that point, so I was about to embark on a regimen that will last the rest of my life. Thirty years ago, all the neurologists told me "there will be a cure within five years." Now, thirty years later, there is no end in sight, nor have "they" found the cause, which is necessary before they can find a cure. So, as a result, I missed the joy of receiving a proper send off. That is, as they say, "when I set the parking brake for the last time, etc. etc."

I had the maximum number of sick leave hours, so with judicious bidding, I lasted for two more years.

I was fairly mobile for several years. I got around first needing a regular cane, then a four legged cane, then a four wheeled walker. When I started falling backward, I got a motorized chair, and that has been a real life-saver. I sometimes bang into the sides of skinny doors. I have been through a dozen or so kinds of pills. Some of which only made me sick. Currently, I'm on Sinemet 25/100, one pill every two hours, from 6am to 8pm. I can tolerate that amount ok.

I spent the month of May in the hospital and at times in skilled nursing. I had a bladder infection, pneumonia, low blood pressure, and an endoscopy revealed a kind of fungus growing in my stomach and esophagus. I'm feeling a lot better now and try walking with my walker and somebody right behind me in case I falter. I'm still living in assisted living, but I have moved to a 5 patient home. It's much better than the last place I was in, where about 95% of the inmates were Alzheimer patients.

Denise just had a shoulder operation to repair some torn muscle and ligament. She is healing up fine, but she will not be driving for some time yet. Our oldest son, John, is a manager in the computer department at Wells Fargo. Kurt, our other son, is an MD-90 Captain at Delta in Minneapolis. Our oldest granddaughter has just finished up at veterinary school. So guess I'll have to address her as "Dr. Terry" now. The rest of the grandkids are all doing well. All are now driving, except one. My, how time flies.

I joined a Parkinson support group many years ago and served as President for a couple of years. Like all groups, it's hard to get good help.

I just noticed the date. It was exactly 64 years ago to-

day, that I left home to go to Lackland AFB to start basic training. Never in my wildest dreams, did I ever think I would be as successful in my dream of flying of any type, let alone airline flying.
Respectfully submitted.....*Cliff*

ERNIE THOMAS--St Helena Island, SC
Retirement + 18. Health is good. No dementia discernible (I wouldn't know anyway, right?). Kids and grandkids are healthy, and communicative (cool!).

For fun, I plan trips I'll probably never take. Been all over western Europe, so I think about places like Budapest, Istanbul, Vienna, Belgrade, Dubrovnik, Berlin, etc., and for dessert on the way home, Barcelona. No more Asia--been there, done that.

Travel is high on my reading list. Life is good, no hurricanes this year in SC...yet.

Thanks to all who do the magazine...*ET*

JOE UDOVCH--Laguna Hills, CA F/N 57615
As regular as clockwork, or some other such simile, another year, my 76th, has slipped by and it finds me still alive and kicking. That, of course, gives me cause for joy and thanks.

Last year I reported on my undergoing Proton Beam treatment for prostate cancer at Loma Linda Medical Center. The incomplete verdict seems to indicate success, insofar as I am achieving steadily diminishing PSA readings. Of course, PSA is no longer the Holy Grail, but only one of many considerations utilized by medical practitioners in the measurement of success or failure. However, as a result of all the information at my disposal, I feel I am doing OK in all respects, including keeping a reasonable level of exercise activity in my life.

Another milestone is occurring in our family, and that is that my third and youngest daughter, who is developmentally disabled (Down syndrome), is finally leaving the nest to move into a group living arrangement. She has been looking forward to it for years, and it will be a relief to both her and me. For Carynn, although she enjoys my "gourmet" cooking, it also gives her the opportunity to escape the strict parenting I have been providing. And for me, the sometimes tedious job of caregiver will be lifted from my shoulders. Because the rest of our family is all nearby, she will not be neglected in any way, and in fact will be able to interact with all of us in much the same way she has for all her life.

I continue to enjoy the convivial luncheons I participate in with our local RUPA group at Dana Point here in Southern California. Whoever was responsible for the initial selection of the Wind and Sea Restaurant picked a real winner. We find the weather and setting to be very uplifting for the most part, and it is a real joy to gather with old friends and colleagues who have so much in common. It truly keeps me "young."

The usual grateful thanks to our editor. Also, the rest of our RUPA officers for keeping the green side up.

Joe Udovch mostly LAX with short excursions to ORD, SFO, DEN

JOE WILDBERGER--San Francisco, CA
Didn't I just do this? No, I guess that was a year ago - just seems like less.

Thirteen years now since retirement. If I'd known I was going to live this long, I'd have saved more money.

Not too much happened this year. One fun cruise to Spain and Portugal with a stop in Casablanca, Las Palmas and Funchal. Used miles to get over there since it was in August and I just figured it wasn't worth the stress to try to get on a pass at high season.

I have used the new system once - to New York and back - and it worked out fine. Got first both ways and didn't have to burn a vacation pass. Got a small raise from the PBGC - every little bit helps.

Thanks to Cleve and everyone else who works to keep all of this going. Best, *Joe*

CHRIS WITTENFELD--Bonney Lake, WA
Hello Fellow RUPArians, Worst and best summer in the northwest. Summer was slow to come, wet rainy and cold; but when it did it was fabulous, 80 days of sunshine with less than .03 of an inch of rain. On the plus side La Nina delivered lots of snow for a great powder ski 11/12 season long into the spring. Once the snow melted, alpine hiking, fly fishing and whitewater IK-ing became the norm. Yard, house and paper work never got done; now I am paying for it!

Yes, I could not stay off the rivers, so I tried half dozen duckies--ERR--Inflatable Kayaks, which I feel are safer than my hard-shell plastic kayaks. Sotar, in Merlin Oregon agreed to resurrect a 1992

IK pattern I really liked, hopefully it works, if not they will make another one with design changes. I demoed two IK's while in Merlin, on the Hell's Gate section of the Rogue River. Really a nice little canyon, but hardly enough white water to test an IK. On the return trip to Bonney Lake, I visited picturesque Crater Lake and the Umpqua River drainage, great camping and fly fishing area.

Nancy and I have resubmitted our preliminary plat proposal one last time for our property, we lost 9 lots. We are hopeful it will finally be approved after 8 long frustrating years and hundreds of thousands of dollars.

Nancy and I made two Boise trips, first trip visited her Mother, the second trip I demoed an Aire IK, and unfortunately went to Nancy's Mothers Memorial service.

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

IN MEMORIAM

JERRY J. CAMPBELL

After a brief hospital stay, Jerry passed away peacefully on the morning of September 9, 2012 surrounded by his family.

Jerry was born in Oklahoma July 24, 1932, and graduated from San Diego High School in 1949. He enlisted in the United States Air Force in 1951, and joined United Airlines as a pilot in 1956. Jerry served as Captain on the B-727, DC-8, and L-1011 aircraft for United before retiring in 1992 as a B-747 Captain. When his son Mark was hired as a pilot for United in 1979 he was never more proud. During retirement he continued flying in his C180 floatplane. He spent several summers with other floatplane enthusiasts exploring the lakes and rivers of Idaho, Montana and Canada. He only stopped when health reasons prevented him from continuing.

A long time resident of Manhattan Beach, Jerry retired in Las Vegas and lived part time in San Diego, to be closer to his family.

Jerry is survived by a son and daughter, and five grandchildren.

Toasted by family and friends in Encinitas on Sept.



19, Jerry received the proper send off Sept. 22 at The Proud Bird near LAX with many coworkers of the company he loved in attendance.

DANIEL MC GUINNESS

Danny McGuinness passed away on Sept 27, 2012. Danny was such a wonderful person and was loved by everyone who knew him. He was the Dirty Harry of the JFK flight office. When anyone asked Danny for help with a problem, he never delayed or refused. There was almost nothing he could not do. Danny was kind, patient, understanding and always willing to help at a moment's notice, and with a smile. I never heard him say a bad word about anyone, regardless of what others, around him, might be saying. He was loyal to UAL, to God and always true to himself. Personally, I wish I were more like him, but I'm afraid it's too late for me. My DNA is what it is. But it was an honor to simply have known Danny McGuinness. Until we meet again Danny, God Bless.

Retired JFK Captain, *John T. Downey*

RICHARD (DICK) KENT WAGNER

Richard (Dick) Kent Wagner, 75, of Umatilla, FL passed away on September 4, 2012 of pneumonia after suffering from Alzheimer's disease for several years.

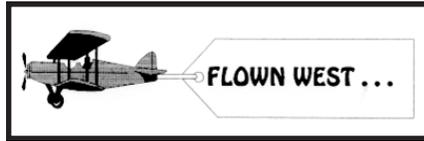
Dick grew up in Nutley, N J. After graduating from Gettysburg College, he joined the Air Force and served for 6 years flying C-130s. He then became a commercial airline pilot, beginning his career on the B727 in 1965 with Pan American World Airways in Miami where he met his wife, Connie. He served 20 years with Pan Am and then 11 years with United Airlines before retiring as Captain on the B747, flying the New York - Tokyo route.

Dick was a Florida resident for over 47 years and resided in Umatilla for the past 30 years. He enjoyed golf and tennis, flying his private plane, both water and snow skiing, tending to his home and farm, and spending time with his family.

He is survived by his loving wife of 44 years, Connie; two daughters, a son, seven grandsons and a granddaughter.

Dick was a wonderful husband, father, and grandfather and we all miss him so! *Connie*





Frank L. Swaim	Jun, 2012
Richard "Dick" K. Wagner	Sep. 04, 2012
Jerry J. Campbell	Sep. 09, 2012
*Paul F. Moore	Sep. 17, 2012
*Guy Clair Douglass	Sep. 26, 2012
Daniel McGuinness	Sep. 27, 2012
*Robert G. Rowe	Sep. 30, 2012
John J. Cherry	Oct. 03, 2012
Vincent J. Wormser	2012

**denotes 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. Hov'ring 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 Retired Pilots Foundation, Inc.

Send memorial and other donations to: Capt. Bernard "Bernie" Sterner, Treasurer
839 Euclid Avenue, Villa Park, IL 60181-3328, 630-832-3002



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RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188

Tucson Toros (Jan. 24, 2012)—*Tucson Country Club* - Randy Ryan, 520-797-3912, randyryan40@msn.com

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691

Los Angeles San Fernando Valley (2nd Thurs, Odd Months)—*Mimi's, Chatsworth* - 818-992-8908

Los Angeles South Bay (2nd Thursday, Even Months) - *Hacienda Hotel* - 310-541-1093

Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747

San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420

San Francisco Bay-Siders (2nd Tuesday)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590

San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*

Colorado

Denver Good Ol' Boys (3rd Tuesday)—11:30am *American Legion Post 1* - 303-364-1565

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797

S.E. Florida Treasure Coast Sunbirds (2nd Tue. Nov thru Apr) - 561-756-4829

S.E. Florida Gold Coast (2nd Thursday, October thru April)—*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 (Last Thursday)—*Mid Pacific Country Club*

Illinois

Chicago Area (1st Wednesday, Mar, Jul, Nov)—*Wellington Restaurant, Arlington Heights* - 630-832-3002

McHenry, IL [ORD] (2nd Tuesday, Jan, May, Sep)—31 N. Banquets & Conference Center - 815-459-5314

Nevada

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue* - 702-558-9422 or 702-565-7175

Reno's Biggest Little Group (3rd Wednesday)—*Sparky's Sports Bar* - 775-787-9669

New York

New York Skyscrapers (June)—*Montclair Golf Club, West Orange, NJ* - rupapetesoman@optonline.net

New York Skyscrapers (October)—*The Assembly Steak House, Englewood Cliffs, NJ* - 203-322-0724

Ohio

Cleveland Crazy's (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

The Columbia River Geezers (2nd Wed. of every month)—*Claim Jumpers Restaurant, Clackamas, OR*

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)—*Airport Marriott* - 360-825-1016

Washington D.C.

Washington D.C. Area (3rd Thursday, Jan, Apr, Jul, Oct)—*Marco Polo Rest, Vienna, VA* - 540-338-4574