
rupanews



Journal of the Retired United Pilots Association



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Tony Passannante
The Intrepid Aviators of Southern Oregon .. Bob Niccolls

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Washington D.C.....E.K. Williams J

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Send your \$25 renewal check (made out to RUPA) and/or your updated information to:

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RUPANEWS (USPS 017-562) is published monthly for members for \$25 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, P.O. Box 400, Vineburg, CA 95487-0400

PRESIDENT'S LETTER



June is here and summer begins! It is also “Flag Day” on the 14th and Father’s Day on the 16th! **WELCOME** new RUPA members: Capt Walter H. Adams of Haddam, CT; Capt William S. Ford of Parker, CO; Capt Leslie A. King of Denver, CO; Capt Jerry A. Gossner of Aurora, CO; Capt Ernie M. Yoshimoto of Henderson, NV; Capt Peter M. Lagerman of Longmont, CO; Capt Douglas G. Crandall of The Woodlands, TX; and Capt Les E. Kimmel of Yorkville, IL.

Our first RUPA eblast was sent on April 18th containing lots of travel and miscellaneous CONU news from Kirk Moore and Pat Palazzolo. For those of you without an email, or we don’t have your current email, or you haven’t subscribed or opted-in to iContact (our service provider), the same information is posted on our website www.RUPA.org under the “Bulletin Board” tab. For those of you without computer access some information has already been printed in **RUPANEWS**, the balance will be included in this issue. If you are an AOL user and had **opted-in** AOL blocked some eblasts – it is a random and inconsistent action by AOL. iContact, as well as other eblast service providers, has had problems with AOL for the last several months. In the interim your best solution is to contact AOL, or your ISP, directly and let them know you didn’t receive the eblast.

Cruise master Rich Bouska has done it again! Our next RUPA cruise is scheduled for May 2014! Departing from Rotterdam is the 14-day **Norse Legends & Viking Sagas Cruise** on Holland America (not Carnival!); you can opt for a 7 or 14 day cruise. See all the fabulous details in this issue! You can also check our website under the “Cruise” tab for details.

Our hearts go out to those of you who may have been affected by the Boston bombings or the Texas fertilizer plant explosion. Words are so inadequate to address the grief, shock, and loss many of you may be experiencing. We must acknowledge and thank the law enforcement officers, fire fighters, paramedics, volunteers, and all the citizens that immediately tried to help and comfort victims of these tragedies.

We also learned on May 11th that retired Captain Steve Filson’s wife Mary passed away in her sleep on April 13th. Mary was only 62 and both were visitors at our MRY RUPA lunches. Our very sincere condolences to Steve, their family, and many friends.

Other notes of interest: The United Airline Historical Foundation has a new exhibit of United Airlines flight attendant uniforms on display in the main terminal at SFO.

On August 21st at the **Wings Over the Rockies Air & Space Museum** (at the old Lowery AFB in Denver), a combined retired United and Continental employee picnic is planned. Hours will be from 1100 – 1500, cost will be \$19.00, and RSVPs will be needed by the 16th. For further details see the announcement in this issue. The RUAEA convention will be in Denver in October; more information to follow.

My term as President will be ending August 31st; I can’t believe how fast two years have gone by. In early July the RUPA Board will be voting to elect a new President, Vice President, and Secretary/Treasurer for two year terms. We are soliciting nominations. Nominees must indicate a willingness to serve or must have volunteered to serve. Notify Secretary/Treasurer Leon Scarbrough of nominations no later than June 30th.

Happy Father’s Day! *Phyllis Cleveland*



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

ABOUT THE COVER

The Old and the New side by side. How things have changed!!!

APRIL RUPA MEETING OF THE CLEVELAND CRAZIES

The Cleveland Crazies had a change from the normal third Thursday monthly luncheon at TJ's Restaurant in Wooster, Ohio. We enjoyed a great luncheon at the Tin Goose Diner and then a fantastic tour of The Liberty Aviation Museum in Port Clinton, Ohio. Our tour was guided by the museum's Operations Director, Jeff Sondles. Jeff had great stories that related to the items in the museum that kept everyone interested and involved in the tour. The total restoration of their Ford Tri-Motor is truly an amazing process that will end with the Tri-Motor flying again. Their other restoration project is completely rebuilding a WWII PT Boat (PT-728). It should be ready for use late this summer on Lake Erie.

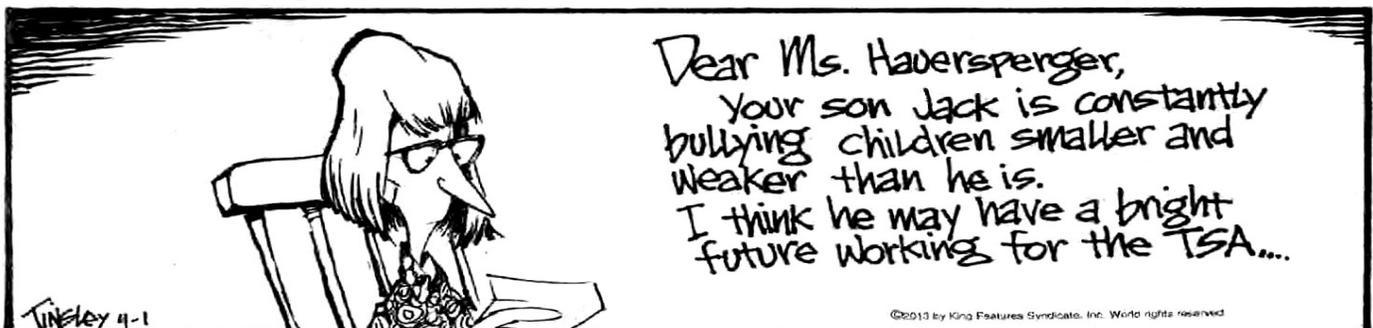
The museum facilities opened to the public in July, 2012, and was heralded by the arrival of the newly refurbished and flyable B-25, "Georgie's Gal." The Museum/Hangar facility is located at the Erie-Ottawa County Regional Airport with tie-downs and plenty of parking for the public.



Those in attendance from left to right in the picture are: Mary Lou Sanders, Harvey Morris, Phil Jach, Dick Orr, Dr. Charles Hoyt, Jo Anne Orr, George Bleyle, Dick Sanders, Joe Getz, Rich McMakin, Bob Olsen, Linda Jach, Bob Lang, John Cervone, Phil Wojnarowski (a Southwest Retired Pilot), Art Ritchie, and Mike Holmberg.

Anyone interested in learning more about the museum and diner can visit their web site at www.libertyaviationmuseum.org Cheers, *Phil Jach*

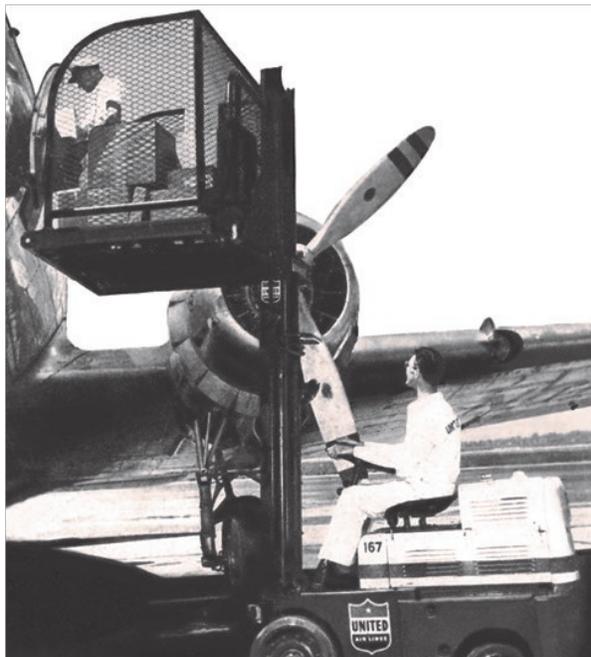
MALLARD FILLMORE | Bruce Tinsley





United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



1945 Fashions (above left) & Perishables (above right) shipped via Air Freight.

In 1945 United began "Air Freight" service with DC-3 "Cargoliners" flying three round-trips daily between the West Coast and New York. Air Freight rates were as low as 27 cents per pound on shipments of 3,000 pounds or more - this rate was approximately one-third the cost of "Air Express". Unlike Air Express which included pickup and delivery - Air Freight was an airport-to-airport service with optional pickup and delivery (at additional cost).

Also in 1945, "Refrigerated Shipment" of fruits, vegetables and other perishables was inaugurated at an experimental plane-load rate of 15 cents a ton-mile. United continued to carry Railway Express Agency shipments on all planes and entered into discussions with the Post Office regarding Air Parcel Post as well as the possibility of carrying all long-distance First Class Mail. *Compiled by Marvin Berryman DENTK Retired, from the United Air Lines 1945 Annual Report.*

Please mail your tax-deductible \$ contributions and donations of **United** and **Continental** Memorabilia & Artifacts to: **UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.** www.uahf.org

SAN DIEGO COUNTY RUPA LUNCHEON

Greetings, Cleve, The San Diego area luncheon group's regular meeting netted a mere five of us. Present were; Brad and Rhoda Green, Bill and Evelyn Pauling, and myself. Our regular attendees, Bob and Ruth Bowman, had to take Ruth's elderly sister to the hospital.

Reading *RUPANEWS*, I see that some of the luncheon groups have quite a few that attend. For me, the only benefit from having only a few people is that I can understand most of what is said, whereas a large group makes it nearly impossible for my lousy hearing even with top of the line hearing aids to allow me to understand the words. *You're not alone, Bob. Ed*

Rhoda reported that Paul and Bobbi Whitby's health appears to be good now. Congrats, Whitbys, now come back to our group when you can. Our newest people, the Mayers couldn't make it today, but Mark told me on the phone he will make it in June. As usual, our conversations were very nice.

June is my birthday month, and the check for Leon is in today's mail. Honest!

That's all, folks, *Bob Harrell*

RENO'S BIGGEST LITTLE GROUP

"The Biggest Little Group met April 24, 2013 at Sparky's Sports Bar for our monthly get together. Several members were out of town, most notably Cort DePeyster is on a river cruise on the Danube and Bill Charney is wending his way back to Europe and his Staggerwing Beechcraft. You can follow his around the world progress on this web site <http://www.captainbiff.com/>

The Biggest Little Group have evolved into a pattern of monthly lunches at the following two locations on an alternating basis, Sparky's Sports Bar at 4th St and McCarran Blvd and BJ's Brewery and Restaurant is the Summit Shopping Center.

Those in attendance were; Ken Miller, TR White, Larry Fritz, Tom Diehl, Tom Taber, Len Bochicchio, Gene Lamski, Pat Flanagan, Jim Nugent, Gary Dyer, Jim Whiteley, Charlie Kettering and your reluctant scribe *Lyle U'Ren.*

DENVER CONTINENTAL/UNITED RETIREES PICNIC

Continental/United retirees picnic will be held August 21, 2013 at Wings over the Rockies Air & Space Museum, 7711 East Academy Blvd Denver CO (on the old Lowery AFB)
Time 11:00AM to 3:00PM, Picnic will be served 12:00.

Catering, Bennett's BAR-B-QUE

Menu

Bar-B-Que Beef-Chicken

Bar-B-Que Sauce

BBQ Beans

Cold Slaw

Home Potato Salad

French Bread/w butter

Condiment-plates, utensils, napkins

Ice Tea -Water

Ice Cream

Self Tours of the Museum - All this for only \$19:00

Deadline For Reservations August 16, 2013

Make checks payable to ARECA/ Pat Fischans, 6756 East Exposition Ave, Denver Co 80224

Enclosed is my check for \$_____ for _____ persons

ARECA/RUAEA Members Names _____

Spouse/Guest Name _____

LOS ANGELES SOUTH BAY April LUNCHEON

Maybe it was the last minute tax filing work or the beautiful spring day because we had just our few regulars at the luncheon in the Hacienda Bar. Present were: Doug and Marcine Rankin, Loyd Kenworthy, Sharon Crawford, Tom Reidt and Arvid and Sue von Nordenflycht. Our trusty bartender "Gonzo" made sure we were happy and made sure lunch orders were all correct.

We did not have very many hot issues to discuss though the unknown cost factors of the "Obama Care" policies caused us some concern. Also, since five years have passed since the age 60 rule was moved we tried to project what if any new members might want to join RUPA so we can give them a warm welcome.

Our next luncheon here by LAX at the Hacienda Hotel is scheduled for June 13, 2013.

Respectfully submitted, *Arvid von Nordenflycht* - arvidvn@gmail.com 310 869-4444

DANA POINT RUPA LUNCHEON

We had a nice gathering of several regulars as well as, once again, welcoming visitors from out of the local area, and we all shared another patented lovely day here on the coast of Southern Orange County. Both Bob Gillette and his wife Judy are "EX-LAX" (they even have it on their License Plate), and since most of the rest of us So-Cal retirees also did a large part of our flying out of the L.A. Flight Office, it was like old home week. Bob and Judy joined us while visiting other airline friends in the area, and escaping from the still frigid weather of Stone Lake, Wisconsin, in the northwest part of that state. They brought along a friend, Jan Hoge, who also exuberantly joined in the animated conversations we always seem to generate, and contributed to the laughter at the jokes and stories of the "old days" on the airline.

In another area of today's group, we had conversations from former Navy types -- about their days as "P-Boat" pilots, that is, seaplanes and amphibians. Since very few of us had the opportunity to do this type of flying, it was a very informative and an interesting exposure to a subject that has become an anachronism in today's world. On the health front, some of us picked up valuable tips concerning hearing aids and different types available. This too was a welcome discussion; what with all of us in the flying game experiencing some loss due to the occupational hazards we faced, not to mention just the slow deterioration with age.

The group today consisted of: Park Ames, Bruce Dunkel, Bob Fuhrmann, Denny Gisea, John Grant, Gary Meermans, along with his caregiver Musie, Al Preglar, Bill Rollins, Bill Stewart, Joe Udovch, and the aforementioned out-of-towners, Bob Gillette, Judy Gillette and guest Jan Hoge. All-in-all it was a great day, the Mahi-Mahi and Calimari were excellent, and the presence of the ladies added to the enjoyment of the luncheon. As always, we keep an open invitation and look forward to many new/old friends joining with us in the days ahead. Submitted by your correspondent, *Joe Udovch*



S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

WHAT a terrific way to start our 'Off-Season' here in SE FL, thanks in part to some of our RUPA/ALPA Brothers coming up from the FLL group to enhance our #'s. The FLL Group Ringleader-Cheerleader-Lets Make It Happen Guy is none other than Jerry Bradley. He managed to rally Hambone Wilson (97 years young, I think) and Ham Oldham (the Virginia Gentleman) to make the 1 hour ride up from the Boca area to Stuart for our Luncheon at Shrimper's. Actually, Ed Wheeler was supposed to be with them but he's had recent foot surgery and couldn't ride in the car that long without having his foot elevated. (Maybe next time Ed - hope you will make it as you have done in the past). Oh yeh, Jerry provided the transportation as well in his Bright - Shiny New Car. Also, another Johnny Come Lately FLL guy that you 'MAY' have heard of (Jim Morehead) showed up about half way thru our Luncheon to grace us with his presence. He mentioned

something about having a Flat Tire on the way up I-95 to reach us. 🤔 Yeh, sure ya did Jim.....we've all heard that one B4 -- right after the Bridge was up and I got stuck at the Railroad Track crossing. Anyway Jim, thanks for making the trip up to join us.....Better Late than Never as they say.

It was an absolutely PERFECT South FL day (WX wise) and we ate outside on the deck at Shrimper's where we have a spectacular view of Manatee Pocket, the beautiful boats and the overall 'scenery' - if you know

what I mean. 🤔 We had a total of 15 guys there and we were served wonderful food by our Primary server, Rose, who was terrific in every way. A real good time was had by ALL. With 15 of us, as you can imagine, there were MANY DIFFERENT conversations that were taking place all at the same time.....but the bottom line is, A GR8 TIME WAS HAD BY ALL. We sure do hope that some of the FLL guys will come up to join us once again and it is our intent to reciprocate and go down there and join them occasionally for one of their Luncheons as well.

Those in attendance were: Jack Boisseau, Ted Osinski, Del Gartner, Paul Andes, Dick Starita, Jerry Bradley, Hambone Wilson, Ham Oldham, George Kane, Dick Baese, CLE Crew Scheduler Frank Guglielmino, Don Jefferson, Jim Dowd, Jim Morehead and myself, Bob Langevin.

Our next Luncheon will be at Shrimper's here in Stuart on Tuesday, June 11th at 11:30 AM. We are always happy to have visitors/vacationers join us, so if you happen to be in the area...please stop by; we'd love to see you. Meanwhile, have a SAFE and HAPPY Summer and I'll be back in touch in about 30 days.

Best Regards, *Bob Langevin*

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

The April 18, 2013 luncheon for our members and guests was held at the Marco Polo Restaurant located in Vienna Virginia. Officially starting at 11:15 with lunch beginning at 12 noon, we had 45 minutes to talk to old friends, acquaintances and guests.

We did not have a guest speaker, but we did have a very nice question and answer and discussion session.

We had 38 attendees: Al Badrow, Jon Beckett, Ray Best, Linda Cerisano, Hal Cockerill, Kate Connelly (guest of Joyce Lopez), Gary Cook, Gene Couvillion, Peg Duffy (our Special Guest), Paul Gilson, Jerry Goebel, Betty Goodman, Bob Goodman, Larry Grube, Earl Jackson, Fred Keister, John Linderman, Joyce Lopez, Clyde Luther, Fred Martin, Lew Meyer, Dolores Miller, Ed Miller, Herb Pettit, Laura Pettit, Bud Ruddy, Theresa Ruddy, Barb Ryan, Bill Salisbury, Bernie Schwartzman, Jack Sodergren, Gloria Soltis, Joe Soltis, Sim Stidham, Fred Streb, Skip Strickler, Betty Williams, E.K. Williams.

We were fortunate and had \$120 donated to the Retired United Pilots Foundation.

A special thanks to: Theresa Ruddy for the flowers. E.K. Williams for all that he does for the group. Gary Cook and Hal Cockerill for handling the check-in and Jerry Goebel for handling the prize drawings.

Our next scheduled luncheon will be for members only at the Marco Polo Restaurant on Thursday, July 18, 2013. *Jon P. Beckett*

THE COLUMBIA RIVER GEEZER'S LUNCHEON

The Columbia River Geezers had another excellent turn out for our Monthly Luncheon on May 8. Those in the picture L to R are: Tony Passannante, Wally Tweden Phil Garcia, Bill Park, Ron Lyall, Doug Howden, Gary Timm, Gordy "Sam" Richardson, Rich Warden, Benno Vyfvinkel left earlier so is absent from this photo.



Lively conversation started even before sitting down for lunch, and continued until we started drifting off about 2 hours or so later. Lots of the usual "catch-up," travel narratives and what would such a gathering be without the usual flying stories, past and present.

Many in our group are still actively involved in aviation, be it instructing, restoring vintage airframes and engines, corporate flying, moving "previously owned" airliners to various new homes around the world or simply flying light aircraft for fun. There was some discussion over progress (?) on the merging of Ops at the "New UAL."

At present, a Legacy United pilot who is recalled has the option of going to Legacy Continental or Legacy United. Since the seniority lists are not merged yet, any pilot going to L-CAL keeps their L-UAL Seniority number until such time as the lists are integrated. At present, L-UAL pilots and cabin crew fly only with other L-UAL pilots and cabin crew and may only crew L-UAL aircraft, with L-CAL crews operating in an identical fashion.

L-UAL has opened one new Domicile, Houston, for their 757/767 and A 320 Pilots and L-CAL has opened 3 new Domiciles, Chicago, Denver and LA for their 737 Pilots. Speculation is that some of the thinking behind this is to position the 320s for coverage of Central America flying out of IAH and eventual coverage of some Hawaii flying on the 737-800s out of LAX. SFO to open soon as well??

That's it for this month, we meet every second Wednesday at the Clackamas Town Center Claim Jumper at 1100 hours, visitors always welcome.

Best regards from me and Ron Blash who was out of town for this luncheon. *Tony Passannante*

I NEVER NEW THAT

Q: Why are zero scores in tennis called 'love'?

A: In France, where tennis became popular, round zero on the scoreboard looked like an egg and was called 'l'oeuf,' which is French for 'egg'. When tennis was introduced in the US, Americans (mis) pronounced it 'love.'

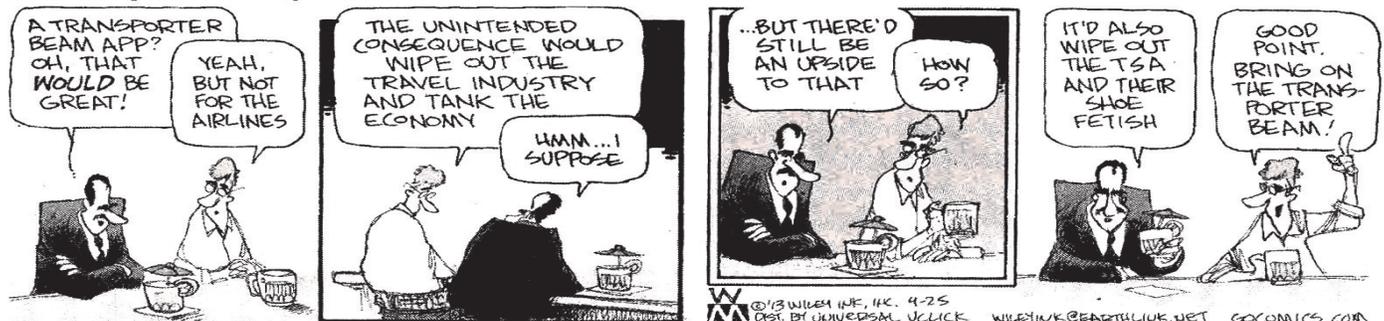
THE INTREPID AVIATORS OF SOUTHERN OREGON

Greeting to our RUPA brothers and sisters from Southern Oregon. One of the great pleasures of living in Southern Oregon is the sheer beauty of our area, but at our April lunch that was added to by accepting the gracious invitation of our own Dan Kurtz and traveling across the mountains to Klamath Falls and to his ranch to see his cutting horses work and for lunch. And a fabulous day it was...though snow had fallen in the high country a few days prior, it was absolutely clear and an exquisitely beautiful drive over and back. Arriving at Dan and Sydney Kurtz's ranch we headed to his arena and watched as he and a couple of buddies, Odie and Jaime rode and demonstrated cutting horses at work. Using a mechanical calf they showed the intelligence and sheer power and agility of these beautiful animals as they trained and demonstrated in the arena. Dan shows the horses (his main stallion was not at the ranch but getting ready for show) but also does it for the plain joy and pleasure it gives him to ride and work them. Seeing these animals work is just amazing and really interesting and for that we are most grateful. We adjourned to their home and feasted on pizza, salads, cookies and drinks before heading back over the hill. Dan has graciously invited us back next year in May for another day at the ranch and those of us there gratefully accept for the entire group.



Eleven of us made it over plus Dan and Sydney and his buddies Odie and Jaime composed our group. In our picture of the group, starting in the front row left to right Jaime, Scot Lee (looks like Scot got lassoed!), Odie and Art Lumley, back row Bob Niccolls, Bud and Mary Berlingeri, Marty Niccolls, Pam Lumley, Jim and Cheryl Jaeger, Leeann and Steve Fusco and last, but certainly not least, Dan Kurtz. Our many thanks to Dan and Sydney for their wonderful hospitality. Cheers, **Bob**

Non Sequitur Wiley Miller



LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

It was hot outside, but cool inside when we met on May 9 for what will be our last luncheon at Mimi's. This will be our last San Fernando Valley Luncheon Report from Mimi's restaurant. Don McDermott, who has been our Valley leader for many years did a survey and there were only seven RUPA members living in the San Fernando Valley. Most of our attendees drive from the Thousand Oaks and Camarillo area. Therefore, Doug Bialanski addressed this situation by starting a new RUPA chapter in Thousand Oaks. Doug had their meeting on the second Thursday of the even months so that it would not conflict with the SF Valley luncheon on the odd months. At today's luncheon those present voted unanimously to end the Valley luncheon, and it was discussed that if Thousand Oaks would change their meeting to odd months, those who wished to could attend both the TO and the LAX Hacienda luncheons.

The Thousand Oaks Luncheon is held at The Dish Restaurant in Janns Mall. The address is 165 N. Moorpark Road, Thousand Oaks California.

Those in attendance today: Tom & Mary McQueen; Mike Herriott; Bob Mosher; Herb Goodrich & his daughter Linda Goodrich Fors; Don McDermott; Gene Biscailiuz; Walt Tyler; Dick Unander; Doug & Marcene Rankin; Jack & Joyann Moore. Bob Mosher was the lucky winner of today's drawing.

Before lunch arrived there was discussion as to the situation at the airlines today as well as remembrances of trips flown in days of yore. Herb Goodrich told of how he and Jim Day started the SFV lunches some 30+ years ago, meeting at Charlie Browns in Woodland Hills, and moving several times before coming to Mimi's several years ago.

So as a cartoon character said "that's all folks." *Doug & Marcene Rankin*

SEATTLE GOONEY BIRDS LUNCHEON

April 18th, 2013. The Seattle Gooney Birds came out in force, 22 strong, for lunch and good fellowship. The conversations and revelry were interrupted by the host to allow Bob Howard time to announce his annual golf tournament, tell a joke, and still make it to his afternoon foursome.

Verl Roth was accompanied by his son-in-law, Terry Mason, retired Alaska Captain and designated driver for Verl. The host called for jokes and they came from our newest member, Rob Robison, Bud Granley, Dave Carver, and Herb Marks found a couple on his Smartphone.

There was some discussion of a possible threat to our medical insurance; more on that next time. Jack Brown gave a travelogue on his latest trip to India and Bhutan. We then adjourned after a fun time.

In attendance: Bill Stoneman, Bud Granley, Ted Woods, Al Haynes, Chuck Westfphal, Bud Gudmanson, Howard Holder, Bob Howard, Terry Mason, Verl Roth, Dave Carver, Fred Sindlinger, Hank Kerr, Mark Gilkey, Tom Smith, Gerry Pryde, Herb Marks, Jack Brown, Vince Evans, Rob Robison, Bob Reid, and Bill Brett.

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

It was another nice day for our luncheon. For the first time in a long time I didn't hear anyone talk about the new pass policy. Maybe we are all adjusting to it. There was some discussion about the 2014 RUPA Cruise which was mentioned in the President's Letter and the details will be found in the issue of the magazine.

Jeri Johnson was kind enough to circulate a "get-well" card for my wife, Rose, who is home recuperating from surgery to repair two herniated lumbar discs. Even the bar-tendress signed the card and wrote "It's not the same without you."

In attendance were: Floyd & Charlene Alfson, Rich & Georgia Bouska, Bob Callaghan, Bob & Roz Clinton, Sam Cramb, Bob Ebenhahn, Rich & Cyndi Erhardt, Barry Hamley, Bill Hartman, Dick & Jeri Johnson, Karl Kastle, Norm Marshall, Bessie McEachern, George Mendonca, Cleve 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*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

A rather warm spring day did not deter twenty one of the faithful regulars and two guests from making the trip to the Petaluma Sheraton for lunch on May first. Most of us took advantage of the air conditioning and cool drinks in the lounge until time to sit down for lunch. As always, Bob has many items of interest to all of us such as many are still waiting for the PBGC letter of final determination, use the RUPA web site for booking space available travel, some problems with the new E-blast Email system, and the Guppy Gathering will again be held at the Sonoma Plaza in September. Our health and welfare expert passed around a paper listing sixteen reasons why we should include lemons in our diet to help maintain good health.

Once the food was served by our waitress, Wendy, the conversations slowed down a bit, then it picked up again after the meals had been consumed.

Attending were: Wayne Heyerly, Dick Hanna, Jim Mansfield, Linda Morley-Wells, Walt Wells, J>R> Hastings, Don Madson, Dwight Daley, Bill McGuire, Galen Wagner, Leon Scarbrough, John Baczynski, Tom and Joyce Grey, George Hise, Barney Hagen, Norm DeBack and his guest Ed Dearduff, Bruce Milan, Bob and Doris Donegan, Bob Stanton who was in the area and joined us, and me, *Bill Greene*. See you all next month.

RAFA RETIREE PASS TRAVEL UPDATE (April 18, 2013)

1) Retirees are now boarded by years, months and days: Read the official announcement on the landing page of employeeRES. Questions and answers are here:
FlyingTogether>Travel>Questions&Answers>Retirees.

Retirees are boarded by their "Board Dates" within each boarding priority group (SA0V when using vacation passes, SA2R on personal passes, etc). Your "Board Date" is calculated using date of travel minus your "service years". Now the IT department has made it possible to calculate "years, months and days of service", so retirees, effective April 5th, will be boarded by a more accurate method. The new "dd/mmm/yyyy" format will be displayed in the pass rider list when booking travel plans in employeeRES. Your "service years" are listed in employeeRES> QuickLinks> EmployeeProfile. A "Board Date" calculator has been added to that page.

A retiree's "years, months, and days of service" will never change, but your "Board Date" changes every day (because the date of travel changes every day). To better understand how your "Board Date" is calculated, read this article on the RAFA website: Seniority and What's my Board Date?

2) Pass Rider List GLITCH in employeeRES: When you book a trip in employeeRES and check the pass rider list from the "details" link in "My Travel Plans", standbys may not be shown in the correct "Board Date" order. Go to "Flight Search" and look up your trip there; the pass rider list will be accurate. Gate agents will board standbys in the correct order and the standby list on United.com will also show the proper order. The IT department is working to fix the pass rider list in "My Travel Plans."

3) Imputed Taxes and 1099s: There is some confusion over whether imputed taxes for retirees should be reported in Box 3 or Box 7 of the 1099 form. United insists Box 7 is correct and will not be re-issuing 1099 forms. We advise retirees who received 1099s to consult with their CPAs on how to declare the income on their IRS tax forms. If you did not receive a 1099, don't worry about it, it means your taxable pass riders did not accrue \$600 or more of tax value in 2012.

Note: pass travel reports and 1099s for 2012 only cover the period 3/3/12 thru 10/31/12. Next year the 1099 will cover travel from 11/1/2012 thru 10/31/2013.

If your pass travel usage report is incorrect: email EPC@united.com.

If your 1099 is incorrect: call 713-324-4060.

More info on imputed taxes is on the RAFA website: Pass Travel Costs and Imputed Taxes.

4) Delays, delays! The FAA has announced that furloughs for air traffic controllers may start on April 21st due to federal budget reductions. There may also be cuts to customs and TSA personnel. Bottom line: plan on delays at the airport and significant flight delays. Check United.com and FlyingTogether before you fly

for late breaking news about such delays.

5) Gate Agents using “Aero” for boarding: Effective March 6, CSRs at airport gates began using “Aero”, the next generation, easy-to-use, Shares interface. New features enable gate agents to smoothly board customers, better accommodate seat changes, and proactively plan to help customers who might miss connections. “Aero” will expand to airport lobbies later this year and, in the future, to kiosks and smartphones, giving customers and employees/retirees access to the same information on the same technology platform.

6) Wait for it....wait for it.....Retiree Badges are coming! Some retirees have found an old form for ID badge requests on Flying Together. This form is NOT to be used to obtain the new retiree badge. Wait for the announcement on Flying Together on how to obtain the new badge; it could be next month!

You may still download a verification letter for car, cruise, and hotel discounts here:

FlyingTogether>employeeRES>QuickLinks>EmployeeProfile>”Click here to obtain letter” (in the “Saved EmployeeRES Information” box)

7) Re-setting your password on Flying Together: Can’t log on? You may need to reset your Flying Together password. Use the “Password reset” link at the bottom of the sign-in page or use an automated telephone system. Call the IT Service Desk at 1-847-700-5800 or 1-800-255-5801: Choose option 1 for password resets and follow the prompts to enter your ID number and personal information. The system will give you a temporary password that you’ll need to write down – it’s valid for only 24 hours. Then you’ll get an email with a link to reset your password. OR... You may go to <https://flyingtogether.ual.com> immediately and log in with your temporary password. Follow the directions to change your password.

8) Look before you fly! Due to 787 groundings, several United flights have been changed/postponed (e.g. SFO-TPE and DEN-NRT). Always check on Flying Together and employeeRES for the latest news and advisories before you fly! For example: pass travel is currently restricted on ORD-HKG flights.

9) Don’t be late to the gate! Pass riders report some flights have departed early. If all revenue passengers are onboard before departure time the plane may not wait for standbys. Sometimes standby seats are assigned early. If you are not at the gate to get your boarding pass the agents will hold your seat assignment until 15 minutes before departure (until 30 minutes before international departures). If you have not boarded by that time your assigned seat may be given away to someone junior on the list. On some international flights the standby lists can be cleared 60 minutes before takeoff. If you have a Global First or Business First boarding pass you are entitled to use United’s airport lounge....just be sure to board the flight 30 minutes before departure!

10) International cell phones: Many US cell phones are either very expensive to use or simply cannot be used abroad. If it makes sense for you to buy an international phone; check this website: <http://www.ekit.com>. Be aware which calls are covered and which cost extra according to the phone and plan purchased.

11) Get smart when mobile: Smartphone and tablet apps for travel: Flying Together can be copied into your Smartphone or tablet’s browser. <https://flyingtogether.ual.com/web/home.jsp> After logging on, click on “Full Site” at the bottom of the menu and it will look like it does on your home computer, with full access to All About Me, the Travel page, and employeeRES.

MobileRes is the mobile version of EmployeeRes for S/A listing. Copy this address into your smartphone’s web browser: <https://mobileres.ual.com/> You will be prompted to log in, just like logging onto Flying Together.

MobileRes works great but it will not allow listing for flights that require a service charge, taxes, or fees because it cannot accept credit cards. To list for such a flight, scroll down to the bottom of the MobileRes menu screen and select “Full Site”. You will be taken to employeeRES where you can list and pre-pay for flights that need payments.

The United Airlines app is excellent for passengers AND very useful for pass travel. Download it <http://www.united.com/web/en-US/content/travel/wireless/default.aspx>

Savvy pass riders use both the United Airlines app and employeeRES to track pass rider lists and available seats when flying. However, on the United app, be aware of a,b,c below.

a) When checking the seat map, empty seats represent seats that are unassigned, it does not represent the seats that are unsold! (This is true of the seat map in employeeRES also). A flight can show several empty (unassigned) seats but the flight can still be sold out. The only time the seat map is useful for S/A travel is when it's less than about 30 minutes from departure. By then just about everyone who has bought a ticket has been assigned a seat, and the empty seats on the seat map are probably going to remain empty until filled with stand-bys, seat changes or upgrades.

b) The stand-by list displays only those stand-bys (both revenue and non-revenue) who have actually checked in. To see the entire non-rev pass rider list, use MobileRes or employeeRES.

c) Once the flight departs the stand-by list on the United Airlines app displays only those who have been boarded. It will no longer display those standing by who did not get on or who were no-shows. S/A travelers boarded in Business or First will no longer appear on the stand-by list, they will be moved to the Upgrade list.

FlightView shows which airlines fly where and when. Updated in real time, it displays actual planned departure times, gates and terminal information.

Download it: <http://www.flightview.com/corporate/products/flightview-mobile-apps.aspx>

Smart Traveler by the US State Department has a menu for every country on the planet, plus sub menus for everything you'd want to know about that country from entry/visa requirements, traveler advisories, maps, phone numbers and addresses.

Download it <http://www.state.gov/r/pa/ei/rls/dos/165020.htm>

Trip Advisor (www.tripadvisor.com) website and app provide valuable information on hotels, things to do, and places to eat in just about every city in the world. Hotels are ranked in order by travelers based on desirability, including bang for the buck.

Download the app <http://www.tripadvisor.com/apps>

ID90T and MyIDTravel websites should be on your phone or tablet for travel on Other Airlines. Info about each website is on FlyingTogether>Travel>OtherAirline-InterlineTravel:

ID90T allows us to purchase electronic ZED tickets immediately.

<https://ifc.id90.com/index.php?act=loginPage&lang=&carrier=UA> You need your password.

MyIDTravel For listing on certain airlines after you have purchased a ticket and have the ticket number:

https://www.myidtravel.com/myidtravel/start?previousAction=login-generic&action=user-check-master&form_EmployeeAirline=UA&form_UID=UAstaff&form_Password=016

Mileage Calculator Handy for determining air miles for ZED fares.

<http://www.milecalc.com/>

Complete information about Other Airline Travel from RAFA:

http://www.rafa-cwa.org/RAFA/TB_Other_Airlines.html

12) Good news snippets from the United Daily (on Flying Together)

New gate layouts with dedicated lanes for 5 boarding groups will be rolled out in late April at IAD, ORD, & SFO, and eventually at 19 largest domestic stations by June. This will provide better access for premier customers.

Economy Plus seating is now installed in over 275 mainline aircraft; only 50 more airplanes need to have this upgrade, which may be complete by summer.

Expanded bin space modifications (to accommodate 22" rolling suitcases) have been accomplished on over half of our 152 narrow body aircraft. The project is on track to be completed by late spring.

For a summary of the pass travel program, links, various articles, and archived UPDATES:

View "Travel Benefits" on your RAFA website: <http://www.rafa-cwa.org>

You may still download a verification letter for car, cruise, and hotel discounts here:

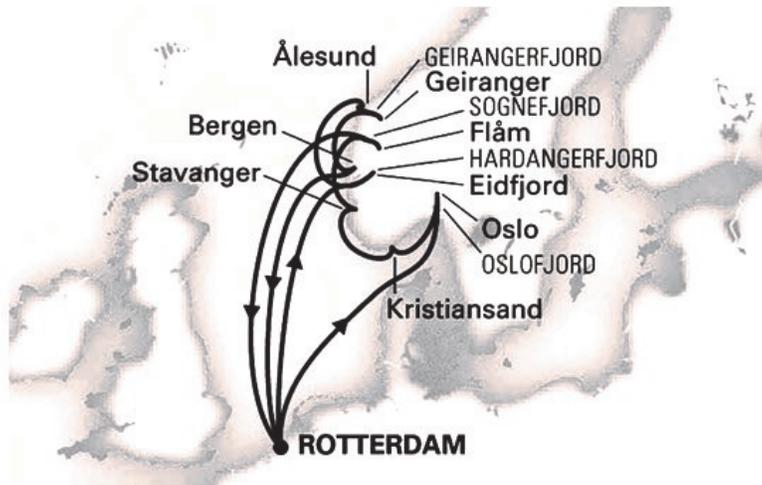
FlyingTogether>employeeREs. **Compiled by Kirk Moore, RAFA Travel Benefits Committee**

2014 RUPA CRUISE

I am pleased to announce the RUPA cruise for next year. It will be the **14-day Norse Legends & Viking Sagas** Cruise on Holland America. Your options are: book the first 7 days of the cruise or the last 7 days of the cruise or the full 14 days. The ship will be the MS Rotterdam which is a small ship by today's standards; it only holds 1,400 passengers compared to today's mega ships which hold 4,000 passengers or more. The cruise will depart from Rotterdam, The Netherlands on May 10, 2014.

Welcome to the land of the midnight sun and Norway's never-ending summer days. Norwegians say they don't sleep much in summer, and it can readily be understood why, from the breathtaking views of the fjords, and jagged snow-covered mountains, to the many Massive waterfalls, there are so many things to see and do. Yes, this is a cruise to explore the wonderful sights and sounds of Norway and its magnificent fjords. Though there will not be 24 hours of sunshine during this cruise, the days will be much longer than most of us generally experience.

This cruise begins and ends in Rotterdam, which is often called the gateway to Europe. It is the second largest city in the Netherlands and one of the largest ports in the world. The harbor offers amazing views and a maze of wharves and canals, along with towering spires, making for a beautiful sight. For history buffs, only three pre World War II buildings in the city center survived the German bombing which completely destroyed the heart of Rotterdam.



The first port of call on this cruise is **Eidfjord**, Norway. The village of Eidfjord has only 1,000 inhabitants located at the foot of a steep Valley. At the head of the valley is the Hardanger Mountain Plateau which is the largest mountain plateau in Northern Europe. It is also the location of Norway's largest National Park and one of the few places in the country where wild reindeer herds still exist. From this valley can be seen the Voringsfossen Waterfall which cascades some 600 feet down into the valley and feeds a major Hydroelectric Power plant. The entire next day is comprised of cruising through the scenic Hardangerfjord, which is the second longest fjord in the country; it has a lot to offer with many scenic gems; mountains, waterfalls, glaciers and orchards. The 179 kilometer long fjord offers scenery that even the most well travelled tourists will find spellbinding. The next port of call is **Alesund**, the largest town on Norway's northwest coast; it is built on several islands stretching out into the ocean and is considered to be the most beautiful city in all of Norway. After being destroyed by a raging fire in 1904, Kaiser Wilhem II had the city rebuilt in the distinctive Art Nouveau style. Now its buildings dazzle with fairytale turrets and ornate carvings of dragons and mythical figures. Nature has played its part too; the nearby Hjørundfjord is considered to be one of the most magnificent in Norway being 1,443 feet deep and surrounded on both sides by a dramatic landscape of mountain peaks. The next stop on this cruise is the small village of **Geiranger**, and it is one of the most visited locales in Norway's fjord lands. If you love waterfalls, this is the place for you. In steep, stunning Geirangerfjord, the Seven Sisters, Geirangers scenic waterfalls, will keep you spellbound, while another

cascade dazzles you on the opposite side. Cruising through the Geirangerfjord will keep you enthralled with its towering, steep, magnificent mountainsides, numerous waterfalls, and farms clinging to the hillsides; truly a memorable experience. **Bergen** is the last stop before the ship returns to Rotterdam. Bergen was founded in 1070. During the 12th and 13th centuries, when the Kingdom of Norway was at the peak of its power, Bergen was its busy capital. The Norwegian Kings resided here, and many historic events took place in this active port. Bergen owed its wealth and prominence to the fish export trade—mainly dried fish—one of the most important products in the Middle Ages when refrigeration wasn't even on the radar. The town grew to become the largest in Norway. Today, however, Bergen has a population of 250,000 and is the second-largest city in Norway, surpassed only by Oslo. The city has a beautiful setting between the mountains and the ocean, and is sheltered from the North Sea by a myriad of islands. There is a funicular ride here to the top of the mountain behind the city, as there is also at Eidfjord, Alesund and Geiranger, to take advantage of the magnificent view of the surrounding area.

After the ship returns to Rotterdam to disembark the passengers from the first seven days of the cruise, the rest of the passengers who are continuing on for the remainder of the cruise have a chance to revisit or visit the city once again. After the ship departs Rotterdam for the second time, the first stop is the City of **Oslo**, the capital of Norway. Oslo is the oldest and least populous capital in Scandinavia. The city offers superb theatres, great cafés, and excellent shopping as well as churches, palaces, parks and museums befitting of a capital. The city emits a warm, welcoming atmosphere of a small village in a spectacular setting of fjord and forested hills. Oslo really is a wonderful place to explore. One of its several museums is the Viking Ship Museum which contains several well preserved Viking ships; an example of the Viking period's daring initiative and ship building craftsmanship. The Kon-Tiki Museum houses original boats and exhibits from Thor Heyerdahl's world famous expeditions to Ra, Tigris, Fatu-Hiva, Kon-Tiki, and Easter Island. The next port of call is **Kristiansand**. Situated on the southern coast of Norway, Kristiansand is a charming 17th century town, which was named after its founder King Christian IV in 1641. Norway's Summer City seamlessly knits together culture and nature. Inviting beaches stretch right into town, while its main street leads you past shops and cafés to a wooded countryside. Here also are colorful houses, boardwalks, a pretty marina with its little boats and peaceful atmosphere. The next stop along the way is **Stavanger**. Stavanger is blessed with history and natural beauty. From the old port, the city radiates across a network of islands interlaced with graceful bridges. Stavanger's Romanesque cathedral and old medieval lanes blend beautifully with the modern city and spectacular countryside. Journey back in time on a tour of Utstein Cloister, a beautifully preserved Augustin Monastery from the Middle Ages or an exploration of Old Stavanger, a lively area that hosts well-preserved 18th and 19th century wooden houses, mostly built for seafarers, craftsmen and traders. This is an important rehabilitation project that has meant this is now northern Europe's largest and best-preserved 'wooden house' settlement. Lysefjord, the nearby fjord, is Norway's most southern major fjord; it stretches for 25 miles and is the location of Pulpit Rock. The Pulpit Rock is a famous natural rock formation which protrudes vertically 1,500 feet from the mountainside above the fjord. **Flam** is the last port on this cruise. It is a small village at the inner end of the Aurlandsfjord. The Aurlandsfjord is a magnificent fjord in its own right, with its glassy waters and snow-frosted peaks towering more than 3,000 feet over the water. The cliffs crowd ever closer as you near the village and when you get there, it seems there's nowhere to look but up. The scenic Flam Railway begins here and is a masterpiece of engineering climbing from sea level to 2,800 feet, crossing back and forth over rivers and through 20 tunnels. This is the steepest rail trip in all of Europe. Returning to the ship, the cruise continues through the Sognefjord, the longest in Norway, 127 miles long and 4,192 feet deep. The average width of the fjord is about 2.8 miles and the cliffs surrounding the fjord rise almost sheer from the water to heights of 3,300 feet and more. At the head of the fjord is Jostedalsglacier, continental Europe's largest glacier. Once the ship returns to Rotterdam, its time to say good-bye and return home.

We are using the same travel agent, Jerry Poulin, who we have used in the past. He has obtained discounts for all of the categories available. By booking early you have the opportunity to secure the cabin of your choice with the knowledge you can receive a full refund for any reason up to 75 days prior to the date of departure. This cruise is available to all RUPA members, their friends, and family.

2014 RUPA CRUISE PRICING

Pricing for both of the 7 DAY cruises is the same for departure dates May 10th or May 17th

CAT L	inside	\$1199 pp
CAT FF	outside	\$1399 pp
CAT D	outside	\$1579 pp
CAT B	Verandah	\$2349 pp
CAT AA	Verandah	\$2649 pp
CAT SA	Suites	\$3049 pp

Govt. fees \$132.50 not included.

Deposit \$350 pp refundable up to 75 days prior to departure.

A cocktail party and welcome bottle of Champagne are included with each cabin booked

Pricing for the 14 DAY Cruise May 10th / 24th is as follows

CAT L	inside	\$2149 pp
CAT FF	outside	\$2549 pp
CAT D	outside	\$2839 pp
CAT BB	Verandah	\$4049 pp
CAT AA	Verandah	\$4849 pp
CAT SA	Suites	\$5649 pp

Govt. fees \$243.70 not included

Deposit \$600 pp refundable up to 75 days prior to departure

A cocktail party and a welcome bottle of Champagne are included with each cabin booked.

Check out the deck plans, staterooms and itineraries on the Internet at www.hollandamerica.com.

Go to Video & Virtual tours; choose the Rotterdam to see the various categories on each deck as well as cabin layout. All categories are available for booking subject to availability. Rates are subject to change until booked.

If lower pricing becomes available you will be rebooked at the lower price.

Airfare is not included in the pricing but is available through Holland America.

For further information contact: Jerry's Travel Service, 36 Mark Bradford Drive, Holden, MA 01520-2119, Phone 508-829-3068 or 1-800-309-2023 ext.33 or gpsp@aol.com.

Submitted by: *Rich Bouska*, rbouska1@comcast.net

United Airlines announces daily flights between Chicago and San Juan, Puerto Rico



United Airlines announced today that it will begin daily flights from its hub at Chicago's O'Hare International Airport to the Luis Munoz Marin International Airport in San Juan, Puerto Rico, on Nov. 5, 2013.

The flight will depart Chicago at 8:20 a.m., arriving in San Juan at 2:57 p.m. The return flight will depart San Juan at 3:55 p.m. and arrive in Chicago at 7:13 p.m.

The route will be operated with Boeing 737-900 aircraft with seating for 20 in United First, 51 in Economy Plus and 96 in Economy. The airline also announced

that it will add a second daily flight for the holiday season from Dec. 4 – Jan. 5.

"San Juan has been one of United's most popular Caribbean destinations for more than two decades. We are very pleased to increase travel options for business travelers, vacationers and families between Chicago and San Juan," said Millie Uriarte, Director, Latin America Onshore & Caribbean Sales, United Airlines. "United is committed to serving the Chicago market and Latin America and the Caribbean. With the addition of Chicago flights, United will offer nonstop service between Puerto Rico and five of our hubs."

Founded by Spanish colonists in 1521, San Juan is a city of contrasts: from cobblestone streets and colonial architecture in Old San Juan and the famous Morro Fort, to major hotel chains, restaurants and world-class shopping centers. San Juan is an important seaport, and the island's manufacturing, financial, cultural, and tourism center.

UNITED AIRLINES INTRODUCES 200TH AIRCRAFT WITH LIVE TELEVISION



United Airlines has equipped its 200th aircraft with live television, offering customers more than 100 channels of live programming while in-flight. United operates more live television-equipped aircraft than any other airline in the world.

United currently offers live television on most Boeing 737 aircraft and on many of its Boeing 757-300 aircraft. In addition to live news, sports and family entertainment, customers may enjoy up to eight newly released movies a month. The service is complimentary for customers in United First and available for purchase in United Economy starting at \$5.99 and varying depending on the length of flight.

"The launch of live television on our 200th aircraft, our introduction this year of flat-bed seating on the transcontinental 'p.s.' service and satellite Wi-Fi now being implemented on our entire mainline fleet reflect our commitment to advancing the inflight experience for our customers," said Tom O'Toole, senior vice president of Marketing and Loyalty at United and president of MileagePlus. Live television-equipped aircraft also feature power outlets in United First and United Economy Plus, enabling customers to charge their cell phones, laptops, e-readers and other mobile devices.

Onboard Improvements The expansion of live television on United aircraft comes as the airline continues to invest in its onboard products. United offers personal on-demand entertainment for premium-cabin and economy-cabin customers on the majority of its long-haul international aircraft, providing hundreds of hours of movies, television programs, music and games. Additionally, United is installing satellite Wi-Fi. The airline expects to have more than 200 aircraft equipped with the service by the end of 2013.

Adding flat-bed seating on all of the airline's long-haul international aircraft. United currently offers more flat-bed seating than any other U.S. carrier. Introducing flat-bed seats on its transcontinental 'p.s.' Premium Service, offering a revamped premium cabin, all-new interiors, personal on-demand entertainment, Wi-Fi connectivity, in-seat power and USB ports. The airline expects to complete the reconfiguration of p.s. aircraft by the end of the year.

Adding extra-legroom Economy Plus seating. The airline currently offers Economy Plus seating on nearly 650 mainline aircraft and approximately 150 regional jets. Nearly doubling the overhead storage space on more than 150 Airbus aircraft, with more than half of those retrofits completed. Implementing streaming wireless video onboard its Boeing 747-400 aircraft beginning later this year.

CHANGING YOUR UNITED FLIGHT? THAT'LL BE \$200 (AT LEAST)



United Airlines raised its ticket change fees by \$50 on April 18 to \$200 for domestic tickets and \$300 for international itineraries.

A United spokesman confirmed the change on change fees. "We carefully manage our seat inventory and incur costs when a traveler elects not to fly in a reserved seat. We adjusted this fee to better compensate us for those costs," spokesman Rahsaan Johnson said.

Change fees often anger customers deeply. Most airline tickets sold are non-refundable, and sometimes life intervenes and plans change. While airlines don't compensate passengers when they have to change schedules, passengers pay a heavy price to change their schedule. Through the first nine months of last year, U.S. airlines collected nearly \$2 billion in reservation change fees from consumers, up 7% from the same period of 2011, according to the Bureau of Transportation Statistics [Delta Air Lines](#) and United took in \$1.1 billion of that in that nine-month period last year.

On [FlyerTalk.com](#), frequent travelers are already venting over the increase. To some, an increase from United, which had so many problems last year with its computers and schedules, seems particularly aggravating.

American Airlines sent emails to members of its frequent-flier program touting its "Choice Essential" fares that collect more upfront but exempt you from a change fee. Choice Essential comes with some other fee waivers. For some customers it's a good deal.

UNITED AIRLINES BEGINS PRE-NOTIFYING CUSTOMERS OF ELIGIBILITY FOR TSA PRECHECK



United Airlines announced it is providing advance notice to customers who are selected for the Transportation Security Administration's (TSA) prescreening program TSA Precheck. Eligible United customers will start to see the TSA Precheck indicator on mobile boarding passes, boarding passes printed at home or from the kiosks at some airports, allowing customers to effectively route themselves to available TSA Precheck lanes.

"Our customers tell us how much they appreciate that TSA Precheck expedites their security screening experience. By giving advance notice of TSA Precheck eligibility, in collaboration with TSA, we are making the screening process easier and more seamless," said Alex Marren, United's senior vice president of network operations and United Express.

The TSA Precheck logo will appear directly above an eligible passenger's name on printed boarding passes. On mobile boarding passes, customers should look for the TSA Precheck logo at the top right corner above the barcode. The TSA Precheck indicator will appear on boarding passes throughout a customer's itinerary whether or not the airport has TSA Precheck, so customers are encouraged to check that the airport is a participating location on united.com/tsaprescreening or tsa.gov/tsaprecheck.

TSA manages and operates this program and is responsible for determining customer eligibility on a per-flight basis. TSA continues to incorporate random and unpredictable security measures, so customers are not guaranteed expedited screening.

United currently participates in TSA Precheck at all eight of United's domestic hubs and at a total of 29 airports. Qualified customers participating in this program may be eligible for expedited security screening at Anchorage, Atlanta, Austin, Baltimore, Boston, Charlotte, Chicago O'Hare, Cincinnati, Cleveland, Denver, Honolulu, Houston-Bush Intercontinental, Indianapolis, Los Angeles, Memphis, Minneapolis-St. Paul, Nashville, Newark, Orange County, Orlando, Philadelphia, Pittsburgh, Portland (Oregon), Raleigh-Durham, Reagan Washington National, San Francisco, San Juan (Puerto Rico), Seattle and Washington Dulles.

UNITED TO ADD 30 NEW EMBRAER 76-SEAT AIRCRAFT TO UNITED EXPRESS FLEET



United Airlines announced an agreement to add 30 Embraer 76-seat aircraft to the United Express fleet. Under an agreement with Embraer, United will purchase the aircraft with deliveries in 2014 and 2015. These aircraft will be operated by a United Express partner to be announced later.

"At United, we are focused on modernizing our fleet, and we look forward to introducing the E175 to our United Express service. Compared to the 50-seat aircraft we are replacing, these aircraft provide a superior customer experience and are more fuel efficient," said Jim Compton, United's vice chairman and chief revenue officer. "With a large first class cabin, wider

fuselage, and larger overhead bins, this aircraft brings an improved regional flying experience to our customers."

The Embraer 175 is the first 76-seat regional jet aircraft in the United Express fleet. The aircraft will be configured with 12 United First, 16 Economy Plus and 48 United Economy seats. The design of the aircraft will result in more personal space for customers with wider seats and aisles than those on the 50-seat aircraft. The aircraft can accommodate standard carry-on bags, resulting in more convenience for customers.

As United inducts the new aircraft into the United Express fleet, the company will remove some of the older 50-seat regional jets in the fleet. The E175s will consume 10 percent less fuel per seat and will have less CO2 emissions per seat than the 50-seat aircraft they replace.

BOEING PLANS TO BUILD WORLD'S LONGEST-RANGE PASSENGER JET



Boeing has shown airlines a blueprint for the world's longest-range passenger jet, adding spice to a long-awaited revamp of its 777 wide-body jet, people familiar with the matter said. Boeing has launched a race against Airbus for sales of the newest long-haul jets by announcing it had begun selling an upgraded aircraft family code-named 777X.

First seen in the 1990s, the 777 cornered the market for large twin-engine aircraft able to fly routes previously only possible with four engines, earning it the nickname "mini-jumbo." Analysts say the

777 is Boeing's most profitable plane, thanks largely to the 777-300ER, a 365-seat version that began operations in 2004.

Most of the industry's attention is now focused on a future 400-seat version known as the 777-9X, which is Boeing Co's response to a growing challenge from the largest version of Europe's newest aircraft, the Airbus A350-1000.

But talks between Boeing and potential buyers have also generated interest in a 777-8X that would be a successor to the 777-200LR, the industry's current distance champion, with a range of more than 9,300 nautical miles, people briefed on the talks said. The 777-8X, boasting a range of 9,500 nautical miles, would be designed for some of the world's longest trips such as from the Middle East to South America. "They are offering an ultra-long range aircraft in the 777-8X," said an industry source briefed on the plans. "It'll be the longest range aircraft in the business." Boeing declined to comment on specifics, but spokeswoman Karen Crabtree said the company is working with customers to fine tune the details.

Experts say ultra-long range planes deliver mixed benefits to airlines and so far the market for them remains a niche, overshadowed by the juggernauts designed for trunk routes. That is because when modern aircraft fly the longest 15-hour flights, the first few hours are spent mostly burning the fuel needed to carry even more fuel for the rest of the flight. These aircraft "carry more fuel to carry more fuel," said consultant Richard Aboulafia of Virginia-based Teal Group. "They need a very big wing with lots of (fuel storage) capacity, which means lots of structure and weight." Fuel is not the only source of extra weight. The long journey times also mean loading extra meals and a reserve crew, so that the fuel burned per hour - a measure of efficiency - can end up greater than if the plane simply stopped en route. Airlines must balance this against any extra revenue they can charge for a direct flight and the ability to eliminate the fuel wasted in climbing and descending twice, as well as en-route landing fees and other costs linked to a stopover.

NICHE MARKET: Proof that ultra-long haul is not for everyone is contained in a quick comparison of sales for comparable existing models. Boeing has sold 59 of its 777-200LR endurance jet, which entered service in 2007, compared with 687 of the shorter-range but highly popular 777-300ER. Air India has announced plans to sell 5 777-200LR's and one industry source said some or all could end up being acquired by the government for VIP transport. Air India declined comment.

Before the 777-200LR, the industry's previous long-distance record-holder, the Airbus A340-500, was capable of flying 9,000 nautical miles on polar routes yet notched up fewer than 40 sales. Production was halted in 2011, driven also by a wider slowdown in sales for all but the largest four-engine aircraft.

Reflecting thinner demand for super-long haul, the 777-8X is expected to take a backseat to the 777-9X, which is seen as the main weapon in an all-out defense of Boeing's mini-jumbo franchise. The main model is slated to enter service at the end of the decade. Nonetheless, recent public presentations suggest Boeing is confident the significantly enlarged wing and more powerful engines designed for the main 777-9X model will give airlines the flexibility to use the 777-8X spin-off more efficiently.

Randy Tinseth, vice president of Boeing marketing, told financiers in January the 777X would have "significantly lower operating cost" and greater payload and range ability. Airbus says its 350-seater is the right size and costs less to run.

As both sides trot out competing claims, the 777 vs A350 contest is likely to spark a fierce debate on technology - just as the industry digests the lessons of recent technical troubles on the 787 Dreamliner and, before that, the A380 superjumbo.

Boeing is expected to argue that its decision to keep the 777's metal fuselage and focus on new carbon-fiber wings will marry increased performance with a proven record of reliability.

Airbus argues its A350-1000, the largest variant of its A350 family, will be cheaper to run because the whole plane, not just the wings, will be mainly built of lightweight carbon fiber.

Ironically, the two rivals are taking roughly opposite positions at the smaller end of the market for wide-bodied jets, where Boeing is pushing a possible all-composite stretched version of its 787 Dreamliner against the traditional A330, an older plane marketed on reliability and availability.

Both the 777 and A330 are important cash cows, helping to produce the funds needed to pay for ground-breaking developments such as the 787 and A350.

BOEING INCREASES GLOBAL SUPPORT FOR FLIGHT TRAINING



Boeing is greatly enhancing its flight training support for customer airlines in Asia Pacific, Europe and the Americas by adding and repositioning a number of flight training devices within its global network. This includes new capabilities for training on Next-Generation 737, 777 and 787 Dreamliners.

"Boeing is focused on delivering the highest quality, best value training around the world," said Sherry Carbary, vice president, Boeing Flight Services. "That means giving our airline customers every competitive advantage including the training expertise only Boeing can provide and

a network of facilities and devices close to their bases of operation and their route structures. We are always looking for ways to better serve our customers and meet the increased demand for our products, services and support in the marketplace."

Boeing Flight Services, a business unit of Commercial Aviation Services, will install two new full-flight simulators—a 777 and Next-Generation 737—at its Singapore training campus. The simulators are expected to be ready for training in early to mid-2014 to support growing pilot training needs and increasing airplane deliveries in the Asia Pacific region. Singapore-based SilkAir recently signed a five-year training agreement with Boeing to support the airline's transition to an all-Boeing fleet of 737s. The added 737 training capability will also help meet demand as customers in Indonesia, Japan, Korea and China take delivery of new airplanes. Airlines in China and Indonesia as well as in the Middle East and Africa will benefit from the increased 777 training capacity.

To better support customer training needs in Europe, Boeing this year installed a new 787 full-flight simulator at its London Gatwick campus, the second 787 simulator at that site. Additionally, as part of a consolidation of North America training, Boeing has located two 787 simulators at the Flight Services campus in Miami. Those simulators are expected to be ready for training customers in the summer of 2013.

"Continued development of a robust global training network is vital, not just for Boeing, but for the industry," said Bob Bellitto, global Sales director, Boeing Flight Services. "The urgent need for competent aviation personnel is a global issue, but it's hitting the Asia Pacific region particularly hard. These new and strategically redeployed flight training devices are part of Boeing's ongoing commitment to meet the growing needs of the industry and our customers around the world."

The 2012 Boeing Pilot & Technician Outlook, a respected industry forecast of required aviation personnel, cites a demand for 460,000 new commercial airline pilots and 601,000 new maintenance technicians over the next 20 years.

AIRBUS UNVEILS NEW A350 XWB JET



Airbus has showed off its new A350 XWB, rolling out its first flyable plane on Monday fresh from the paintshop in company livery. The aircraft is the first in a family of super efficient passenger planes Airbus designed to go head-to-head against rival Boeing's 787 Dreamliner and 777s.

"XWB" means "extra wide body." There are three members in the A350 family: the A350-800, the A350-900 and the A350-1000, which seat 270, 314 and 350 passengers respectively, in three-class seating. The largest of

the three lightweight carbon-composite aircraft, the A350-1000, is 73.88 meters long and has a range of approximately 8,400 nautical miles, or 15,600 kilometers. The catalog price is US\$320.6 million. As of March 31, there were 110 orders for the A350-1000 among a total of 616 orders from 34 customers. Most orders, 414, have been for the A350-900.

The plane unveiled on May 13 at Airbus HQ in Toulouse, France is the latest milestone in what has been a turbulent production history for the A350. Critics have said the A350 program -- first launched in 2007 -- was a poorly-designed, hasty response to Boeing's 787.

"The company, which was hip-deep in sorting out A380 development, simply hadn't foreseen the huge pent-up demand for a more efficient 250-seat airliner, and tried to take the easy way out by offering a re-engined version of its A330," aviation journalist David Kaminski-Morrow, air transport editor of Flightglobal.com, told CNN in an earlier report. Airbus reworked the design, configurations and technology to increase the plane's range and efficiency.

The unveiled plane, which Airbus have tagged "MSN001," will undergo final tests before its maiden flight expected in June.

Airbus said it took less than a week to complete the aircraft painting. Last month, engines were installed, ground vibration tests and flight test instrumentation verification were completed.

FRANKFURT AIRPORT GUIDES MAKE IT EASY FOR PASSENGERS TO NAVIGATE TERMINALS



Germany's largest airport is now making it even easier for passengers from around the world to get around the terminals. Whether they're from China, Russia, or Portugal, most will find the key brochures in their native languages. An Airport Guide, a Transfer Guide, and a Shopping & Dining Guide can now be downloaded from the airport's website:

[http://www.frankfurt-airport.com/content/frankfurt_airport/en.html]

in any of nine different languages: German, English, French, Japanese, Korean, Mandarin, Portuguese, Russian, and Spanish. The Shopping &

Dining Guide is also available in Italian.

Where are my airline's check-in counters? Where can I relax or charge my mobile phone? Where can I get value-added tax refunded? What's the quickest way for me to get to the gate for my connecting flight? How can I make the most of my stay at the airport? The two brochures answer these and many other questions; the Airport Guide targets passengers who are departing from or arriving in Frankfurt, while the Transfer Guide is for those who change planes here. The Shopping & Dining Guide consists of a large map showing all of the shops and restaurants.

The Airport Guide, the Transfer Guide, and the Shopping & Dining Guide are part of the "Great to have you here!" service program that Frankfurt Airport launched to introduce a wide range of improvements designed to make it even more comfortable and convenient to fly in and out of Germany's largest airport. In 2012, Frankfurt Airport welcomed more than 57 million passengers.

To find out more about Frankfurt Airport's services, go to www.frankfurt-airport.com.

AIRLINES FLYING TO THE USA SOON BE REQUIRED TO INSTALL A SECONDARY COCKPIT BARRIER?



US Congressman Mike Fitzpatrick (PA-8), together with 9/11 pilot widow Ellen Saracini, announced a bipartisan bill to protect Americans from 9/11-type airliner attacks by installing secondary barriers in airline cockpits.

The Saracini Aviation Safety Act [H.R.1775], would require airlines to install and maintain a secondary cockpit barrier on commercial planes to further protect the cockpit area. The secondary barriers serve as a cost-effective and prudent deterrent to potential terrorists attempting to plan and execute attacks using airliners as a weapon.

“If we learned anything from the 9/11 attack, it is that deterrence is essential to protecting Americans,” said Fitzpatrick.

“After the 9/11 attacks, the FAA mandated the installation of reinforced cockpit doors on all commercial flights,” said Fitzpatrick, “The problem is that at some point, the pilots need to open the cockpit door to get a meal or rest. That is the exact moment when terrorists strike.”

“Secondary barriers simply fulfill the intent of the efforts that were started over a decade ago by adding another layer of protection,” continued Fitzpatrick, “Many airliners designed today already include the secondary barrier.”

Fitzpatrick was joined by Ellen Saracini, widow of 9/11 United Flight 175 pilot Victor Saracini, a Bucks County resident who is a passionate and thoughtful advocate for safety after the 9/11 attacks.

Ellen Saracini, who was instrumental in the introduction of the bill, stated, “On September 11, 2001, my two young daughters and I lost the love of our lives – their father and my husband. There are 2,973 other similar stories around the country of lost love ones on that infamous day in our nations’ history. It is obvious with the advent of knives being reintroduced to carry-on luggage, budget cuts in federal law enforcement on airplanes, and now the tragic events of Boston – that we cannot become complacent to the point of allowing another 9/11 to happen again.”

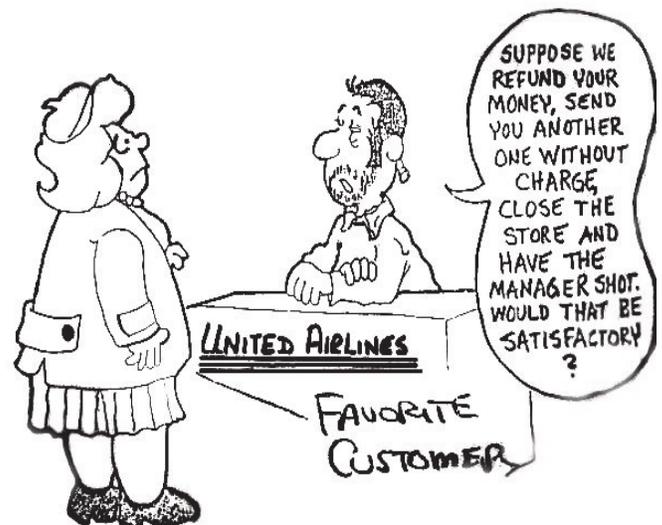
Saracini added, “Secondary Barriers are the second step in a two-step process to secure the airplane cockpit. The first step was installing the reinforced cockpit door. That part of the process is complete. Now it’s imperative to complete the second step in order to prevent a repeat of 9/11”.

A recent study conducted by the FAA, TSA, Airline Companies and Security Experts at the request of the airline industry concluded that secondary barrier cockpit doors are the most cost-effective, efficient, and safest way to protect the cockpit.

“Pilots want the barriers, airplane designers can install the barriers affordably, and passengers deserve the peace of mind to know that reasonable precautions have been taken to ensure their safety,” said Fitzpatrick.

“The 9/11 Commission determined that the attacks were suffered due to a series of failures,” said Fitzpatrick, “Secondary barriers serve as a fail-safe to ensure reasonable measures are taken to prevent airliners from being used as weapons of terror.”

Joining Fitzpatrick and Saracini at the announcement were pilots, a representative from the Federal Law Enforcement Officers Association (FLEOA), and local law makers. The bill was co-sponsored by Representatives Grimm, Barletta, Marino, King, Schwartz, Cartwright, Fattah, and Brady.



Most U.S. Flyers Brought Portable Electronic Devices on Planes in the Last Year Nearly 30 Percent Accidentally Left Them Turned On

Ninety-nine percent of adult airline passengers who travel with a portable electronic device (PED) – such as a smartphone or tablet – carried at least one PED onboard with them while traveling in the past 12 months, with seven in ten (69 percent) reporting they used their devices during flight, according to a new joint study released today by the Airline Passenger Experience Association (APEX) and the Consumer Electronics Association. The study, *Portable Electronic Devices on Aircraft*, gauges consumer usage and awareness concerning PEDs on airplanes. The results of this study have been shared with the (FAA) as it reviews its policies for in-flight PED use.

“Airline passengers have come to rely on their smartphones, tablets and e-readers as essential travel companions,” said Doug Johnson, vice president, technology policy, CEA. “Understanding the attitudes and behaviors of passengers that are using electronic devices while traveling will help the FAA make informed decisions.”

Almost one-third (30 percent) of passengers report they have accidentally left a PED turned on during a flight. The study found that when asked to turn off their electronic devices, 59 percent of passengers say they always turn their devices completely off, 21 percent of passengers say they switch their devices to “airplane mode,” and five percent say they sometimes turn their devices completely off. Of those passengers who accidentally left their PED turned on in-flight, 61 percent said the device was a Smartphone.

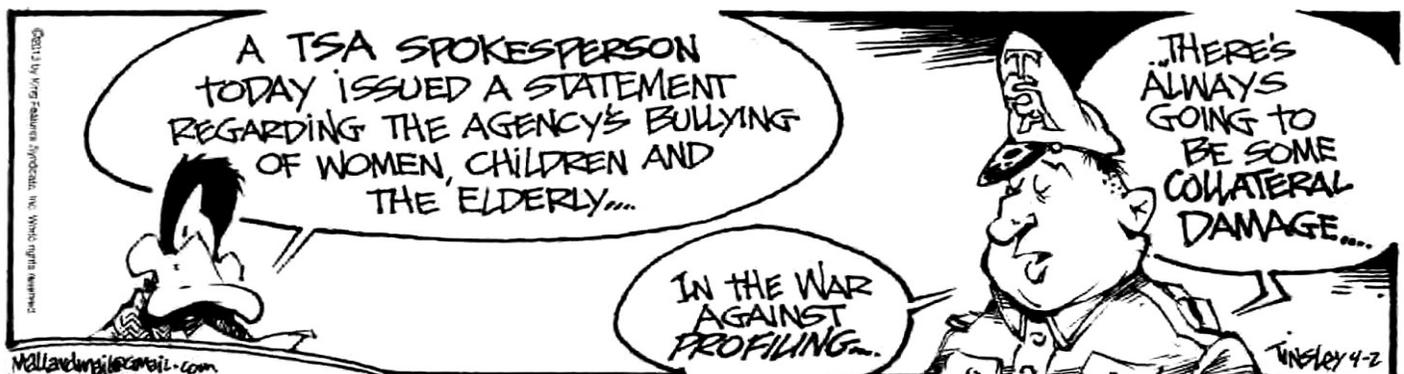
“This study showed us that most travelers are using their PEDs as often as possible while traveling, and many would like even more opportunities to use their devices” said Russell A. Lemieux, APEX executive director. Four in 10 passengers would like to use their devices during all phases of flight, including take-off and landing, according to the survey. “The data in the study reveals important insights into actual passenger behavior, which we hope the FAA will find useful as it deliberates on this issue,” Lemieux said.

According to the APEX/CEA study, the most commonly used PED during flights are smartphones (28 percent); laptop computers (25 percent); tablets (23 percent); digital audio or MP3 players (23 percent); and e-readers (13 percent).

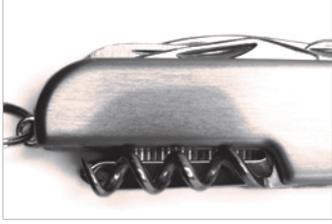
The Federal Aviation Administration (FAA) formed a Portable Electronic Devices Aviation Rulemaking Committee (PED ARC) with representatives from the airlines, along with pilots, flight attendants, electronics and avionics manufactures. Representatives from the FAA, the Federal Communications Commission (FCC) and the Transportation Security Administration (TSA) were also included on the committee. The PED ARC is tasked with making recommendations by July 2013 on expansion of PED use while maintaining the highest levels of safety for the passengers and without compromising the continued safe operation of aircrafts.

Portable Electronic Devices on Aircraft (2013) was conducted between December 14–18, 2012. The study was designed and formulated jointly by Airline Passenger Experience Association (APEX) and the Consumer Electronics Association (CEA). Please cite any information to the Airline Passenger Experience Association (APEX) and Consumer Electronics Association (CEA).

MALLARD FILLMORE | Bruce Tinsley



THE TSA SAYS NO TO POCKETKNIVES ON AIRPLANES AFTER ALL



When Transportation Security Administration chief John Pistole moved last month to lift restrictions on bringing small pocketknives, hockey sticks, and baseball bats on airplanes, he was deluged with criticism. Pistole argued that small knives could not be used to bring down an airliner-and pointed out that the TSA already allows small scissors and screwdrivers on board.

But airline executives and flight attendants protested that it would put crews and passengers in danger. And the airport screeners union complained that the new rules, which permit knives shorter than 2.36 inches, would be the subject of endless squabbling from passengers, leading to even longer airport delays.

Unlike other agency heads, who are legally bound to get public input or congressional approval before making big rule changes, Pistole had the authority to make the change and said he wasn't going to back down.

He backed down. According to my colleague Jeff Plungis, Pistole announced in an internal e-mail circulated to TSA staff on Monday that he was delaying the plan, which was set to go into effect on April 25. The TSA chief said he needed "to further consult with the airline industry" before making the change.

Pistole didn't say how long he'd take to make up his mind. For the time being, passengers who don't want to get into hassles with the TSA should leave pocketknives and baseball bats in their checked luggage-or at home.

ASSOCIATION FOR AIRLINE PASSENGER RIGHTS RELEASES GUIDE TO SAFE PET TRAVEL



The Association for Airline Passenger Rights, (AAPR) released its online publication, "Passenger Guide to Pet Safe Travel." The guide, which is published as part of a strategic partnership with TripsWithPets (TWP) announced by AAPR, provides airline passengers with information, helpful tips and resources designed to make pet safe flying more achievable. The guide is being made available for free for all airline passengers.

You can download the guide at:

http://www.flyfriendliskies.com/pdf-docs/2013_AAPR_Guide_Travel_Tips_for_Pets_04-23-13.pdf

The guide includes information about pet-related incidents, pet health and immunization requirements, general airline information, cabin and cargo requirements, security procedures, service animals for passengers with disabilities, and other resources.

"There is a lot to take into consideration when flying with pets, including varying airline policies, getting through security check-points, pet friendly areas at airports and legal requirements, just to name a few," said Brandon M. Macsata, Executive Director of the Association for Airline Passenger Rights. "We hope that airline passengers find our new travel guide useful when planning trips with their furry friend! It is a must-have resource considering all of the little things that go into pet safe travel."

According to the U.S. Department of Transportation (DOT), airlines reported five incidents involving the loss, death, or injury of pets while traveling by air in December 2012, which is last reported data. The incidents involved one pet death and four pet injuries. For all of last year, carriers reported 30 pet deaths, 27 pet injuries, and one lost pet. In 2011, carriers reported 35 pet deaths, nine pet injuries, and two lost pets



AMERICAN AIRLINES-US AIRWAYS MERGER COULD SLASH CONNECTING-FLIGHT COMPETITION



A recent Consumer Travel Alliance (CTA) study shows US Airways (USAir) and American Airlines (AA) routes overlap far more than previously reported, undermining one of the strongest arguments for allowing the two airlines to merge. While the merger has been positioned by leaders of US Airways and American Airlines as a blending of “complementary” route structures with only 12 overlapping non-stop routes, the CTA study shows that the AA/USAir merger will, in fact, eliminate connecting-flight competition between these airlines on routes

between more than 760 markets. “Consequences to airline competition could be dramatic,” says Charlie Leocha, Director, Consumer Travel Alliance. “Far from being an all-but-benign combination of airline routes, this merger has the potential to clobber competition in hundreds of markets across the country.”

According to the study, 40 percent of American Airlines’ connecting routes have overlap with US Airways and 30 percent of US Airways’ connecting routes overlap with American Airlines. CTA predicts that competition will suffer dramatically when these two airlines merge, leaving other current competitors to compete with a bulked up airline at many non-hub cities. On some connecting routes, competition would be all but eliminated.

“Of course there are only a few non-stop competitive routes, because that is the way hub airlines work. Real competition between network airlines takes place through connecting flights, where these two airlines compete now, but will not after the merger,” notes Leocha. “The Consumer Travel Alliance study suggests that this does not bode well for consumers as this all but guarantees higher prices between those connecting markets.”

When 30 to 40 percent of competitive routes between two of the four largest airlines in the country disappear in a merger, consumers are sure to face a far less competitive aviation landscape.

“The powers that be in Washington at the Department of Justice and in Congress need to take a close look at these connecting markets,” says Leocha. “It is unhealthy for the economy and will be expensive for consumers, both leisure and business, should our aviation sector shrink to only three major network airlines.”

Now is the time for the Department of Justice to examine how this merger between AA and USAir will affect the competitive landscape including both non-stop flights and connecting flights. The Consumer Travel Alliance study demonstrating lost competition on connecting routes needs to be taken into account as this merger is considered and its effect on consumers is analyzed.

BRITISH PUBS ARE A MAJOR PART OF THE UK TOURISM INDUSTRY



The traditional pub is one of the unique aspects of British life that draws in foreign tourists. This was one of the key messages in a speech by Jonathan Neame, Chairman of the British Beer and Pub Association and Chief Executive of Shepherd Neame Brewery in Kent at the annual Tourism Society dinner at the House of Commons on April 25th.

Mr Neame told the capacity audience that his own company has 500 letting rooms and across the estate there is a great deal of creativity to

make each pub different and appealing.

Deirdre Wells, Head of Tourism at the Department of Culture, Media and Sport also spoke and confirmed that the legacy of both the London 2012 Games and the Royal celebrations last year were uppermost in the priorities of DCMS, the Minister and tourism bodies such as VisitEngland and VisitBritain.

AVIATION 101...

If God meant man to fly, He'd have given him more money.

VIRGIN GALACTIC ADDS 2 PILOTS TO FLIGHT TEAM INCHING CLOSER TO LAUNCH



Virgin Galactic, the world's first commercial spaceline, announced today that pilots Frederick "CJ" Sturckow and Michael "Sooch" Masucci have been selected to join its commercial flight team. As Virgin Galactic clears its final flight test program milestones with powered flight tests now under way, the necessary addition of new pilots will enable the company to meet the test schedule demands and prepare for subsequent commercial operations.

Sturckow, a veteran of four space shuttle missions and retired U.S. Marine Corps (USMC) Colonel, is the first NASA astronaut to be hired into Galactic's pilot corps. Masucci, a retired U.S. Air Force (USAF) Lieutenant Colonel, joins Virgin Galactic from XOJET Inc, a private airline company where he was a Citation X (CE750) Captain and Check Airman. Masucci and Sturckow will report to Chief Pilot David Mackay and Vice President of Operations Mike Moses at Virgin Galactic's Mojave, Calif., location where they will conduct flight training and testing with Virgin Galactic's WhiteKnightTwo and SpaceShipTwo vehicles.

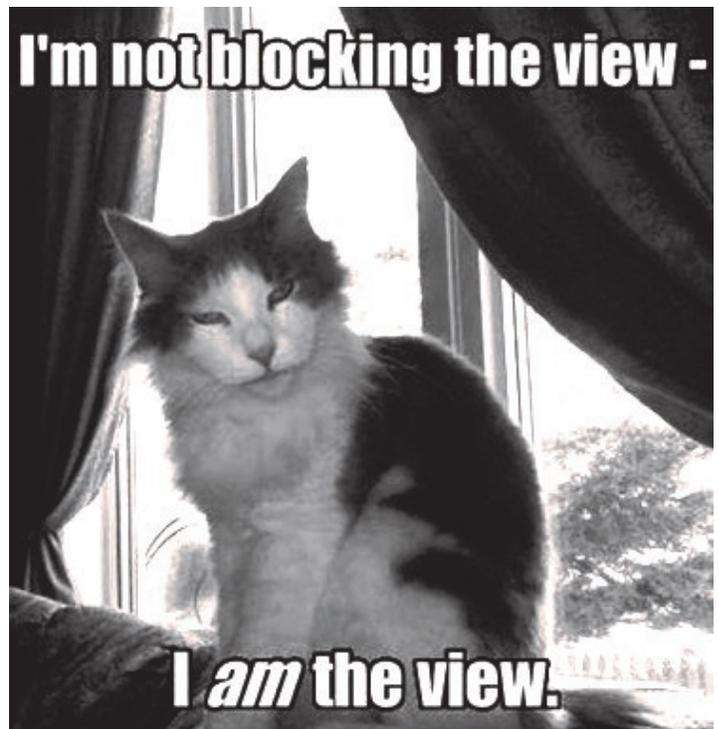
Sturckow has more than 26 years of military flight experience and has logged more than 1,200 hours in space. During his flight career, Sturckow logged over 6,500 flight hours, flew more than 60 different aircraft, and was chosen to attend the Navy Fighter Weapons School (TOPGUN). Selected by NASA to join the astronaut corps in December 1994, Sturckow flew on four space shuttle missions to the International Space Station. In 2009, after 25 years of active duty service, he retired from the USMC. Sturckow went on to serve as deputy chief of NASA's Astronaut Office for the final shuttle missions, flying weather reconnaissance in the T-38 and Shuttle Training Aircraft for launch and landing.

"Viewing the Earth from space is such a unique and unforgettable experience," Sturckow said. "I'm excited to be a part of the Virgin Galactic team that is revolutionizing access to space, making this opportunity a possibility for all."

Masucci has more than 30 years of civilian and military operational and test flying experience with more than 9,000 flight hours in over 70 different airplane and glider types. A distinguished graduate of USAF pilot training in 1986, he completed USAF Test Pilot School in 1993 and went on to serve as a U-2 combat pilot in several important operations. He instructed in the F-16, T-38 and glider aircraft at the USAF Test Pilot School, while also serving as a Branch Chief. As a U-2 test pilot he was instrumental in the development and testing of the aircraft's glass cockpit and power upgrade programs. In addition, Masucci has commanded USAF developmental and operational test units, as well as combat and training units.

"Virgin Galactic is truly a world-class organization with unique flight opportunities that you just won't find anywhere else," Masucci said. "I'm proud to be a part of this team and look forward to contributing to this revolutionary program."

"I am pleased to have these two incredibly accomplished pilots join us during this important time as we embark on a series of important rocket-powered flight tests for SpaceShipTwo, ultimately testing the vehicle in space," said Virgin Galactic President and CEO George Whitesides. "Their collective experience and outstanding performance in various demanding environments will make them invaluable assets to the Virgin Galactic team."



REGARDING HAWAII TRANSIENT ACCOMMODATION TAX



In a statement released by the Hawaii Tourism Authority, it is stated they commend the Hawaii State Legislature for passing S.B. 1194, C.D.1. This pivotal bill, which strikes a delicate public policy balance, will make the current transient accommodations tax (TAT) rate of 9.25 percent permanent and provide an additional \$14 million in funding to the Hawaii Tourism Authority (HTA). This will aid our efforts to sustain Hawaii's tourism economy.

As a leisure destination, visitor spending is discretionary. Therefore, we must be cognizant of global economic conditions, which could have an adverse affect on spending. The permanent rate of the TAT will help us to maintain our competitive position in a global marketplace.

Eleven million dollars allocated to the HTA will help us to invest in opportunities to maintain our market share, through enhancing efforts in our core and developing international markets, as well as diversifying our tourism profile. We will also continue to develop and support initiatives that maintain and grow access, the lifeline of our visitor industry, for both the airline and cruise industries. Of the \$11 million, \$1 million will be utilized to establish a Hawaiian Music and Dance Museum at the Hawaii Convention Center, which will aim to share, perpetuate and honor our host culture.

Three million dollars will be allocated to fund natural resources projects, subject to the agreement of the HTA and the Department of Land and Natural Resources. These programs address the long-term sustainability of our destination, and will help in our efforts to protect Hawaii's natural environment.

The HTA statement went on to sat mahalo (thank you) to the Hawaii State Legislature, our industry partners, and the community for their support and collaborative efforts in helping us to ensure the continued success of Hawaii's visitor industry. This decision represents good comprehensive public policy that will ensure the Hawaiian Islands stay competitive. It is an investment in our people, place and culture, which will help us to remain a world-class visitor destination. We will continue our efforts in making Hawaii's tourism economy sustainable well into the future, in order to support more than 166,000 jobs and help lead the state to economic recovery.

BRITS SCREAM BLOODY MURDER AS AIRLINE FEES SOAR 67 PERCENT



An annual study by TravelSupermarket, the price comparison website, revealed those carriers whose fees for “optional” services, including checked luggage and allocated seating, have risen most sharply.

The largest increase in baggage fees was by Thomson. The airline's charge has gone up by 47 per cent since 2012, from £15 per person per flight to £22. EasyJet's equivalent fee has increased by a quarter, from £14.50 to £18, since March 2012, while Ryanair, Flybe and Jet2 have all raised their baggage fees by at least 10 per cent.

The cost to check in an overweight item of hand luggage has also increased on several airlines – from £30 to £50 with Monarch (+67 per cent), from £30 to £40 with Flybe (+33 per cent), from £35 to £40 with British Airways (+14 per cent), and from £130 to £140 with Ryanair (+8 per cent).

Pressure from the Office of Fair Trading over debit and credit card fees meant that most airlines actually cut their charges since last year. Jet2's dropped from 3.6 per cent to 2.5 per cent, for example, and Monarch's from four per cent to 2.5. But some airlines have instead increased their “booking fee”, including Ryanair (£6 to £7), Aer Lingus (£6 to £7) and easyJet (£9 to £10).

Meanwhile admin charges have also gone up. Thomas Cook's fee for a name change on a flight ticket rose, from £20 to £30, as did Monarch's, from £27.50 to £35.

Ryanair also increased the fee for travelling with an infant, from £20 to £30, as did Monarch, from £15 to £20.

TELEPHONE MARKETER AND EMAIL TIPS

Let's make e-mailing safer and avoid junk mail and viruses. Telephone Marketer and Email tips.

The man who provided this information is a computer tech. He spends a lot of time clearing the junk off computers for people and listens to complaints about speed. All Forwards are not bad, just some. Be sure you read the very last paragraph.

He wrote: By now, I suspect everyone is familiar with snopes.com and/or truthorfiction.com for determining whether information received via email is just that: true/false or fact/fiction. Both are good sites.

Advice from snopes.com VERY IMPORTANT!!

1) Any time you see an email that says "forward this on to '10' (or however many) of your friends", "sign this petition", or "you'll get bad luck" or "you'll get good luck" or "you'll see something funny on your screen after you send it" or whatever --- it almost always has an email tracker program attached that tracks the cookies and emails of those folks you forward to. The host sender is getting a copy each time it gets forwarded and then is able to get lists of 'active' email addresses to use in SPAM emails or sell to other Spammers. Even when you get emails that demand you send the email on if you're not ashamed of God/Jesus ---that is email tracking, and they are playing on our conscience. These people don't care how they get your email addresses - just as long as they get them. Also, emails that talk about a missing child or a child with an incurable disease "how would you feel if that was your child" --- email tracking. Ignore them and don't participate!

2) Almost all emails that ask you to add your name and forward on to others are similar to that mass letter years ago that asked people to send business cards to the little kid in Florida who wanted to break the Guinness Book of Records for the most cards. All it was, and all any of this type of email is, is a way to get names and 'cookie' tracking information for telemarketers and Spammers -- to validate active email accounts for their own profitable purposes. Do yourself a favor and STOP adding your name(s) to those types of listing regardless how inviting they might sound! Or make you feel guilty if you don't! It's all about getting email addresses and nothing more. You may think you are supporting a GREAT cause, but you are NOT! Instead, you will be getting tons of junk mail later and very possibly a virus attached! Plus, we are helping the Spammers get rich! Let's not make it easy for them!

ALSO: Email petitions are NOT acceptable to government or any other organization - e.g. Social security, etc. To be acceptable, petitions must have a "signed signature" and full address of the person signing the petition, so this is a waste of time and you are just helping the email trackers.

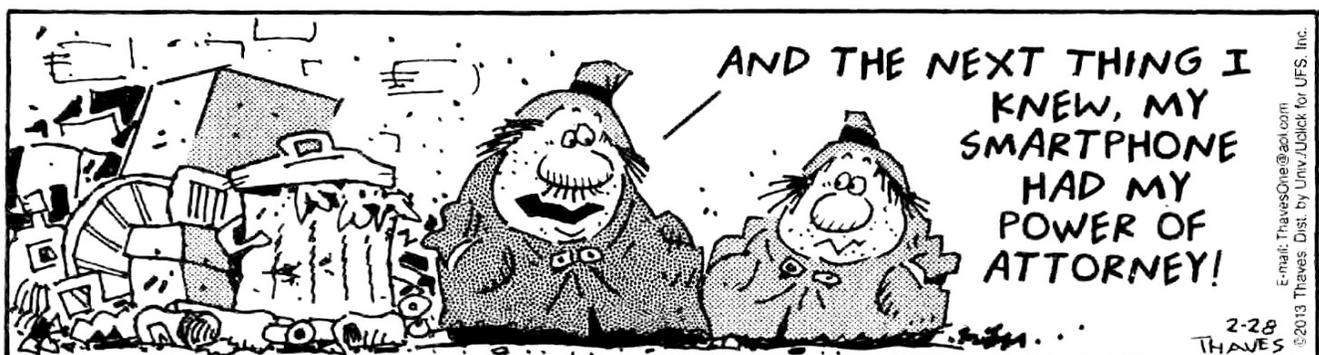
And another important point is to delete all previous names from your emails before forwarding!!! Send emails to your entire address list BCC then everyone after you doesn't get your friend's email address. PLEASE!!!

HOTEL CANCELLATION POLICIES

As of now, no one's actively tracking hotel cancellation policies or estimating how much the rule changes potentially cost guests. Rather, hotels are silently deleting their old policies from their Web sites and reloading new ones both online and into their reservations systems.

Make sure you check what the hotel's cancellation policy is when making a reservation!!!

FRANK AND ERNEST | Bob Thaves



PLANE ETIQUETTE 101



Flying can feel like torture. The bone-dry cabin air is recycled. Spaces are ridiculously cramped. Passengers don't always have ready access to food, water, and restrooms. It's a fight waiting to happen—and happen it does. Flash points include seat territory disputes, scuffles over luggage space, and arguments about unruly kids. The reluctant referees are flight attendants who are part waiters, part playground monitors, part sentinels against potential terrorism.

Here's how to short-circuit five common midair melees:

Right-to-recliners: The average economy-class seat offers little legroom — the “pitch” between seats is around 28 to 34 inches — but when the guy in front of you reclines his seat as far as it goes, you're wedged in. Airlines created this problem by squeezing an extra row or two of seats on a plane, but it's up to passengers to solve it. Not the easiest thing, it turns out. On one side, you have those who think because they paid for the seat, they should be able to use it any way they want. On the other are folks who believe the seat should never be reclined, but simmer in resentment when the person in front does. You *could* jam the seat in front with a device like the controversial Knee Defender (frowned on by the FAA, though no airline I know of has banned it), which is all but guaranteed to start a rumble. The real solution is understanding that the space must be shared. Ask before leaning into it. Or, spend extra for a premium economy seat, which comes with a little more legroom. Another option: Ask to be seated in an exit row.

Armrest wars: The tight squeeze in economy class comes from all sides. With only 17 inches of space per seat, plus whatever you can negotiate on the armrests, many passengers find themselves packed in like wheat in a shock. I recall the case of Arthur Berkowitz, who on a flight from Anchorage to Philadelphia was seated next to a passenger “of size,” whose girth “required both armrests to be raised up and allowed for his body to cover half of my seat.” Berkowitz stood for most of the trip, instead. But even when there's room, who owns the armrests? If you're seated next to a window or aisle, one of the armrests is yours to do with as you wish. But in the middle seat it's not so simple. Pushy passengers simply claim the space as if it's a landgrab, defending it against your elbow incursions with occasional “ahems” and glares. Don't become that person. Introduce yourself and smile. If you've done that early on, an armrest discussion later won't be a tinderbox.

Overhead bins: The space above your seat does not belong to you exclusively. Overhead bins are a source of endless conflict, especially now, when passengers max out their carryon's in order to avoid paying checked-luggage fees. The answer is to carry a soft-sided bag, smaller than the maximum size allowed, that will fit, if necessary, in the space under your seat. What about the rest of your stuff? Check it or ship it ahead.

Scofflaws: It's true — failure to comply with a crew member's instructions is a federal crime. Offenses range from minor infractions, like unbuckling a seat belt before the plane has come to a complete stop, to more serious violations such as making a call on your Smartphone while the plane is on final approach. It's hard to know which rules are there for your safety and which ones are just silly. For example, the rules prohibiting the use of in-flight electronics, which are being reconsidered as I write this, seem oddly inconsistent. Why am I not allowed to use my iPad, but the pilots can use theirs? More germane to this article, what's a passenger to do when someone breaks the rules? Tattle? Look the other way? As someone who has been both witness and perpetrator (I'm pretty addicted to my devices), my advice is to let go of the little stuff. The teen playing *Samurai*, a graphic video game, next to my five-year-old daughter? Beheading the enemy in front of a kindergartner is uncouth. But instead of making a fuss, I switched seats with my daughter.

OPKs: There's nothing that sets off the fireworks as much as Other People's Kids. On a recent flight from Honolulu to Los Angeles, I watched an elderly passenger who had the bad luck of being surrounded by screaming kids, one of them, unfortunately, my daughter, who, he remarked, “acted as if the plane was her personal playground.” I did not argue. She was behaving that way, and try as I did, couldn't be persuaded to

just sit down and watch the romantic comedy playing on the flickering TV screens five rows away. Next to this hapless man, a newborn wailed. Behind him, a three-year-old with extreme aerophobia clung to her mother, weeping. It was the flight from hell for this poor gentleman. And yeah, for me, too. OPKs are unfixable. All the responsible parenting in the world can't make up for boredom or pressure in the ears or a really bad in-flight movie. May I recommend a nice pair of earplugs? But while we need to give kids a pass, adults need to stop the childish behavior. Everything you need to know about surviving a flight, you probably learned in kindergarten. Use common sense. Think about others. Share. Flying isn't going to get any easier. I know what my mom would say: "Now, Chris, be nice."++

SPACE SHUTTLE ATLANTIS EMERGES FROM PROTECTIVE SHRINK WRAP



NASA's Kennedy Space Center Visitor Complex today began the two-day process of unwrapping the Atlantis orbiter from the protective shrink wrap that has encased the priceless artifact during construction of the \$100 million Space Shuttle AtlantisSM attraction, set to open June 29.

Atlantis has been enclosed in 16,000 square feet of protective plastic shrink wrap since its Nov. 2 move from Kennedy Space Center to the Visitor Complex and into the 90,000-square-foot attraction, which has been under construction for 15 months.

In a planned approach, specialists first cut the shrink wrap into sections and then lifted it away in a dramatic reveal of much of Atlantis, including the forward fuselage.

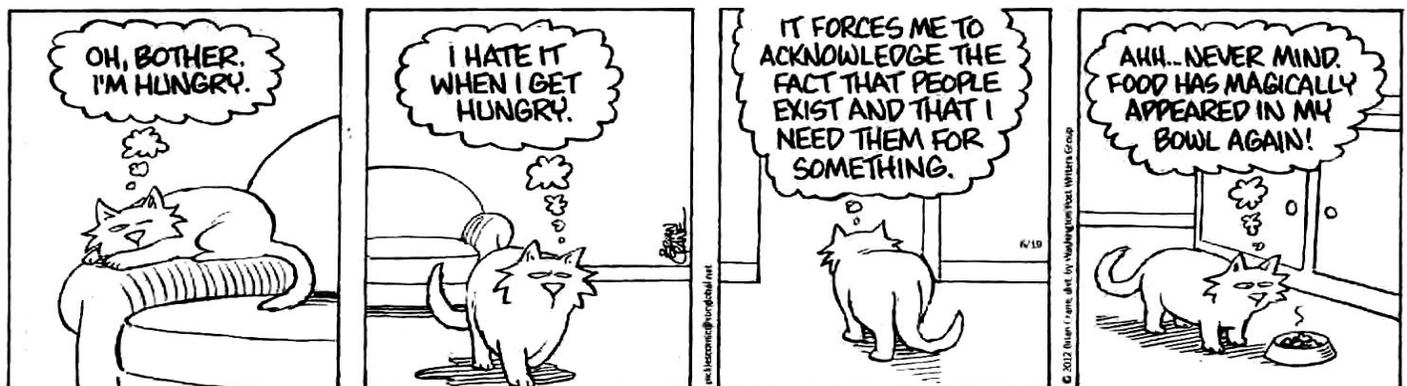
Atlantis is raised 30 feet off the ground and rotated at a 43.21 angle as if orbiting Earth. When the attraction opens June 29, guests will have an up-close, 360-degree view of Atlantis from several different levels — the wear and tear of its 33 missions apparent on its protective external tiles.

Beginning in May, the orbiter's payload bay doors will be opened, a meticulous three-week process, allowing guests to see inside the space shuttle's payload bay as never before.

Meanwhile, assembly continues — with the aid of a 240-foot-tall crane — on two full-size, high-fidelity solid rocket boosters (SRBs), which, when vertically mated with a high-fidelity model of the external tank (ET), will form a dramatic, 184-foot-tall gateway under which visitors will pass to enter the Space Shuttle Atlantis attraction.

Space Shuttle Atlantis will tell the incredible story of NASA's 30-year Space Shuttle Program through a host of multimedia presentations and more than 60 interactive exhibits and high-tech simulators that will bring to life the complex components and systems behind this incredible feat of engineering. One of the most complicated and sophisticated pieces of equipment ever built, the shuttle was a vehicle that launched like a rocket, flew in orbit like a spacecraft and landed on a runway like a glider. The immersive experience also will shine a spotlight on the astounding achievements made over the course of the 30-year Space Shuttle Program, most notably the building of the International Space Station and the launch and maintenance of the Hubble Space Telescope.

PICKLES | Brian Crane



WHAT IT TAKES TO FLY A DRONE

Some of the hardest lessons to teach new drone pilots? Where to look for information that in a manned craft would be right at their fingertips, says Tom Miller, an ex-Air Force pilot who now flies NASA's Global Hawk drone. For example, in the case of a lost data link, a drone is programmed to return to either a pre-programmed location or its original launch point. When that happens, "A pilot needs to know what the programming is if they need to manage it," so the programming can be changed if needed, Miller said.

Boredom an issue: Drones like the Global Hawks are so sophisticated that they need more minding than flying. In other words, flying a drone doesn't suck up every drop of a pilot's focus every second they are at the controls. This makes boredom a unique but very real problem among pilots, and it cuts into their performance, a study published last year found.

Missy Cummings, an ex-Navy pilot and MIT professor who led the study, explained that "babysitting" a craft while waiting for a target makes it harder for pilots to spring back into action when they're needed. When she tested the subjects' attention through 4-hour simulations, she found that high scorers were distracted: They read a book, checked their phones or left the controls to get a snack.

But training for one drone doesn't mean you're ready to fly another, as drone controls can vary greatly between models. "They're apples and oranges," Hernan Posada, who pilots NASA's Predator named Ikhana, said. Predator drones, among the oldest, are operated with a stick and rudder, while the newer Global Hawk is controlled with a mouse and keyboard. The Predator is less autonomous and needs a lot more manual control, especially during take offs and landings, Posada explained.

"A lot" of unmanned aircraft systems were "built as if a (jet) pilot was going to fly it," which explains the rudder and stick, Raza Waraich who has studied the link between control design and rates of crashes, said. But newer designs are made for those without flight training to fly the craft. "I found a couple of UAVs (Unmanned Aerial Vehicles) that incorporate the PlayStation2 controller," he said, explaining that pilots would use the video game controller to navigate menus.

Which is just as well, since some believe the newest recruits into drone flight school are already wired differently. "They grow up playing Xbox and Nintendo and gaming systems ... they have a different multitasking capability, they collaborate differently with their fellow pilots" and other operators, said Brad Hoagland, a colonel with 23 years in the Air Force, who is now studying drones and drone pilots as a Federal Executive Fellow at the Brookings Institution.

Different physical cues: Starting in 2010, the Air Force designated drone piloting as its own career path. Trainees would complete one tough year without going through undergraduate pilot training, motivated in part because the Air Force's targeted need for operators was higher than the rate at which they are graduating. "We've been building the platform faster than we can fill them with operators," Hoagland said. There's some evidence that suggests putting a pilot with less flight experience behind the drone controls is a better strategy than the other way around.

"Pilots in an aircraft are used to an entirely different set of physical cues," MIT's Cummings said in an email. A 2004 report that studied drone accidents showed that pilots with real flight experience made more mistakes than operators with no flight experience. That's because "pilots learn to rely on a set of cues they do not have in the control of UAVs so it is not clear that pilots are the best qualified people for control of drones," Cummings said.

But pilots who made the switch seem happy with their decision. Hoagland, citing an internal Air Force study, said 487 fighter and bomber pilots were assigned to a three-year stint on drone duty, and when their time was up, 412 of those mid- to late-career pilots decided to stick with drones. The younger cadets have caught the bug too, he says.

When a brood of 244 fresh undergraduates were given a chance to pick any career in the Air Force.....

25 percent of them decided to become drone pilots!



A 9th Attack Squadron MQ-9 Reaper pilot, left, and 49th Operations Group MQ-9 sensor operator fly an MQ-9 Reaper training mission from a ground control station on Holloman Air Force Base, N.M.

BRITISH TOURISTS CHARGED 64 EUROS FOR ICE CREAM IN ROME



No visit to Rome is complete without a gelato but a group of British tourists got a nasty shock when they were charged 64 euros (£54) for four ice creams. Their complaints about the exorbitant price have rekindled a debate over the rip-offs perpetrated by many shops, businesses and tourist operators in the

city.

Roger Bannister, his brother Steven and their wives Wendy and Joyce were astounded to be charged 16 euros (£13.50) each on Sunday after ordering four ice creams at the Antica Roma bar and gelateria close to the Spanish Steps. "And when we paid up, they didn't even say thank you," Mr Bannister, of Birmingham, told *Corriere della Sera* newspaper, holding up the receipt to prove the amount he had been charged. Cafes and bars in Italy double or triple their prices for customers who choose to sit down at a table, but the British group did not even do that – they bought the ice creams to take away. They were on a six day holiday to Italy and could not believe they had been charged so much. "It's incredible. It can't be normal, can it?" Mr Bannister said.

The managers of the bar in Via della Vite confirmed that the British tourists had been charged 64 euros but insisted the ice creams were worth the money because they were large. "We're not talking about one or two scoops, they are really big," a manager, who declined to give her name, said. "No one forced them to order big ice creams. We also serve small ones which only cost 2.50 euros. But if you want a lot of ice cream then it is worth the price. And the prices are displayed everywhere." The British visitors could have been stung for even more money – the largest gelato offered by the bar costs 25 euros, with whipped cream on top costing an extra 3.50 euros.

Officials in Rome said it was shameful that the tourists had been charged so much and that such practices harmed the image of Italy. "It's a scandal and it should be treated as such," said Matteo Costantini, a city councillor. "It's not the first time that things like this have happened." In 2009 a restaurant near Piazza Navona, one of the city's most popular with tourists, massively overcharged a Japanese couple for dinner, handing them a bill for 695 euros. The mayor of Rome called for the closure of the top-end Passetto restaurant, which counts among its former customers Grace Kelly, Ava Gardner and Leonardo DiCaprio.

Tourist touts dressed as Roman centurions and legionaries frequently charge tourists exorbitant prices for the privilege of a photograph in front of the Colosseum and are subjected to regular but largely ineffective crackdowns by the authorities. (*Always look at the price list before you buy*)

DOORWAY TO FORGETFULNESS

If you sometimes forget why you went into a room--was it to make a phone call, take something out of the fridge, pick up a sweater?--you're hardly alone. It happens to us all, young and old alike.

Research from the University of Notre Dame in Indiana, published in the *Quarterly Journal of Experimental Psychology*, offers an explanation for such memory lapse. The conclusion in short: the doorway is to blame. In a series of experiments, college students moved through both real and computer-generated virtual rooms, after examining objects that were then concealed from them. The students had more trouble recalling what the objects looked like after they had passed through a doorway into a new room, compared to when they traveled an equal distance in the same room.

According to lead researcher, Gabriel Radvansky, memory for recently experienced information is affected by the structure of the environment--and doorways, in particular, serve as a prominent "event boundary" in the mind that compartmentalizes memories, thus making you lose your train of thought as you walk between rooms. Most other things in your environment are more subtle and don't have as big an impact on subsequent information processing.

Keep in mind, forgetting is not necessarily a bad thing, says Radvansky. "Sure, it's bad when you want to remember and you forget. But the reason we don't hold onto things when we go from one event to another is that those things are often no longer relevant. This kind of forgetting helps us switch gears from one situation to another." Still, if you're intent on remembering why you are going into the bedroom or kitchen, say, try mentally repeating your intentions to yourself as you cross the threshold.

NEW GENE TEST GUIDES PROSTATE THERAPY

By Victoria Colliver/San Francisco Chronicle



The first genetic test to help men with low-risk prostate cancer and their doctors determine whether they can simply monitor the disease rather than treat it with more aggressive radiation or chemotherapy treatments became available in May 8, 2013. Genomic Health of Redwood City decided to put the test on the market after a UCSF study showed it accurately predicted whether prostate cancer was likely to spread.

"What this test does is give them more accurate information about the likelihood that their tumor is low grade and confined to the prostate," said Dr. Peter Carroll, co-director of urologic cancer at the UCSF Helen Duller Family Comprehensive Cancer Center and an author of the study. Carroll said the additional information should help allay fears about decisions to not treat the disease aggressively - a careful monitoring approach for low-risk prostate cancer known as active surveillance. The test "can increase substantially the number of the men who can confidentially choose active surveillance," he said.

Prostate cancer, the most common non-skin cancer in the United States, has long posed the problem of over-treatment. Costs to treat the disease add up to about \$12 billion a year, and some health experts argue much of that may not even be necessary.

About the PSA test: The prostate-specific antigen test, or PSA, has made it possible to catch the disease early and saved many lives since it was introduced in the 1980s. But the screening test also finds tumors that may never need to be treated and has led to unnecessary surgeries and radiation treatment, which can have life-altering complications such as incontinence and sexual dysfunction. Of the 240,000 men diagnosed in this country each year with prostate cancer, about half are classified as low risk using such measures as a physical exam, the PSA test and a Gleason score, which relies on the cancer's appearance under a microscope from a needle biopsy.

Genomic Health's test - called the Oncotype DX prostate cancer test - takes tissue from the biopsy and then uses it to measure the level of expression of the 17 genes important to prostate cancer growth. The sample is then scored from zero to 100 with higher scores considered more aggressive.

"This is really going to help patients," said Dr. Jonathan Simons, president and chief executive officer of the Prostate Cancer Foundation, a research and advocacy group in Santa Monica. "I don't know how many yet, but this is what all the investing in and understanding genetics and prostate cancer is about."

The Oncotype test may be the first on the market designed to help men make a decision about treatment, but other companies are working on similar genetic prostate cancer tests. The one most likely to become available next is being developed by Myriad Genetics, a Salt Lake City company that already has a genetic prostate cancer test available to assess risk after surgery.

On that slim chance: More than 90 percent of patients with prostate cancer identified as low risk still opt to undergo some sort of radiation or chemotherapy treatment despite a less than 3 percent chance of the disease spreading. The diagnosis and the uncertainty of the disease spreading is often enough to push men to seek treatment when monitoring might be more appropriate. "Even when the biopsy looks favorable, there is a concern that maybe we left a focus that's more aggressive," said Dr. Steven Shak, chief medical officer for Genomic Health.

The UCSF study, which was announced at the annual American Urological Association's meeting in San Diego, validated earlier studies of the test. The study found the test increased the number of patients appropriate for active surveillance - rather than treatment - from less than 10 percent to 26 percent of the 400 Northern California prostate cancer patients involved in the study. It also determined that about 10 percent of patients originally thought to have very low or low-risk cancer actually harbored more aggressive genetic traits of the disease.

Insurance coverage: The test, which will cost \$3,820, is likely to be covered by insurance, according to Genomic Health officials. That's because the company's two other available Oncotype cancers tests - for breast and colon cancer - are generally covered by private insurers and Medicare, and the hope is that the new test will reduce the amount of expensive and unnecessary treatments.

For patients, the test could be used when they are initially diagnosed, but it could also be used later to provide reassurance.

LETTERS

HOWARD ARONSON--New Canaan, CT

Well another year has passed by rather quickly. It seems as though the days come and much faster as one gets older. At 81 years, I am trying to take advantage of all the days that I have left. Hopefully, I can get another 19 years on Mother Earth - I'm shooting at least for the magic 100!!

Anyway, all is well with both my wife Marjorie and myself. We are trying to take one day at a time.

Fortunately, we are both in very good health, with no major disabilities. Our son, Miles, who lives in Denver is doing well also. He is not married as yet, so Marjorie and I have yet to have the experience of being grandparents. (Maybe one day- who knows?)

I am still flying, keeping my hand in with the Civil Air Patrol here in Connecticut, and also flying for my own pleasure as well. However, I have slowed down a bit. I am not deer or bird hunting any longer, and as for my fishing and skiing, I am doing that less frequently than before.

Marjorie is still very busy each day as an artist, and creating new works in her studio here at home. We still stay active, and travel as much as we can. Last year it was to Berlin for two weeks, and this year we plan to go to Uzbekistan for about eight to ten days in the Fall to travel on part of the "Silk Road."

The only sad news recently was the passing of my new hire roomie, Capt. Jim Gordon, in March, who lived in Carmel, CA. We also shared an apartment in NYC in the late 60's for three years when we were both based at JFK. He was a good buddy and a fine aviator. He will be missed.

Only other news to report is that my next door neighbor, Capt. Rip Munger (JFKFO), is doing well at 86. He and I are frequent visitors to the local "Dunkin' Donuts" establishment each week to reminisce about our flying in the "Golden Years" at UAL. We had great flying, and also truly great people to work with!! How very lucky we were!

That's about it for now. My best regards to all.

Howie- JFKFO

BOB BLESSIN--Denver, CO

Ann and I took several vacation pass trips to IAD FLL Venice and Milan. A 25 day Med. and a 7 day

Carib. cruise rounded out most of the travel for the year. With proper planning, we had no problem getting on flights.

Looks like Ann and I will be doing the annual catered RUPA picnic again this year. It will be on August 20th, Cherry Creek res. in Denver. If you are in the Denver area on that date, email me at rhblessin@juno.com for info. All RUPA members welcome. Cheers *Bob*

JIM BURNS--St. George, UT

Thanks to everyone for all the work you do on our behalf.

Hard to believe that it's been more that 20 years since I had my last P.C.!

Nothing much to report except to say that Darlene and I keep getting replacement parts to keep these old bodies going. It's sad to see how many of old friends have flown west, but also read about what others have been doing since retirement.

Good health to all and enjoy your retirement to the fullest. *Jim*

TED COLLINS--Sebring, FL

To RUPA Friends, who so faithfully send the *RUPANEWS*, always appreciated and anticipated. Thank you so much for all you do.

Mary and I send best wishes along with renewal check. Birthday #82. *Ted*

KEN CORICA--Fallbrook, CA

It has been 19 years since I parked that B-757 at the gate at Lindberg Field (SAN) with my whole family aboard.

Our family lost its most important member when Jerry, my bride of 52 years, passed away quite sud-



denly 18 months ago. We are slowly moving ahead. I'm keeping busy as a volunteer Docent on the USS Midway Museum. It's very interesting and a lot of fun. Also volunteer as a courier for the Fallbrook Hospital District and golf once a week with a bunch of old geezers.

One trip to report. My two sons their wives, my grandchildren and myself spent 23 days in Italy. Great get away for all of us.
Regards, Ken (Mostly LAX)

JACK DAVIS--Greenwood Village, CO
23 years retired. My how time flies! See more of my friends in the flown west column than in the letters.

I still can't complain. Life is good. My health is good and the family still puts up with me. Enjoy our monthly RUPA meetings and Ted does a good job.

Angie and I will celebrate 60 years together in August. Not much travel on United anymore, but I see Smisek's salary of almost 15 million must put a smile on his face.

I do want to thank all the RUPA volunteers for their work and time.

Well --till next year to all good health.
Semper Fi--*Jack & Angie*

RON DENK—Summit, NJ
Another year has passed, my 81st, and as the orthopedist said, "You have an 81 year old back and sciatica thrown in for good measure." Thank God I can still cut the grass and take care of the other chores—just not as fast or as comfortably. Still looking for competitive photo images and learning a little more about Photoshop. Sorry to see the Air Show season limited, but some of the best photo-ops are at the smaller shows. The last two weeks have been spent watching feathered birds rather than the aluminum kind. Took well over 100 images of a great horned owl nest with mom and two youngsters. The kids have to be well briefed before they take that first step out of the nest.

VanSant Airport in Bucks County, PA, situated on the top of a mountain, is the most photographer friendly venue around, with an abundance of bi-planes, sailplanes and motorcyclists, covered bridges, and kayaking on nearby Lake Nockamixon. From May thru October Betty & I cross the Dela-

ware on an almost weekly basis.

Our daughter, Kathleen and her hubby Jake, in Paradise (Kaneohe MCAS), presented us with another grandson, Evan, our third.

Every month or so I have lunch with Frank Calderaro and Jim Wright (91 years old) to reminisce about the "good old days," and for our generation, they were truly the best. We all appreciate our good fortune.

A couple of weeks ago we were saddened when Bob Burns flew west. Bob joins Bill Gates and Jerry Schlichter, fellow "Eighty-Niners" hired by Capital back in "57" to fly the DC-3. Today's Dreamliner pilots would have a hard time relating to flying an airliner wearing a rubber apron in the cockpit to keep the rain off your lap (our Jeppesen manuals looked like they were salvaged from a flooded basement). How about using a putty knife to scrape the ice off the outside of the windshield, inflight (not much fun). For comfort, we kept the side cockpit windows open in the summer (that's why we're all hard of hearing). In winter— we kept our overcoats on, as the muff around the engine exhaust was not really adequate. We didn't have to worry about adjusting the cowl flaps—there weren't any. But hey, we made \$350 a month.

I better stop here before I make all the current pilots envious.

Thanks to Cleve and all for your efforts in keeping us so well informed. Check is in the mail. *Ron*

HERB GOODRICH--Northridge, CA
67 Years ago I started with United out of Burbank, CA in the D-C3. My first trip, Burbank was fogged in and they directed us to an alternate field - an alfalfa patch near the intersection of the 5 and 14 freeways near Newhall. I haven't met anyone who can point o where it was. A year later we moved to the Los Angeles Airport. It only had a 4,000 ft runway at the time. A Quonset hut was the terminal for our Catalina flights.

When I retired in 1979, we didn't have a San Fernando Valley RUPA Luncheon Group, so Jim Day and I started one at the Charley Brown's restaurant with about 20 in attendance.

I had a wonderful career with United. I married a TWA flight attendant, Hilda Charles, and all three of our children enjoyed the travel with passes. Hilda passed away after 54 years of marriage. Now

I have nine grandchildren and five great-grandchildren.

Last week I had a pacemaker implanted that should last me a while. *Herb*

JIM HARRISON--Annandale, VA

Well, this undocumented retiree will toss a letter in the RUPA mail bag as it has been quite a while since checking in. It is the 19th year since I put the flight bag in the closet. Not one peak inside it - yet. Maybe if a grandson asks, but that is not likely. Those times were literally 'the other life.' My youngest son had a boy and girl after I retired so we got to enjoy them immensely. That little boy put the gold in the golden years I have so enjoyed. I got to play cars, planes and trains again with much better toys than I could imagine when I grew up and with a most enthusiastic little partner. It is hard to see him grow up so fast. No pause button on the old clock. But I digress.

I replaced a shoulder joint in January this year. Both shoulders have no cartilage left because of arthritis. I did the right one first thinking that if all goes well the other gets done before Obama Care kicks in '14. Otherwise it is the blue pill. I did attempt to drive early on, but found that I could only make right turns. So much for that. The wife thought the shoulder problem was caused by lugging that flight bag and suitcase around for 26 years. The Doc says if that was the case, all those construction guys would be in a long line outside his office. So much for that theory. Anyway, the therapy works but it is not a piece of cake. Those oxycodone pills do their job plus adjust attitudes. I can see why they get ten bucks a pop on the street. Send my next RUPA issue to the county jail.

My wife and I are in good health and just accomplished 57 years of bliss together. The big 80 for me will be here soon. Who knew. I always liked that saying "If I knew I was going to live this long I would have taken better care of myself." How true. I have been a docent at the Smithsonian Air and Space Museum for 30 years and about to accept emeritus status. The first 21 were at the old Garber Restoration Facility. It was like a big dusty attic with a shop and first rate craftsmen. The place had real character. I liked the nuts and bolts shop tour there. So did the public. No such provision for that at the new Hazy hangar otherwise I might extend the tour of duty.

We used our first trip pass under the new regime to the fly west coast. It worked out but most of those 18 open seats on the first flight disappeared in the time it took to get to the airport. We got the last two seats. I was seated across from a Continental cabin crew member who enlightened me on the so called merger. Too much to relate here, but it is two separate airlines flying with their own pay scale and duty rigs. Everything better on the Continental side.

Thanks to all who do the work getting this out as well as the web site. Lots of good stuff there. I enjoy the travel tips/adventures of the group. I remember reading my first sample *RUPANEWS* prior to retirement where a pilot wrote about his 19th year away from the main line. Wow! Well, now I am one.

God's blessings to all, *Jim*

GENE HARTRICH--Greenbrae, CA

May first marks my thirty-first year of retirement by renewing my driver's license and buying a sailing Catamaran for exploring the many interesting marine places near the USA coastline. I even plan to check out the "Big Easy", New Orleans. Felix's grill serves delicious raw Oysters at five AM after a night of the finest Dixieland Jazz.

Remember-- "Hello Central Give me Heaven because my Mother's there. You will find her with the Angels on the Golden Stairs."

Three years ago, Shirley slipped quietly from my arms. We were so lucky to remain at home, she and I alone with Shirley in her dear "Beddie Bye". The final hours were as sweet as could be. "Just You and me Babe." Now, almost every evening after dinner, I turn the fire down to a mild sizzle bubble. Between sleep and yesteryear, I am never alone.

I have been doing a lot of research on how to buy a used yacht, the good boat and the bad. Much info and it all comes down to "If you are a Boat Nut, go

SARCASM
because beating the crap
out of people is illegal.

ahead and "Bite the Bullet." Buy cleverly and you won't get taken as much when you sell. There are many low key adventure spots in Florida and I have a nephew who is a registered hunting (Wild Boar) and fishing guide. The sailing Cat boat will be ideal to explore the wild river, Suwannee and the beautiful St Johns river that starts out as crystal spring water and mosey gently NE past St Augustine thru Jacksonville and into the inter coastal waterway where the nearest Bar-restaurant customers will be overwhelmed with our tales of bravery and how we fought off the mighty "Manatee". This type of sailing yacht is ideal to sail out to the fishing grounds, drop anchor, then check the validity of one's eyelids. The yacht has a mounted grill for a nightly dinner of fresh seafood.

Jim ,younger son ,lives in Aspen, is having a ball using my UAL passes, having gone to Bali, Belize, India, Tibet and will go to Istanbul soon. Glad he is making a game of standby boarding. I will be happy going 5 MPH in the swamps off Key West. Two weeks ago I drove 1,500 miles in Florida, mostly Freeway speeds, "Zoom" and night time. It is a puzzlement to me also. Maybe the topical application of Testosterone is good for the eyes. It certainly helps me in my hobby which is judging Ladies walking away from me. Some just can't seem to keep it all together, poor dears.

The best to you and yours, *Gene*
"The mad bidder" 1945-1982

DAVE HENRY--Venice, FL

I haven't written in a while, so figure it's time to update myself.

We have made the move to Florida a permanent one, will still go back to Penn for visits, but have gotten used to the warm weather down here and decided this is the place to stay.

My health is good now, had a stroke last year that put me down for a while, but have recovered very well and I'm just about back to normal. I just had my 85th birthday, doesn't seem possible that I have been retired 25 years, the time seems to go by faster now than it used to, or so it seems.

I find fewer names that I recognize in the RUPANEWS, but still enjoy reading it from cover to cover. I give the guys who put it together a lot of credit, and thank them for doing it.

Would like to say Hi to all my old friends, I have

fine memories of them all.

All the Best, *Dave*'55-'88 EWR, CLE, ORD, JFK

SID HUFF--Lake Tahoe, CA

Last birthday I turned a young 94 year old. Reva and I have been married 64 years and hanging in there. Still playing golf, a favorite pastime.

In May we flew to San Diego for our granddaughter's wedding. A week later we took a cruise ship for our third cruise to Alaska. In January grandson, Robb, married on a cruise ship out of Miami. Robb flies for Delta and so does his new wife. He is flying copilot on the airbus.

Son opened a feed and farm store in Santa Cruz. Daughter, Jamie, lives near us at Tahoe and Vicki is a stroke nurse in Reno.

Two days ago, a granddaughter came home and is out of the Army after a tour in Afghanistan. She was a medic and hurt in a truck explosion, is fine and arrive home safe and sound.

We decided to stay home and deal with the winter weather. It's been easy and mild. We had help from our daughter and son-in-law.

Health & happiness to you all. *Sid*

GARY HOOVER--Southwick, MA

I was impressed by the WM Patterson bio in RUPANEWS. Coming from Pan Am I never was really aware of his philosophy.

I have serious respect for the airline founders... J Trippe, Eddie Rickenbacker, Wm Patterson, AA's Crandall.

I wonder what WP's take on the stripping of all the employee rights via buyouts and bankruptcy's would have meant to him?

It is still happening! Best, *Gary*

SKIP IRWIN--Thornville, OH

Well here I am again a month late. This last year has been fairly quiet in my life. We did celebrate the birth of our fifth grandchild, a girl by the name of Olivia Paige Irwin, to my older son Dave. I just call her OPI much to the chagrin of her mother.

Still spending summers at Buckeye Lake, Ohio and winters in Sarasota Florida.

Cindy had an accident in Virginia in September which totaled her Lexus but was not hurt except for her pride. Our health remains good, which I am

thankful for at our age. Still don't miss flying at all. I spend most of my time either building something or fixing something that is broken. That is the penalty for owning too much stuff. Hard to believe that I have been retired for twelve years. I hope to make the annual Cleveland Crazies party in June where I see more of the good guys than any other get together.

We don't travel on United since they don't go anyplace we care about, except to Maine every other year or so. Once in a while we use Southwest to go from Columbus to Tampa, but we drive it a couple of times a year. I want to travel less every year.

I do enjoy reading *RUPANEWS* every month, but I have to give my alternate address so I get it in a timely manner.

I hope some of my old copilots join RUPA as they retire so I hear more from them.

Hope we all have a great year. *Skip*
EWR, DTW, MIA, DCA, CLE, ORD

R. T. LAWSON--Huntington, NY

It's hard to believe that 17 years have passed since that expressway approach, taxi under the hoses and set the parking brake at LGA, wife and daughter in the cockpit of the venerable 727.

Jack Wink, in the February issue of *RUPANEWS*, really nailed it when describing flying the 727 in the 60's & 70's. What a wonderful experience with a fabulous bunch of people.

Get to the great Pete Sofman lunchhes[NY Sky-scrapers] whenever I can. He does one helluva job, foods good, company terrific.

Sure do enjoy the *RUPANEWS*, thank you very much.

Low Level Lawson 65-96 EWR JFK CLE LGA

BOB LEITCH--San Jose, CA

Dear RUPA, first my apologies for getting my check in late, AGAIN. I'm enclosing \$50 so I'm guaranteed to be timely next year.

I'm still active in flying, never mind whether I can afford it or not! I use my Cessna 180 mainly for Angel Flights and Young Eagles, both of which I find to be very rewarding. Georgia and I occasionally take a long personal flight. Last year it was up to Northern Idaho. A very fun trip.

All our family is in the San Jose area. We enjoy many day outings to Santa Cruz and overnights at our hideaway in Swansboro, just north of Placerville, CA.

We are very thankful to continue to be in good health. Regards, *Bob*

ROD K. LION--No Las Vegas, NV

Hi all, Well, another year gone by, number 14 since I set the parking brake for the last time.

All's well, made a big move last year from Washington, and now living in Las Vegas, NV. Big change but enjoying it, much better playing golf in the sun than the rain. A lot closer to younger daughter and family living in Utah and Grandson and wife living in California.

Enjoy reading the *RUPANEWS* each month and send many thanks to the gang who keep it going. Check is in the mail ;-) Wishing all a great year and good health. *Rod*

HUGH MC INTYRE--Auburn, CA

It's time to send our dues, plus a little extra to help with postage or whatever.

My husband, Hugh's health has been declining. He has Alzheimer's disease. We are so blessed to have him home with us. He signed both of us up with long term care insurance over twelve years ago. Little did we know we would use it three years ago. We have wonderful caregivers who are compassionate, patient and caring. Two are nurses so we feel very blessed to have them.

Hugh was a very talented man. He enjoyed writing poems, besides many other things. I've enclosed one of his poems, "To Fly." I hope you will find it worthy to print.

Our son, Aaron, lives with us and is a huge help with his dad. The caregivers are only here 7-8 hours a day, six days a week. Aaron and I take care of Hugh the remainder of the day. He can't communicate anymore and needs help with everything. It's amazing that his attitude is positive and most always he has a smile on his face. Our faith is strong and God gives me his strength and joy everyday and peace in my heart.

We wish all who reads this God's love and his peace and a healthy and happy year.
Sincerely, *Norma & Hugh*

TO FLY

by Hugh McIntyre

*It fell my lot to ply the skies
To mine the winds for riches
And so I chased my childhood dreams
Beyond all hopes and wishes
At first my flights were fanciful
As in my mind I wandered
Into that realm above the earth
Upon which I had pondered
One day someone, I don't know who
Made me a plane of paper
I flung it high into the sky
And thought it quite a caper
Then came some gliders made of wood
Stick and paper models too
Cloud Buster kites with rag bag tails
I loved anything that flew
The years they came and went away
And my fancies went and came
But nothing dimmed my love affair
With flight--my eternal flame
And when at last it came to pass
That I took to the sky and flew
I couldn't believe the things I saw
Up there in the wild blue
Haloes around the sun and moon
As ice crystals bent their light
The broken bow and green flash too
Each added their own delight
The northern lights they danced for me
Their rippling curtain drawn
With subtle hues of red and green
In a ghostly northern dawn
Planets and stars all burned so bright
Undiminished by lights below
The Milky Way a stream of light
Andromeda's distant glow
On long night flights I'd pass the time
Watching the heavens above
Shooting stars and comets too
Gave rise to a higher love
The heavens declare God's glory
The psalmist of old did write
That all, from shepherds to pilots
Consider His power and might.*

HAL MEYER--Denver, CO

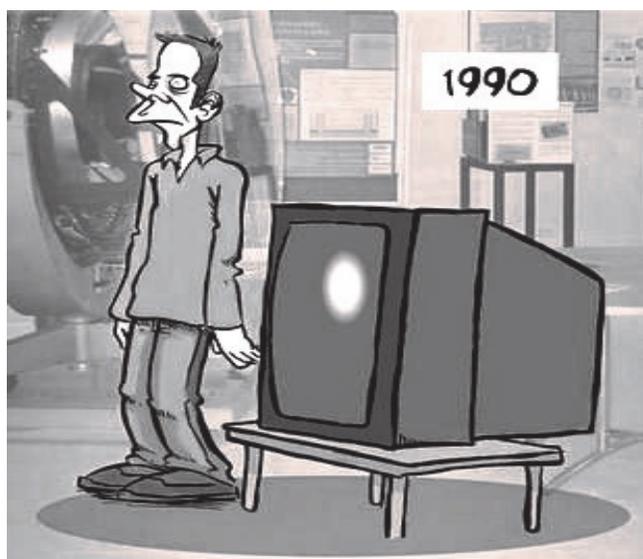
Hard to believe that 28 yrs have passed since retirement at age 60. And also that our company has been the largest in the USA for a while.

Janet and I have been using our Mileage Plus Credit card points for travel when we need to be some place, but now find that it also requires a sizeable money stipend. I think I read in RUPANEWS that in 2012 the continental airlines had an 82+ percent load factor so it all makes for not so friendly skies.

Our health has been good considering our ages and the desire for extended travel diminished so all in all it's been another great year. *Hal*

OAKLEY PORTER-- Richland, OR

It looks like I have forgot my yearly letter due in April. We don't have a lot to report, but we did have a nice trip to Kona in February to celebrate our good friend's 92 birthday. Had a good flight first



class going over, flown by a Continual crew, however it rained almost all the time we were there.

We have been busy with our new house in Pah-rump, thought it is a good time to buy as the market is on the way up here. We were able to find a house that has an r/v garage attached, and the people who built it had a lot of hand bars installed in the bathrooms of which I can make good use of.

Thanks to Cleve and all the crew for keeping RUPA going.

Oak, 1951 to 1985, Richland, OR or Pah-rump, NV

GEORGE PRESS--Newnan, GA

Well my birthday is coming around again so I guess it is time to renew my subscription to the *RUPANEWS*.

I can't believe that it has been 14 years since I last parked the 400.

Glad and I try to take at least one cruise a year and this year we went to Antarctica. We saw quite a bit of Chile and Argentina and of course Antarctica is beautiful. We also made a couple of trips to Cleveland to see our middle Daughter and Family, and on June 1st we are off to Newfoundland for four months. Otherwise not an eventful year.

Glad and I continue to enjoy good health. I think that playing hockey until age 66 helped me out a bit. I would like to still be doing it but the nearest ice rink here in Atlanta is about an hour and a half away. When I see my old hockey buddies, Bob Swanston and Bill Silvester, writing in I feel that I have to do my part so this year I too am sending in a note.

Thanks to all of you responsible for keeping RUPA together and getting the *RUPANEWS* out each month.

Leon the check is in Snail Mail.

Until next time. *George & Glad*

EARLE PRESTEN--St. Helena, CA

My goodness where does the time go. Excuse me while I get another glass of wine to give me strength to continue this note. It seems impossible to me that I have been hanging around the home every day for lunch for nearly 20 years now but I checked the math and that is what it says. The airline sure has changed since '93 and I'm not so sure that

the change is good. (but, who am I to judge?) We have used the new pass system a few times and have had fair success on international flights and poor results on anything domestic. Oh well, as Valerie says, "It is the price we pay for the price we pay." I do feel sorry for younger people who attempt to travel with a family. at least all we have to worry about is the two of us.

Enough of that..., here is what is happening at the Presten Ranch. (I think 4 acres doesn't quite make a ranch, but it sounds impressive) We still live in St. Helena on the same place we had when I retired, but with a few additions here and there along with the grape vines surrounding our home. We planted Petite Sirah back in '94 and they are the cash crop now and doing very well. We sell all our crop to a small local winery, Rutherford Grove Winery, and they make a very nice wine out of it. From time to time, we will hold some back or purchase some Zinfandel to make a batch of wine ourselves, but we have enough wine to last for quite a while so our personal winemaking is just every few years now. Those of you who flew with me in the '80's and '90's will probably remember some nice wines I would bring along from Sterling Vineyards for those "long" (over 24 hours) layovers. Valerie worked there for many years until she retired to run her own

At my age
I need glasses.



small business. Recently however, she has been working at another winery on a part time basis so she still keeps her hand in the wine business. I still spend a good deal of time in my shop working on antique cars for myself and some customers as well. The nice thing about this kind of work is that it leaves lots of time for other pursuits.

At our age, we feel that it is required to tell all about our health and I can sum it up in some very simple words: "thank God for replacement parts." We are both learning that the body does indeed wear out, particularly in joints but replacements are available. Sorta' like changing "black boxes" on the airplanes but it does take a bit longer to do the job. We move slowly these days but at least we move!!

After all those years in aluminum tubes, we find that we especially enjoy the open road and have taken some very wonderful vacations by car. I fully restored a 1940 Chevrolet convertible that has taken us some 25,000 fun filled miles. Our other vacation outlet is cruising. (How do you have a vacation when you don't even work?). Since retirement, we have enjoyed 11 various cruises that have taken us to many points of the world. Our last one, a couple of month ago, started in Sydney and 23 days later ended in Hong Kong with stops in Japan, Korea and China. Being able to use the UAL passes really makes the cruise a bargain so we tend to use Princess Line as they often start and finish at cities served by UAL.

We invite any of you to visit, have a glass of wine and hopefully stay a while if you make it to St. Helena. We are located about 70 miles North of SFO in the middle of the Napa Valley. With just the two of us rattling around in this house, we have lots of room for guests and invite you stay while you enjoy our valley. Our name and phone are in the local phone book or just stop by the hardware or auto parts store and they will tell you how to get to our place. It is a small town with only one hardware store, one auto parts store and a couple of super markets and pharmacies along with the numerous overpriced clothing, shoe and accessory stores for the tourists. One thing we are famous for throughout the Valley is the many fine restaurants, so if you enjoy fine wine and food, this area should definitely be

on your "bucket list".

I have enclosed my dues for the year plus a little extra for unforeseen expenses, and as always, am very grateful for those of you who put in the hours to produce our fine magazine.

Regards, *Earle & Valerie*

JIM REID--Denver, CO

Leon, It was a shock to realize that this time of year has come around again and I will become 8/10 of a Century old.

Enclosed is a check for the yearly dues. Also I noted your picture in the October 2012 issue with your flying machine. I feel compelled to insert the following photo which is probably the grandfather of your plane. This was taken in 1951 (over 60 years ago) when I was attending Lehigh University in Bethlehem PA. I

learned to fly in a J3 Cub and an Aeronca Champ (failed a whole semester pushing planes around for \$1 an hour and flying lessons). Still man-



aged to graduate in four years and got drafted into the military.

As I think back, this grass strip is where I learned the intricacies of flying derived from hanger talk. One item reviewed was what to do if caught above an overcast. The solution was to spin through and recover after breaking out the bottom—that way you could not get into a "dead man spiral." I decided to try it and upon entering the cloud cover I realized that I had not checked the height of the ceiling below. The spin seemed to last a life time but it worked. Night flying was next. The grass field was only about 3,000' long, no lighting and note the high wires in the picture. The clue here was to take off at sunset and when the full moon comes up there is no problem. Flight planning suggests that before you take off you check when the moon rises. The moon didn't rise for a long time. Survived again (first sign of grey hair). Next was a night takeoff on my first real cross country adventure to Florida in a Cessna 140. The "a" and "n" low frequency navigation system was not that great, especially when our maps were four years old, but this aircraft had a new instrument called a direc-

tional gyro. After takeoff I was congratulating myself on not wavering from course until about 40 minutes into the flight when the experienced pilot (70 hrs.) next to me pointed out that the sun was coming up in the West. Lesson learned - uncage the gyro. We finally landed and asked where we were. Etc., etc., etc. It is no wonder that back then the saying went that if you survived the first 100 hrs you were probably going to make it all the way. One thing that stuck with me was my instructor saying, you were never lost as long as you had fuel - just position uncertain and stay the course. The importance of situational awareness is another thing that was with me all the way through my UAL career.

Later I purchased my "baby" in the late 1950's—this Cessna 170. Many trips coast to coast and deep into Mexico when it was really not prudent to do so.

Never had insurance and never considered the possibility of engine problems. Nice to be naive. I think I paid about \$3,900 for it and it never let me down. Was out of work so had to sell it and a week later I got a picture - it was totally destroyed.



I do not think the newer breed of pilots can appreciate the freedom of this type of flying. It was the best. The pilot and plane became as one; now it appears that the pilot bonds to the computer. I assume you are still enjoying your plane. Keep up the good work.

Jim Reid

JACK RODERICK--Batavia, IL

First I want to thank all of you who work to put out our outstanding *RUPANEWS*. You all do a wonderful job.

Our family is doing fine. Run of the mill aches and pains (and sometimes a bit more) of old age. I'm 79 now and feeling fine. It worries me when I'm feeling good as to what is coming down the road next. Have 7 grand children now and all 3 families are doing well.

I work weekends at the Air Classics Museum at the Aurora, IL airport giving tours and answering questions. It's a fine museum with 4 indoor buildings

and 12 full size aircraft outside.

All my best to my fellow CLE Crazyies and other friends from my 32 years with United.

Jack, EWR, CLE, ORD

WILLIAM L. RUTHERFORD, MD--Geneseo, IL
I add my thanks to those of you who DO the work of producing the monthly Journal. I do understand the time and effort committed!

For those who are familiar with some of my "real life" activities:

The State of Illinois seems close to returning ownership of the Wildlife Prairie State Park to private ownership in *Friends of Wildlife Prairie Park*, a Peoria community group who will be more competent in supporting and managing it.

Our post-UAL retirement project to translate crew-concept and "CLR" practices to the healthcare context has stimulated thinking and many new practices in bedside behavior and hospital care. It has spawned, among others, the new *Jump Trading Simulation and Education Center*—a \$50M project—within the University of Illinois College of Medicine at Peoria/OSF St. Francis hospital system. Collectively, I think the UAL pilot group should take significant satisfaction from the new ways "docs" think about safety—we educated them—despite their reluctance.

Sincerely, *Bill*

AL SCHMITT--Sequim, WA

Hi Cleve, greetings from the beautiful northwest corner of this once great land of ours. My fervent hope is that it will be again before I fly west.

Gone 16 years now but still in fair health. Except for an Alaska cruise in 2011, we haven't been travelling. My beautiful bride was diagnosed with Alzheimer's in the fall of 2010 and it is slowly progressing. Sure makes me realize how bright and talented she was and how much she enriched my life. But, on the other hand, I have been able to hone my domestic skills to the point that I expect to be ready to go for a homemaker rating check ride in about six months.

I still fly our club C-172 and enjoy it very much as long as the weather is severe VFR and I'm only going for lunch. I finally sold the boat that I bought from Dick Ionata in 1996 when it had 18 hrs. Thanks again, Dick, the Captain's Lady and I had a

lot of fun and over 425 hrs together.

Many thanks for all the work and dedication of our RUPA volunteers to keep us informed and bitching. Best wishes to all my friends, *AL*

ROBERT "LANE" SHOWALTER--San Diego, CA
Only a little late this year! Sorry I missed a few years, but glad to be back.

It's been six years since my Proton/Prostate treatment at Loma Linda and things are going well. My last PSA figure was 0.05.

We still get over to Hawaii almost every year as we still have our timeshare at Kona. Sometimes we trade for other islands or other destinations. We did trade for New Zealand once but that was some time ago.

Also, we still have the old GMC motorhome for camp outs with family and friends. And the car club activities are fun, tours, etc. I still go to the big car show at Hershey, Pennsylvania every October mainly as a gathering of old friends. Used to be to hunt for old car parts.

Thank you. *Lane*

MRS. MILLIE STEWART--Greenwood Village, CO
My dues for another year. I continue to enjoy reading the *RUPANEWS*, and hearing about the members of the UAL family. Though I must admit the familiar names are sadly becoming fewer.

My wings were "clipped" in 1943 when I married my pilot. My husband flew from 1943 to 1976, nearly all out of DEN, but the last few years of his career, from SFO and LAX. He flew the military contract routes into the Pacific during WWII and again during the Vietnam War. I was a Denver based Stewardess flying on Boeing 247 and DC-3, 1941 thru 1943. I am in my 95th year, widowed since 2003. *Millie*

LEE SWOFFORD--Coppell, TX

Not much has happened in the last year. I just got one year older. Whoopee. I made one trip to North Carolina to visit my two younger brothers. My daughter who knows how to do things arranged it for me. I read about the new pass policy. All I get from it is I don't want to take any long trips. I miss the old days when you just walked into the office and said I want to ride the jump seat to Detroit or where ever and they would give you a little piece of paper about two inches square and off you went. Oh Well --I really don't want to go to Detroit any-

way.

Recently I was called one of the ' Old Timers' I don't feel like one—Maybe Dave Hanst does, for he is a couple years older than I. I did fly copilot for many of the real Old Timers, people who had flown the open cockpit planes. Once in awhile I would see some of the Old ones talking about each other. I would try to sit close so I could listen. What Stories!! I wish I had written them down, but a lot of them are not printable.

One Story; I was talking to the senior station Master at Cleveland. He told me about the first trip a plane made from Detroit to Cleveland without going around Lake Erie. The government would not permit them to fly direct without Flotation Equipment. They finally approved a test flight. He had arranged to place an engine and a beacon transmitter in a farmers field so the pilot could home in on it with a loop antenna. The farmer was told to start the engine at a certain time and let it run for a length of time. The day came for the first direct flight. The pilot landed and reported that he was not able to receive the beacon. The manager drove out to the farm to find out what was wrong. The farmer said that he did not start the engine because it was a waste of gasoline to just let it sit there running. Some farmers are like that. I've known a few.

You would think that after thirty one years of retirement I would get it right but I still find myself doing a honey-do.

Keep up the good work. *Lee* 1945-82 DC3-747



RON TAYLOR--Moines, WA

Ninety years old, (the big 90). There was a few times I didn't think I would make it after enjoying good health for so long. Last fall, my aortic valve (bovine) decided it was time to start causing trouble, after all it had been installed 15 years ago. So after a few trips to the hospital it became critical to do something now. The trouble being, surgeons dislike open heart surgery on 90 year olds, but there really was no choice, so my family and I decided to go for the new bovine valve in January. Home looked mighty good after my ten day hospital stay. Recovery is slow, but a wonderful time to catch up on reading and watching the boat traffic, from our waterfront condo in Des Moines, after downsizing to here last fall.

Wishing all of you the best and thanking the many who have worked so hard keeping RUPA alive and well. *Ron*

IN MEMORIAM

ROBERT L. BURNS

Robert L. Burns of Fairfield, CT passed away on April 22, from heart failure. He was 82 years old.

Bob was born in the Bay Ridge neighborhood of Brooklyn, New York, on January 16, 1931. His aptitude for mechanical and technical sciences earned him entrance to Brooklyn Technical High School in 1945. Soon after, inspired by the sight of his Uncle Jimmy Kielt in his "summer whites," he decided to become a pilot. The decision led to a lifelong passion for flight and world travel.

"Captain Bob," as he was known to family and friends, joined the US Air Force in 1951 after taking courses at St. John's and Georgetown universities. He clocked thousands of miles on military jets, first on the F-94C Lockheed Starfire. He flew the F-86 for two years in the 66th Fighter Interceptor Squadron at Elmendorf Air Force Base in Anchorage, Alaska, embarking on many exhilarating adventures. He joined United Airlines in 1957 and flew as captain on the DC-10, Boeing 727, and ultimately Boeing 747. He was proud of his flawless 37-year aviation career and record of safely transporting tens of thousands of passengers. He never tired of flying to cities all over the world, especially Tokyo and Singapore. After his mandatory pilot's retirement in 1991, he flew as a 747 engineer until

1994.

In 1963, during the golden era of jet travel, a friend introduced him to his future wife, Ursula, a Pan Am stewardess who had recently moved to New York from her native Germany. Robert and Ursula married in 1965 and lived in Manhattan until they moved to Westport, Connecticut, in 1967. They moved to Fairfield two years later and had two children, Michele and Thomas.

Bob loved his family and was as devoted a husband and father as he was passionate about flying. His airline schedule enabled him to spend generous amounts of time at home. He enjoyed an active life, frequently walking with his dog in Brett Woods, spending time at Jennings Beach, and swimming, golfing, and playing tennis at the Patterson Club. He and his family traveled often, particularly to visit Ursula's family in Ulm, Germany.

Bob is survived by his wife, Ursula, a daughter and son, five grandchildren, and two brothers.

In lieu of flowers, the family has asked that donations be made to the Fidelco Guide Dog Foundation, which bred the German Shepherds Robert loved so much.

JAMES K. DAVID

James K. David, 93, died January 25 in Ft. Myers, FL.

He was born in Salters, SC in 1919 and was a Graduate of the University of South Carolina. During WWII he served as a B-17 pilot with the 301st Bomb Group, earning the Distinguished Flying Cross and the Air Medal. He was recalled to service during the Korean War. He was employed by United Airlines from 1945 until his retirement as a B-747 captain in 1979.

He is survived by two daughters, 4 grandchildren, 5 great-grandchildren, a large extended family and very dear friends.

FREDERICK M. HORSMON

Frederick Merritt "Fritz" Horsmon, 84, of Ligonier, PA died unexpectedly March 3, 2013.

He was born Feb. 18, 1929, in Manor, PA. Fritz attended Manor School, Jeannette High School and Penn State University, where he earned a degree in forestry. He was a Naval aviator, who achieved the rank of Captain before retiring in 1975. From 1975 until 1989, he flew for United Airlines. After retire-

ment from United, he piloted corporate jets for the Teledyne Corp.

A true son of Pennsylvania, he was an avid hunter and angler, and had a passion for golfing. Fritz was involved in many community organizations and was a member of the Waterford Volunteer Fire Company and Covenant Presbyterian Church.

He is survived by his wife, Mary; two children, and two grandchildren.

ROBERT PAUL MORF

Robert Paul Morf died on April 28, 2013 at Westminster Canterbury of the Blue Ridge in Charlottesville, VA. He was born May 8, 1916 at home in Fredericksburg, Iowa.



He lost his ever loving wife Betty in 2010 after 64 years together. He is survived by two daughters and a granddaughter.

Bob graduated from Fredericksburg High School in 1934 and attended a small college in Iowa for one year. In the fall of 1937 he enrolled in William Jewell College, Liberty, MO. He graduated with the class of '39 after 2 years and 2 summer sessions. He was then hired to teach Latin and history at the West Branch, Iowa High School. After the start of the 1940 school year, Bob received a letter from the Chickasaw County Draft Board and on March 23, 1941 he enlisted in the Navy for flight training. Bob reported to the Naval Air Station in Glenview, IL and completed training at the Naval Air Station in Corpus Christi, TX and was awarded those coveted "Navy Wings of Gold." After a variety of assignments, Bob was finally sent to Beaufort SC where he instructed students. It was there that Betty entered his life. She went from Alameda to Beaufort to visit friends whom she had known while living in Hawaii. Betty was an eye witness to the bombing of Pearl Harbor on Dec. 7, 1941.

Bob was soon sent to San Diego where he was assigned to a new Hospital Transport Squadron based in Alameda, but soon moved to Kaneohe. Of course while in Alameda he renewed contact with Betty. Soon after arriving at Kaneohe, the squadron was moved to Guam. After a series of flights to a variety of islands, including some flights at low level searching for downed B-29 crews; it was soon the

prime assignment for VH-3 (his squadron) to transport wounded Marines from Iwo Jima to Guam. In early April his squadron was decommissioned, and planes were turned over to the Marines. Flight personnel were transported back to the States and on to NAS Olathe, KS for further assignment. Bob's "further assignment" was on to Opa Locka, FL NAS when released. He had stayed in touch with Betty. Following a proposal by one of them (a matter of family debate!), she agreed to drive to Olathe, and they were married on August 14, 1945--VJ Day!!! The whole country plus the "Sailor and Nurse in Times Square" helped them celebrate their wedding day. After a reception in Kansas City, they were off to Opa Locka.

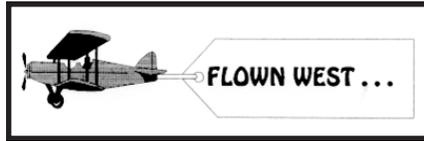
When Bob was released from active duty on Nov. 1, 1945, he was hired by Capital Airlines, which a few years later merged with United Airlines. He later became a flight manager at Newark, NJ and JFK Airport in New York. As a Naval and civilian pilot, Bob logged over 30,000 flight hours and flew 45 different types of airplanes.

Bob retired in 1976, and he and Betty moved to their farm near Middleburg, VA where they lived until moving to Westminster Canterbury of the Blue Ridge, a life care retirement community in Charlottesville, VA in 2002.

While at their farm in retirement Bob had a neighbor, Tommy diZerega, who was advised after surgery to "Walk, or Else". Tommy and Bob completed a couple of 200-mile hikes in England. Sadly, Tommy suffered a stroke and was unable to keep on hiking, but Bob continued: two more hikes in England, one in Ireland (with daughter Heidi), one in Wales, and four in Spain with a wonderful guide, Nicholas Law. In 2005, Bob completed his last hike on the Costa Brava at age 89. Bob was always grateful to Tommy for introducing him to hiking and was certain it added years to his life and would not have happened without him.

Bob insisted that his obituary emphasize what a wonderful 64+ years he and Betty had together, along with 2 wonderful loving daughters.

He requested that in lieu of flowers contributions be made to the Westminster Canterbury of the Blue Ridge Annual Fellowship Fund, 250 Pantops Mountain Rd, Charlottesville, VA 22911 or to the Endowment Fund, Emmanuel Episcopal Church, P.O. Box Delaplane, VA 20144.



Chester D. Hall	Jan. 2012
*Robert E. Laine	Jan. 2012
James K. David	Jan. 25, 2013
Paul E. Ferguson	Feb. 02, 2013
*Harvey A. Wilson	Feb. 2011
*Frederic F. Stripe	Feb. 07, 2013
*Michael C. Lauria	Feb. 14, 2013
*Charles F. Moore III	Feb. 2013
*Clyde A. Lancaster, Jr.	Mar. 2013
Claire "Rocky" Kreis	Apr. 4, 2013
*Jay A. Halstead	Apr. 24, 2013
*Roman H. Lins	Apr. 28, 2013

**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



From:

RUPA
P.O. Box 400
Vineburg, CA 95487-0400
June 2013 Edition

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

To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188
Tucson Toros (Jan. 22, 2013)—*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 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*
Thousand Oaks (2nd Thursday on even months)—*Dish Restaurant*, Thousand Oaks, CA 805-371-8418

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)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

Hawaii

Hawaii Ono Nene's (To Be Announced, Call Larry Becker, 808-262-8785)—*Mid Pacific Country Club*

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

New York

New York Skyscrapers (June)—*Rock Spring Golf Club, West Orange, NJ* - psofman@gmail.com
New York Skyscrapers (October)—*The Assembly Steak House, Englewood Cliffs, NJ* - psofman@gmail.com

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