
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

| | | | |
|-------------------------|------------|-------------|------------|
| President's Message | Page 3 | Articles | Page 13-34 |
| About the Cover | Page 5 | Letters | Page 35-45 |
| Local Reports | Page 5-13 | In Memoriam | Page 45-46 |
| 2014 Cruise Information | Page 22-24 | Calendar | Page 48 |

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Washington D.C.

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PRESIDENT'S LETTER

HAPPY JULY 4TH!



Welcome new members: Capt John J. Collins of Port Washington, WI; Capt Howard K. Murphy of Vacaville, CA; Capt Dean E. “Deke” Kramer of Bernville, PA; Capt Samuel C. Andrews of Blanchard, OK; Capt John G. Voishan of Sierra Vista, AZ; Capt Ori L. Good of East Earl, PA; and Capt Art J. McClelland of Spring, TX!

At last we have retiree IDs for retired UAL pilots! I received the details Monday morning June 10th and immediately sent an eblast to those who have subscribed to our service. We have updated our website with the information under the “Bulletin Board” tab, and of course have included the information in this issue of the *RUPANEWS*. This project has taken over 2 ½ years to finalize but it is now in place and working! (Family members are not eligible for IDs. Only the former employee, now retiree, is eligible for the issuance of a retiree ID.) The retiree travel “letters” are still available off CONU’s website for travel purposes. The only major problem with this current process is for those of you without computer access - there is no alternative at this time for you unless you have a grandchild who can help you or perhaps a library or senior center that offers computer access. When you are ready to apply be prepared with a recent passport type photo and a photo copy of a government photo ID that can be attached to the computer application process. Payment is through PayPal.

If you have not used UAL’s website in years you will need to go to <https://skynet.ual.com>. You will need your old file number and establish a new password. The website is very user friendly.

As advised last month, some AOL users, even though they have opted-in to our eblast service, are not receiving the eblasts! This is AOL blocking the eblast. All three of the major eblast vendors are having problems with AOL. Contact AOL personally and complain – if you can find a live person to talk to! You are paying for your AOL service, you have opted-in, and you should receive the eblasts as an AOL customer. No other ISPs are creating this mass blocking problem! A quote from iContact in response to my complaint email: “When a contact receives a temporary bounce, iContact will attempt to send the message again, with a maximum of 5 attempts, within the course of 3 days. We want to ensure that the message will be received as temporary bounces are usually caused by minor technical issues from the receiving end (e.g. server unavailable, inbox full at the time of delivery, etc.). AOL nowadays is known for bouncing mass emails sent to them. This is even a fact acknowledged by most mass email senders, like iContact. From a sender's point, we are unable to fix it as this issue is coming from AOL. We are constantly monitoring AOL's performance in receiving emails to make sure delivery to their users are optimized.”

Heads-up! Recently at my Rotary meeting we had a presentation from our DA about financial elder abuse. Computer and phone fraud is rampant and most of us are very aware of all the attempts by con men to get our money! Never give out your passwords, pin numbers, social security number, date of birth, or other personal information over the phone or via the computer unless you know for a fact who you are in contact with – especially if you didn’t initiate the contact. The latest is the FedEx or DHL email about a pending package delivery problem. The email looks good – not like the days of miss-spelled words, bad grammar, and poor graphics! Remember the PayPal problems of a few years ago - and that still continues today! “Crooks” are trying every method available to take your money – but they need your cooperation by you giving them pin numbers, passwords, your social security number, and DOB, etc.

Some other frauds are the lottery winner emails from Nigeria, Canada, and England. The traveler with the lost or stolen wallet stuck in Europe or South America needing a helping hand to get home. There is the grandchild in jail that needs bail money. There are so many scams. Everyone and everything should be suspect.

But there are also the more direct personal types of financial fraud that is becoming more and more prevalent. The annuity sales man - looks professional, drives a nice car, has the business card, speaks the lingo, and has the charisma to win over Scrooge - is preying on seniors at an alarming rate. These con men favor retirement communities, senior centers, and church groups.

What is an annuity: It is a contract in which an insurance company makes a series of payments to an individual at regular intervals in return for a premium.

Warning signs of potential annuity fraud:

- None of the information is in writing.
- You are being pressured to enter into a “great” deal right now without time to reflect or without someone else present.
- You are being asked to sign something you do not understand.
- If an agent comes to your home without prior 24 hour notice.

How to protect yourself:

- Verify that the agent and company you are considering doing business with are both licensed within your State.
- You have the right to have another person present at any sales meeting including but not limited to a family member, friend, financial advisor or an attorney.
- You have the right to end the meeting at any time.
- You have the right to contact your local law enforcement agency or your State’s Department of Insurance to file a complaint or report an incident.

If an agent contacts you at your home:

- The agent or broker should present you with a business card or other written identification stating their name, business, telephone number, and license number.
- They should immediately give you the names and titles of all persons that will arrive at your home.
- Should you request that the discussion end, those individuals should immediately leave your home.

There are very few occasions for immediate signatures for the “great deal” or “limited time” offer. Follow-up with the Department of Insurance to verify license numbers! Make phone calls and verify all information. Calling “his/her” number won’t help. Street or mailing addresses can be meaningless. So don’t look to “them” for verification – go around them!

There has recently been a new surge in veteran financial abuse along these same annuity lines. Promises that sound too good to be true . . . ! Buyer beware! Once parted from your money there is seldom a full recovery - even if a conviction is made. Jail time in California is around three years! Time actually spent in jail – on average – 24 months!

On a happier note: If there is no local RUPA group in your area – start one! Just write a brief paragraph or two about where, when, and who to contact and Cleve will include it in our magazine. They will come!!! That is how I started our MR Y group. The camaraderie we shared is the best part of our UAL careers; don’t miss the opportunity to continue those friendships!

Remember to include your file number when sending your annual check to Leon. One thing eblast has shown us is we frequently don’t have your current email address. Check the RUPA Directory and confirm your personal contact information. Update us ASAP if there are corrections or additions.

I hope your summer is filled with the seasonal joys and pleasures of family and friends!

Cheers, Phyllis Cleveland



ABOUT THE COVER

Maiden flight of the Airbus A350 XWB

SAN DIEGO COUNTY RUPA LUNCHEON

Howdy Cleve- The group met at the usual time and place, and for any newbie interested in attending, we meet on the second Tuesday at noon at the San Marcos Country Club restaurant at Lake San Marcos. You can call me for information at 760-480-7420, and I'm on page 2 of the NEWS.



The group is usually small, intimate really, and we get to know each other very nicely. The meeting this month had just 6 persons. Left to Right; Paul Whitby, Brad and Rhoda Green, Mark Mayer, Evelyn and Bill Pauling.

I was having some dental work done, and our regular guy Bob Bowman, and frequently his wife Ruth, didn't make it, as Bob was not feeling well. Bill Pauling's email to me said the conversation was lively, and enjoyable, and joked that 2 favorite subjects were airplanes and current medicine usage, har de har har. Best wishes to all the Ruparians, *Bob Harrell*

SEATTLE GOONEY BIRDS LUNCHEON

May 18, 2013; fourteen RUPA members gathered for good food and good fellowship at the SEATAC Marriott, and all seemed to have a good time judging from the lively conversations.

Bob Howard made a pitch for his golf tournament and told a good joke followed by jokes from Herb Marks' smart phone, and one by the host. No serious discussions, just a good time!

In attendance: Bill Stoneman, Bob Howard, Mark Gilkey, Eric Malm, Bill Jenson, Chuck Westphal, Jack Brown, Al Haynes, Herb Marks, George Brown, Bill Shumway, Dick Anderson, Ken Case, and Bill Brett.

How to update your personal Information!

Address changes, (Attention Snowbirds!!!)

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

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

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

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



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



John Williams, retired United employee receives French Legion of Honor Medal.

On Friday May 24, 2013 at the Colorado State Capitol in Denver 1st Lt. **John Williams** U.S. Army Air Corps and Tech Sgt. Wilbur Brunger U. S. Army were presented with the *Chevalier dans l'Ordre National de la Legion d'Honneur* in recognition of their distinguished service to France during WWII.

John Williams was born March 3, 1921 in Oconee, IL where he attended school through the 11th grade; he then graduated from high school at nearby Pana, IL. He and his brother Walter enlisted in the U. S. Army in Sept. 1940. His brother was shipped to the Philippines where he was captured and endured the Bataan death march. Walter was killed when a Japanese ship moving the POWs was sunk by allied forces.

John transferred to the Army Air Corps and was commissioned a 2nd Lt. on March 20, 1943. Six months later he was flying B24s for the 714 Bomb Squadron, 488th Bombardment Group, 8th Air Force in England. John and his crew - # 48, flew their first combat mission to La Broye, France on Christmas Eve 1943. John completed his 30th and final mission June 2, 1944 to Beauvoir, France. He was stationed at Seething, England when the D-Day invasion took place and returned to Langley Field, Virginia and then to Ft. Sheridan where he was discharged June 16, 1945.

His military awards include The WWII Victory Medal, European African Middle-East Theater Ribbon with Battle Star, an Air Medal with 3 clusters and the Distinguished Flying Cross.

Following his discharge, John with his wife, Irene and their first child moved to Chicago where he earned his 1st Class Radio and TV license. He then joined United Air Lines as a Radio and Electronics Mechanic. The family moved to Colorado in 1953 and John retired from United after 34 years service. John was a long-time member of the DENTK Flight Simulator Maintenance & Engineering department. John and his wife of 68 years have 5 children, 10 grandchildren and 3 great grandchildren.

Veterans who fought on French soil qualified for the Chevalier dans l'Ordre National de la Legion d'Honneur (The French Legion of Honor) medal.

John Williams' military records were submitted to the French embassy for consideration. His and other nominated candidates records were sent to the Legion of Honor Committee in Paris, which decided the recipients.

Compiled by Marvin Berryman DENTK Retired, from United Air Lines Annual Reports.

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 FRANCISCO NORTH BAY RUPA LUNCHEON

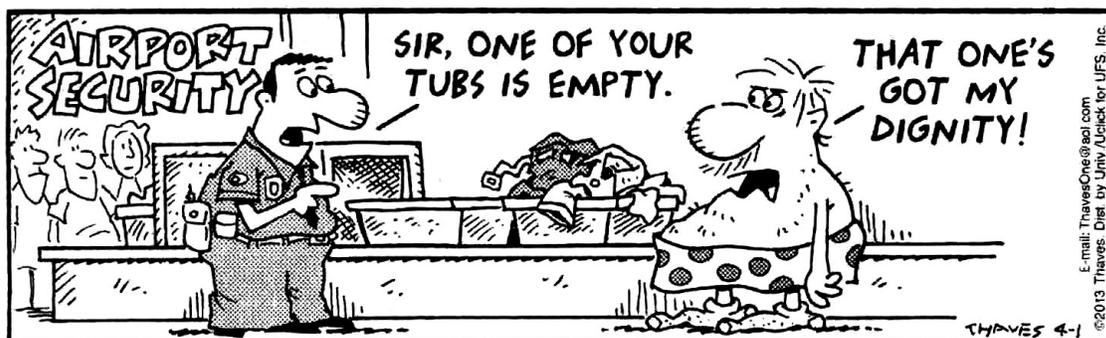
The June luncheon gathering of the North Bay RUPA group was held on the first Wednesday, June 5th, at the Petaluma Sheraton's Tolay Room.

After the "unable to attend" remarks, a short update on the sick list, then our Health and Welfare Chairman, George Hise, treated us to even more enlightening medical information, with handouts, proclaiming marijuana use has been linked to better blood sugar control! Bill Smith spoke to the group about the upcoming premiere on July 17th, EPIX (premium channel) and EPIXHD.com, of "TWA Flight 800", a new documentary that delves into the controversial findings of that incident. Norm DeBack spoke on the Marin Independent Journals question to several citizens regarding what Memorial Day meant to them. the blasé, uninterested, unknowing, responses were quite remarkable, and Norm read his letter to the editor to comment on them. Gardner "Bones" Bride told the group of his recent experiences with Sleep Apnea, and highly recommended anyone having any suspicion they might suffer from this malady, promptly get tested, as the condition may be the underlying cause of many medical issues. Treatment is available, and works well. Deke Holman was the fashion hit of the day, wearing his "Mainliner Socks!" Some aviation memorabilia was passed around, including an advertisement showing a United DC-3, with uniformed crew, plugging "Phillip Morris" cigarettes, and a 1966 full page ad in Flying Magazine, touting United's Flight Officer program over other airlines. Wayne Heyerly noted that "United's free retirement program can provide up to \$23,000 annual income!"..(How did they know?)

Those attending: George Hise, Dick Lammerding, Linda Morley-Wells and Walt Wells, Dave and Vivian Stolp, Deke and Merle Holman, Leon Scarbrough, Wayne Heyerly, Norm DeBack, Dick Hanna, Dwight Daley, Dan Bargar, Don Madson, "Bones" Bride, Bill McGuire, Jules Lepkowsky,

Jim Mansfield, Bill Psmith (the "P" is silent), Barney Hagen, J.R. Hastings, Bob and Doris Donegan.
(Bob D. substitute scribe for Bill Greene)

FRANK AND ERNEST | Bob Thaves



THE MONTEREY PENINSULA RUPA (May) LUNCH BUNCH

In a week that went from 93 degrees to 68 degrees in less than a few hours, the weather has stabilized to nice and seasonal! Those joining our May 8th luncheon were Dave and Linda Mackie, Barrie and Sharon Nelson, Jim and Tommy Gwinn, Will and Fran Blomgren, Brett Morris, Diane Ellis, Paul Olson, Lee and Nancy Casey, Rex and Marilee Lawson, Mike and Mary Lynne Donnelly, Pete Walmsley, and yours truly. Robert Gifford stopped by to say “hello”, it was great to see him, and it has been a long time!

A huge traffic jam on HWY 1 delayed many for the 11:30 report. We suspect a few gave up and went for another option.

Milt continues on the “sick list” as well as Jon Rowbottom who is fighting a virus. Paul is on the mend though his hand and wrist are still swollen.

Exciting news: RUPA is planning a cruise in May 2014. Starting at Rotterdam the options will be a 7 or 14 day cruise. Look for more details in this issue.

For the Monterey group we are planning a whale watching cruise and a separate dinner outing possibly at Rocky Point. Under new ownership the recent reports state that there has been a great improvement in the quality of the meals, the décor, and service! More details to follow. Pete advised he is also holding off on the date for our golf tournament until the new golf pro is actually on the links. We hope for a September date!

Sharon gave us some “line” insight since she is still flying. On a recent trip to Hawaii Barrie noticed there is no posted “standby” list at the gate. Supposedly the city is blocking that access. *Cheerio, Phyllis Cleveland*

THE MONTEREY PENINSULA RUPA (June) LUNCH BUNCH

June on the central coast of California couldn't be more ideal! While it is over 100 degrees in the San Joaquin Valley, we enjoy the mild 70's – to say nothing about the fabulous views around the peninsula!

Those sharing the cool breezes and fabulous food were Jon Rowbottom, Steve Filson, Richard Myer, Carlos Quintana, Phil and Pat McClain, Jack Cowlis, Will and Fran Blomgren, Diane Ellis, Brett Morris, Lee and Nancy Casey, Pete and Donna Walmsley (our hosts), and much missed and worried about Milt and Sunee Jines!



Milt and Sunee briefed us about their several month ordeal. Milt is about 95 percent and improving steadily. It was great to have Milt and Sunee back in the fold and both looking so good!

I advised the group about the news on the retiree IDs. Continental pilot retirees have had their IDs all along. Now, if you are computer savvy and have the required photo and government ID that can be attached to the computer application, you too for \$35.00 can have a retiree ID. It is for the retired employee only – no

spouses or other family members are eligible.

AOL continues to block some RUPA eblasts – including those that have opted-in correctly. iContact will attempt 5 contacts within three days. However, AOL continues to block and the only viable answer is for each AOL customer to contact AOL and complain - loudly!

We talked briefly about the passing of James Gordon and James Coombes. Both have memorials scheduled for later this month.

Rich entertained us with another magic trick – no smoke and mirrors – it’s all practice practice practice!

Pete has set the date for our Fourth Annual RUPA Golf Tournament for September 11th, our normal Wednesday RUPA lunch date at Edgar’s at Quail Lodge. That day we will start lunch earlier at 11:00 a.m. to order by 11:30. For those playing the “T” times will start at 1:00. Contact Pete directly either at 831-624-7786 or email at: PeteWalmsley75@gmail.com. Out-of-towners are welcome. The lodge is now open if you are looking for a nice hotel experience to add to your golfing fun!

The next regular RUPA lunch at Edgar’s is July 10th. Please RSVP by the Tuesday before! Happy July 4th!

Phyllis Cleveland 

S.E. FLORIDA GOLDCOAST LUNCHEON

A number of us have decided to continue the RUPA lunch structure in Pompano Beach throughout the summer and everybody is invited. To keep it simple, we plan to stick with the same dates of the 2nd Thursday of each month. That means that they will commence on: July 11, August 8, and September 12.

The folks at Galuppi's have these dates blocked and they plan to block space for 10-15 people on each of these days starting at 11:30. Most times we are on the road by 1:15 or so.

We know that many of our guys do travel north to go to their other homes and on trips and we accept the lunches will be smaller. This is a good way to keep up with our friends for the hot half of the year complete with tropical storms and hurricanes! I know some of you come down once a month or so to check on your houses, so think about planning around the lunch.

Ladies and Girlfriends are invited and this seems to work well during the summer for the majority of people. It would be great to catch up and share how our various trips and the summer months.

We had 14 people at our JUNE SUMMER luncheon which is larger than many smaller chapters.

Jim Morehead & Art Jackson

DENVER GOOD OL' BOYS RUPA LUNCHEON

Our scheduled meeting convened Tuesday May 21st at the Denver American Legion Leyden Chiles Wickersham Post 1. After some time for libations and visiting, a good lunch got underway with coordinator Ted Wilkinson moderating the as usual discussion and experiences in respect of updates for the airline news and passes etc. and infirm information. It was good to see Bill Fife present having recovered from a health set back. Among other news the May 2012 upcoming Scandinavian cruise scheduled to begin May 10, 2014 was mentioned.

Attending: Ted Wilkinson Bill Hanson Dick Shipman Dick Garbrick Bob Sanwald Denis Getman Bob Blessin Bill Bates Al Dorsey Stanley Boehm Mack Connelly Nick Hinch Casey Walker Jack Wilhite Ed Cutler Jack Davis Phil Eclund Duane Searle Pete Lynch Rick Madsen Cliff Lawson Jim Adair Ken Ewing Al Snook David Horwitz Ray Bowman Russ Ward A J Hartzler Rick Bebee Bob Crowell Bill and Claire Fife Jim Krasno George Maize and Don Johnson.

Respectfully submitted, *Stanley Boehm* volunteer co-scribe

APHORISMS

Seat belts are not as confining as wheelchairs.

THE COLUMBIA RIVER GEEZER'S LUNCHEON

The Columbia River Geezers met for lunch again ...June 12, 2013. WX: 1100 OVERCAST 61F 190/13 Today we all enjoyed each other's company of 7 Geezers; some of whom are from Oregon and others from just across the Columbia River in Washington State. We exercised our verbal skills, catching up with discussions centered around flying light aircraft, corporate and heavy jets, travel and a few war stories.

Looking closely at the photo below, you may notice the twinkle in our eyes, which is a direct result of a good night's sleep and maximum body hydration from drinking so much iced tea and water. We've all found, as we grow older that most drinks which contain a large majority of water are definitely good for our health. I am responsible to insure that we are seated close to the "Blue Room" although it took us about four different table attempts before we all found something collectively comfortable. All the Geezers selected different Claim Jumpers salads from their menus, and it is important to point out that not one of us opted for dessert. Just more water please. OH! And separate checks.....PLEASE. Ah.....! Which way to the "blue room?" Memories?



Clockwise left to right: Ron Blash, Leonard Mc Croskey, Dick Ionata, Jay Donaldson, Bill Park, Doug Howden and Rich Warden.

Rich Warden had to leave a little early as he was scheduled to launch/fly in a few hours, somewhere to the north in WA then back to PDX and back to KUAO. Rich who retired number one a few years back now flies a few different jets corporately for some of America's Pacific Northwest's entrepreneurs. Bill Park also left early so he could mow one of his hay fields. Actually though, I think he was sneaking home for a nap as he wandered back to the table to find out what we were talking about and he seemed a little sleepy, perhaps a post lunch sinker. Bill and I plan to do some T-34 flying together in the near future. Jay is still fishing from his back porch and Mac is traveling and using up his passes. Even with Mac's seniority he gets pushed somewhere behind those questionable pass riders with the PS after their names. Doug showed up a little late today, yet we still found a seat for him at the table. Doug you're always welcome, however, please push back a little earlier next time, as we missed your company on the front end of our discussions. Dick Ionata, as usual, came to the table with interesting tales of encounters from his military flying career. Dick was a B-52 driver and retired from the 757/767 fleet.

Some regulars missing from the table today were Tony Passannante. Tony was out and about somewhere in Turkey, Istanbul I think? He was delivering a B-737-800. I hope he was totally prepared and packed some marshmallows for the bonfires which are currently lighting up the local neighborhoods there. Be safe Tony. Ron Lyall sent me an e mail early on stating he would not be making it to this luncheon. I believe he may

have been at his cabin in Klamath Falls, mowing his lawn. Don't know what happened to Sam "Gordy" Richardson, I thought that he was going to make it but did not? I haven't seen Bill Englund for some time and he may be traveling around in his motor home? Where are you Bill, please bring us up to date? John Clark and Bill Ketchum, we are all still waiting for you both to show up and surprise us. There are other retirees who live in the OR and WA neighborhoods who we would like to see and hear from also. Please join us.

Looking forward to July, on the second Wednesday of the month when we will all bump into each other again at the Claim Jumpers Restaurant located in Clackamas Town Center.

Cheers, *Ron Blash & Tony* too. Rblash@mac.com

THOUSAND OAKS RUPA LUNCHEON

We convened a good group on June 13, 2013, another bright, sunny day at the Dish restaurant in the Janns Mall (165 N. Moorpark Rd, ph 805-371-8418).

It was decided that we would meet on the 2nd Thursday of odd months so as to not conflict with the LA South Bay meetings, and a new starting time of 1100 to give people more time to arrive and talk before lunch. Hence our next luncheon will be July 11 at 1100, (7-11 at 11), sounds easy to remember.

We had quite a few new attendees including Grant Sullivan who is still working, flying the 747-400 out of SFO. He gave us an update on how Continental, I mean UAL, is doing. We were pleased to see Claude Giddings looking well again and we enjoyed his entertaining humor.

We discussed the new optional retiree badge, the RUPA cruise in 2014 to Norway, phone numbers in case you're on the road and you get locked out of skynet (800-255-5801). All of these are conveniently located on www.rupa.org in case you need them.

Of local interest, the employee lot E at LAX will close July 1st. The new lot is The Employee Lot West (for us in the south terminal) and the new price is \$45/month. It's on Westchester Parkway, west of the intersection with Airport Blvd. Users will note the price has gone up 300% in just a few years. The same office at parking garage structure 2A sells the tags; you must bring a UAL travel card for ID. I was just at that office a month ago and they didn't tell me about these changes. Details can be found at www.lawa.org.



Pictured from front left and going clockwise are Claude Giddings, Gene Biscailuze, Bill Blankenship, Grant Sullivan, Jerry Adams, Don and Pat Turner, Gary Babcock, Pete Peterson, Dale Myers, myself, Marcene and Doug Rankin, and Don McDermott. Regards, *Denny Fendelander*

CLEVELAND CRAZIES SUMMER DO

On June 1st the Cleveland Crazies gathered at Rich and Carol McMakin's home in Olmstead Falls, Ohio for the annual "Summer Do." With members, wives and friends, there were 23 in attendance.

As in past years, the food was excellent and plentiful. The party was lively and the discussions interesting. And the setting at the McMakin's home is beautiful and perfect for this annual gathering. This is always a great time to catch up with friends that we do not get to see very often.



Those in attendance in the picture from left to right are: Linda & Phil Jach, Jim Morehead, Keith McMormick, Bob Olsen, Dick & Geneva McBride, Vic & Brigitte Popelars, Dick Sanders, John and JoAnn Pinter, Cory & June Listen, Skip Irwin, Neil & Vicki Bretthauer, Carol McMakin, Shirley & Rip Curtiss, Bob & Dawn Lang and Rich McMakin. And, of course, in the very front is Carol and Rich's friendly dog - Professor Higgins. *Phil Jach*

THE SAN FRANCISCO BAY-SIDERS' LUNCHEON

We had 21 loyal Bay-Siders' attend the June luncheon. The area we have for our luncheons at Harry's Hofbrau doesn't lend itself toward making announcements, so we usually stand around in small groups and discuss whatever interests us. Usually, the ladies have their groups and the men theirs. If there is something of interest to everyone, it is passed around by individuals. It seems to work, and we all enjoy ourselves.

Rich Bouska brought a picture of a very old fire engine that he had helped to restore over in Livermore, CA. It looked beautiful and you could tell that there were some really talented people working on it. He also said that some people have already expressed interest in the 2014 RUPA Cruise, and several have signed up. As usual, you will find the details of the cruise in this issue of the *RUPANEWS*.

In attendance were: Floyd & Charlene Alfson, Rich & Georgia Bouska, Bob & Roz Clinton, Sam & Billie Cramb, Rich & Cyndi Erhardt, Dick & Jeri Johnson, Bob Kallestad, Bill Madsen, Bob & Dee Norris, Cleve & Rose Spring, Isabell Traube, Gene & Carol Walter.

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*

DANA POINT RUPA LUNCHEON

I have to start this month's report with a profuse apology to Bob McGowan for omitting his name from the listing of attendees at our May luncheon. I promised I would mention his name TWICE this month to compensate for that omission. Bob just happens to be one of the big reasons we have such good attendance each month, by providing his "chariot" (Honda Odyssey) for car-pools from the East-Central Orange County area in which he resides. He has also taken it upon himself to provide transport for those of our brethren who no longer drive. Truly an example to be emulated by the rest of us. Thanks Bob.

We had the usual nice weather for which this area is noted, and which brings us back each month, to enjoy the view and the company, along with the great food and service which is given to us by the Wind and Sea restaurant.

Along with the regular topics and stories, we started to venture into politics, which is not hard to do, given the foibles and folly emanating from Washington and other points East these days. A cautionary note was sounded, so we didn't get into any knock-down drag-out verbal fisticuffs, because of the wide-ranging views on these subjects in a group like ours (After all, we are a "social" organization, aren't we?).

I became the fortunate recipient of a free lunch, courtesy Mike Brueggeman, for nothing more than providing him with some information on prostate cancer. Thanks again, Mike.

Attendees at our June luncheon were: Park Ames, Mike Brueggeman, Bob Fuhrmann, John Grant, Rudy Haluza, Bob McGowan (2nd mention), Jerry Meyer, Don Morgan, Al Pregler, Bill Rollins, Bill Stewart, Butch Trembly, Joe Udovch. And a good time was had by all.

Oh! Almost forgot; our Fearless Leader, Ted Simmons was once again not in attendance, having been called to West Memphis for a relative who was in Hospice care. Your correspondent, *Joe Udovch*

UNITED LAUNCHES ANNUAL SUBSCRIPTIONS FOR ECONOMY PLUS AND CHECKED BAGGAGE



United Airlines has launched subscription options that offer customers access to Economy Plus seating or pre-paid checked baggage charges for a year.

"The Economy Plus and checked baggage subscriptions offer our customers more of the comfort and convenience they value year round," said Scott Wilson, United's vice president of merchandising and e-commerce. "We are pleased that, as we launch these services, we are able to provide new options for customers to tailor their travel experiences."

United is the only US carrier to offer an annual subscription for its extra-legroom economy seating and checked baggage service charges. Terms and conditions apply to each of the offers, which can be found at www.united.com/subscriptions, and the subscriptions may be given as gifts.

Economy Plus: Travelers may access Economy Plus and select the region and the number of travelers on their subscription. Economy Plus seats offer customers additional legroom to stretch out and relax. United offers more extra-legroom economy seating than any other U.S. airline, with Economy Plus available on most of the airline's nearly 700 mainline aircraft and nearly 180 United Express aircraft. Economy Plus seating, when available, remains complimentary for Premier-level MileagePlus members.

Checked Baggage: United's checked baggage subscription enables customers to pre-pay standard checked baggage charges for one year. Customers may tailor their subscription by choosing up to two bags, the number of travelers and preferred geographic region.

United Club: Additionally, customers may now use MileagePlus miles to purchase an annual United Club membership, which currently offers access to the 49 United Club locations, as well as Copa Club locations and participating Star Alliance affiliated airport clubs worldwide.

RETIREE BADGES



I would like to thank you all for your patience, as it has been a long road, but we are almost there. The Branding department has reviewed the badge design and we are in the process of implementing their changes and recommendations. We have just completed our testing of the ordering mechanism and we fully expect to begin receiving orders for the new United retiree badge this week. We plan to begin printing and shipping the badges June 14.

I would also like to take a moment and address some of the inquiries that we have received and give you all a little bit of background on how we envision this process working.

Ordering the New United Retiree Badge:

Retirees who are interested in ordering a new United retiree badge may do so on-line through EmployeeRES. The link can be found by selecting "Quick Links" then "Employee Profile" and finally "Click here to obtain your Retiree Badge." At this point the retiree will be provided with the opportunity to submit payment and are given the instructions for submitting their picture/information to the Badging Office. Once the payment/order has been received, the badging office will verify the information, create the badge and send it to the retiree via Federal Express (FedEx) or certified mail.

Questions:

How does one obtain a new United retiree badge?

The new United retiree badge can be ordered online through EmployeeRES (Quick Links > Employee Profile). Once the ordering procedures are followed/completed, a badge will be created and sent to the retiree's address of record via of express delivery by Federal Express (FedEx) or certified mail.

Can someone obtain a badge without computer/internet access?

No. At this time, the only way to order a new United retiree badge is on-line through EmployeeRES.

Will the new United retiree badge include the retiree's picture?

Yes, the new United retiree badge will include the retiree's picture. The retiree will need to provide a recent (within 5 years) photo for us to upload onto the badge.

What is the expiration date of the new United retiree badge?

The new United retiree badge will not include an expiration date.

Will there be a cost associate with the new United retiree badge?

Yes, there will be a fee of \$35 for the initial retiree badge. This fee covers the materials needed to create the badge, administration of the badge's creation and the cost of express delivery via Federal Express (FedEx) or certified mail. There will also be fees associated with replacing lost badges (a fee schedule will be included on a frequently asked questions (FAQ) document available throughout the ordering process). Replacement badges for lost, stolen or damaged badges can be ordered through the same tool.

Is the new United retiree badge required for travel?

No. This badge is not required to pass travel.

What benefits/privileges are provided by the new United retiree badge?

The new United retiree badge provides a tangible link to the Company and may assist in obtaining discounts for off-line travel, hotels, cruises and many of the other discounts found on the Employee Discounts page (in Flying Together). Many of these discounts can also be obtained by printing a Verification Letter online through EmployeeRES (Quick Links > Employee Profile). There is no limit on the number of letters you can print, as well as no fee for printing.

I already have a subsidiary United retiree travel card/subsidiary Continental retiree badge, do I need a new United retiree badge?

The new United retiree badge is not a requirement. It does, however, have the approved new United branding and it never expires.

How long after I order my new United retiree badge will it be before I receive the physical badge?

At the moment, we expect everyone to receive their badge within 7-10 business days after completion of the ordering process.

Are the Badging Offices contacting each retiree to advise them of how to order the new United retiree badge?

No. After the tool is up-and-running, we will be working to spread the word through Flying Together, the Retiree Organizations and retirement packets.

How will the Badging Offices disseminate our organizations' literature/brochures?

Once the ordering procedures are followed/completed for a new United retiree badge, the provided brochures will be included with the badge and sent to the requesting retiree.

Who is eligible for a new United retiree badge?

Any former co-worker (regardless of subsidiary) who is on "retired" status.

Additional Information:

We know that it will take some time for communications to reach all of our interested retirees, but the gap in time will allow the badging team to become acclimated to this new process prior to the initial blitz of requests/orders once formal communications are delivered. Additionally, we would like to stay in contact with each retiree organization, so we can evolve this program/process to meet the needs of our retiree population, make applicable improvements and provide clarification/direction when necessary.

Again, I would like to thank each one of you for your patience and input as we have built this program/process and I look forward to continuing to work with you to make it even better.

Thank you, *Stefan L. Josephson*

Manager - Employee Service Center Operations

HOW TO LOG IN TO SKYNET

If you haven't logged into SKYNET since the changeover you should use: <https://skynet.ual.com>.
You will need your file number and will have to create a log-in password!

UNITED OFFERS FIRST-CLASS CARE FOR ANIMALS AT CHICAGO O'HARE

United Airlines has opened a new, on-airport kennel facility at its Chicago O'Hare International Airport hub. The kennel provides exceptional accommodations and amenities for animals traveling via United's acclaimed PetSafe service.

The kennel, which is located inside United's new cargo facility, has 28 individual enclosures and allows different species of animals traveling with the airline to be held comfortably in separate, ventilated and temperature-controlled areas. The O'Hare facility also has a fleet of specially built, temperature-controlled PetSafe vans that the airline uses exclusively to transport pets to and from its Chicago flights as quickly and comfortably as possible.

United's Chicago kennel is the third facility of its type that supports the airline's PetSafe service. United operates similar pet kennel facilities at its Houston and Newark hubs. The Spot Experience – the same service partner that provides care at United's Newark kennel – is operating the airline's Chicago facility. Its staff members ensure all the enclosures are kept clean and sanitized, walk and exercise pets and provide grooming and bathing on request.

"We have an industry-leading pet travel program and this new kennel facility allows us to further extend our best-in-class service to the animals traveling through Chicago," said United's Vice President of Cargo Robbie Anderson. "The comfort and care provided by our dedicated PetSafe team offers our customers peace of mind whether they are shipping their pets or traveling with them."

UNITED CEO VOWS BETTER AIRLINE SERVICE THIS SUMMER

By Gregory Karp/Chicago Tribune



The CEO of United Airlines' parent company on Tuesday vowed better service for passengers this summer compared with the problem-plagued season last year. "It's been a long runway, no question about it," Jeff Smisek told the group of about 1,000 business people at the Chicagoland Chamber of

Commerce annual membership meeting. "Mergers are tough, but we're doing well." He cited United's first-quarter on-time performance, which was below some competitors but marked United's best in a decade, and customer satisfaction scores "that have gone up by a factor of five from where they were a year ago."

"We're a service business. We need to get you where you want to go, on time, with your underwear," he said. United passengers suffered through rampant delays and cancellations last summer, after United and Continental moved to a common passenger reservation system, the technology backbone of an airline. Glitches and inadequate training of employees were blamed for delays and poor customer service. "We're making huge strides," he said. "If you've been flying us lately I think you've experienced improvement in customer service, and I think you're only going to continue to see that going forward." Smisek also spoke about the industry's trend of "unbundling" or charging for services that had been free but only some customers used. "We use to serve you a pizza with all the toppings, and that's all you got. Unbundling allows passengers to pay for only the services they want," he said.

Smisek said he's hopeful about the future of the airline industry, which has been plagued in recent decades by massive losses and bankruptcies. That's because carriers are now acting like businesses, concerned with making a profit instead of simply grabbing market share, which he said has been a failed strategy in the past. "We actually lost money on every seat and tried to make it up on volume; it didn't work," he said. "I've been in the business 18 years. This is the first time I have hope that it's a business...that it's becoming consistently profitable. For passengers, a profitable airline industry means airlines can invest in upgraded airplanes, airport facilities and customer service," he said.

Rampant industry consolidation, including his own merger of United and Continental airlines, has been good for the industry, Smisek said. "We're finally achieving a rational structure for the U.S. airline industry," he said.

Hitting on industry talking points, Smisek complained about federal airline taxes, which now make up 20 percent of fares, "crushing and burdensome" federal regulation and an outdated air traffic control system. "We're using the very finest World War II ground-based radar technology to guide our airplanes," Smisek jabbed. "You've actually got better technology in your Hondas than our government uses."

UNITED AIRLINES OFFERS NEW YORKERS ALL FLAT-BED SEATS



Effective May 24, United Airlines is the only U.S. carrier offering 180-degree flat-bed seats and personal on-demand entertainment in premium cabins on every scheduled, long-haul international flight from the New York area.

United has outfitted 182 international aircraft with all-new United Global First and United BusinessFirst cabins. With more than 450 daily departures to more than 150 cities, United offers the most nonstop flights to the most destinations around the world from New York's three major airports – Newark Liberty, Kennedy and LaGuardia. United also offers the most flat-bed seats and the most extra-legroom economy seats from New York's three major

airports.

"We continue to invest in every aspect of the customer experience – online, in our airports and in the air," said Jeff Foland, United's Executive Vice President – Marketing, Technology and Strategy. "With more robust online and mobile tools, more modern terminal facilities and lounges, on-demand entertainment and a growing number of our aircraft with global satellite Wi-Fi, we are working to ensure we remain the New York region's best choice for air travel."

UNITED OPENS NEW SEATTLE UNITED CLUB, CONSOLIDATES OPERATIONS



United Airlines has opened its new United Club lounge in Concourse A at Seattle-Tacoma International Airport, the second club to feature the airline's new design concept. The opening coincides with the consolidation of United's terminal facilities to Concourse A, offering customers improved accessibility to gates and a wider variety of concessions.

The 6,096-square-foot United Club in Seattle features a new interior, offering views of the Cascade Mountains, a refreshed bar and lounge overlooking the United terminal and additional workstations and power outlets. The new and improved furnishings enable customers to relax or work with greater ease and comfort.

The new United Club in Seattle offers customers a warm, relaxing and improved airport lounge experience. United unveiled the new design prototype with the opening of the United Club in Terminal 2 at Chicago O'Hare International Airport last year. United is investing more than \$50 million this year to renovate several of the airline's 49 United Club locations. The airline expects to open a new United Club in Terminal 2 at San Diego International Airport later this summer.

Additionally, select United Clubs in several of the airline's hub cities, including Chicago, Los Angeles, Houston and New York/Newark, will offer members a complimentary guided tasting of Glenfiddich, the world's most awarded single malt Scotch whisky. A custom-made bar will offer customers a dedicated area to enjoy a pre-departure dram while learning about whisky. The tasting events will occur throughout 2013. As with all United Club lounges, members have access to complimentary snacks, beverages and Wi-Fi.

Consolidated Operations and Other Improvements: United is consolidating its operations at Seattle-Tacoma, relocating gates to Concourse A and repositioning its ticket counters to the south end of the main terminal. Customers checking in on United flights no longer need to take the airport train to the gates; they may simply check in, move through security and walk to the nearby concourse. The airline expects to complete the relocation by the end of May.

United is one of the largest airlines at Seattle-Tacoma, offering nearly 40 flights a day, including trans-Pacific service to Tokyo Narita.

This month United will also open its new Terminal B south concourse at Houston's George Bush Intercontinental Airport, a 225,000-square-foot facility that features modern and expanded gate-lounge areas, additional electric power outlets and more space for carry-on luggage. The airline is similarly retrofitting its gate areas in Terminal 2 at Chicago O'Hare International Airport and expects to launch an innovative new customer service center at its Chicago hub to serve customers more quickly and effectively.

Additionally, United has begun installing new gate layouts and boarding lanes at its U.S. hubs, offering customers an improved and consistent gate experience. The new gate layouts, which the airline expects to roll out to most domestic and international airports by year end, will improve boarding times and reduce crowding by enabling customers to line up in their respective lanes prior to boarding.



UNITED INAUGURATES DENVER TO TOKYO FLIGHT WITH BOEING 787 DREAMLINER



On June 10, United Airlines re-launched international service on the 787 Dreamliner with the inaugural flight from the airline's hub in Denver to Tokyo-Narita International Airport. The daily flight marks the Mile High City's first nonstop connection to Asia, a highly anticipated milestone in Denver's history.

"We share the excitement with the Denver community and want to recognize the efforts of city and state leaders who worked with us to make service to Asia from Denver a reality," said Jim Compton, United's vice chairman and chief revenue officer. "The 787 is a revolutionary aircraft, and our customers are going to love the travel experience it provides."

"This new nonstop flight will be a gateway into Colorado for Japan and other Asian countries," said Colorado Gov. John Hickenlooper. "Already, Colorado is a top-five dream destination for people in the U.S., and we'd like to make it a top-five dream destination for Japan and throughout Asia. Japan is Colorado's fourth-largest source of foreign investment, and we want to help companies expand by taking advantage of Colorado's competitive business environment and highly educated workforce."

"This new nonstop service between Denver and Tokyo will build a new bridge between Colorado and all of Asia, strengthening our global connectivity and elevating the entire Denver area onto the international stage," Mayor Michael B. Hancock said. "We thank United Airlines for its partnership on this new frontier of opportunity and its commitment to the Denver market. Launching this nonstop flight to Japan will not only create new jobs, stimulate economic growth and increase foreign investment and trade, it will provide new avenues for tourism, education and cultural exchanges that will enrich both regions for generations to come." Mayor Hancock will lead a delegation of nearly 70 business, tourism and government officials traveling to Japan the week of June 10 to foster trade, tourism and investments between the two regions.

Daily flights to Asia from Denver: Flight 139 departs Denver daily at 12:35 p.m. and arrives at Tokyo-Narita International Airport at 3:30 p.m. the next day. For the return, Flight 138 departs Tokyo at 5:25 p.m. and arrives in Denver at 1:15 p.m. the same day. (All times are local.)

Together with its joint venture partner ANA, United will offer seamless connections at Narita to or from more than 18 destinations in Asia, including important business and trade destinations like Seoul, South Korea, Bangkok and Singapore.

DEN IMPLEMENTS NEXTGEN ARRIVAL PROCEDURES



DEN is the latest hub at which our pilots are using a new, NextGen approach technique called optimized profile descent. NextGen includes new technologies and procedures to make the U.S. national airspace more efficient, accommodate more traffic and ensure safer skies by shifting from ground-based to satellite-based air traffic control.

Our Flight Ops Technology Group led the process of developing these new procedures, working together with the FAA, Denver International Airport, other airports and government agencies.

NextGen will allow more aircraft to safely fly closer together on more direct routes, reducing delays and providing unprecedented benefits for the environment and the economy through reductions in carbon emissions, fuel consumption and on-the-ground noise.

In optimized profile descent, pilots on the descending aircraft reduce power and maintain a constant glide path. Before the change, when pilots landed at the airport in a stair-step descent pattern, the aircraft used four to five times more fuel than idle descent allowed by the new procedures.

PASSENGER SUING UAL/CON FOR \$170,550 OVER SPILLED BEVERAGE



A Texas woman is suing United Continental Holdings Inc. after she says she was badly burned by spilled coffee on a flight from Madrid to Newark in 2011.

The Daily Mail reports that lawyers for Lourdes Cervantes filed a suit in court last week detailing the incident she claimed took place during a Continental flight before the two airlines merged.

According to court papers, while en route, a flight attendant placed a coffee on Cervantes' tray table and when the passenger in the seat in front reclined the chair, the hot beverage slid and fell onto her legs.

While attorney, Shaw Clifford, confirmed that she did suffer quite a bit of pain, the situation was aggravated by the fact that Cervantes suffers from multiple sclerosis and couldn't move away to avoid the burn.

According to the lawsuit, Cervantes received second-degree burns to her inner thighs requiring medical treatment and leaving her with permanent scarring in the affected areas.

Over a year after the alleged incident, Ms Cervantes is suing United Continental for \$170 550, the maximum compensation allowable under a 1999 treaty known as the Montreal Convention.

According to the Montreal Convention, victims of air accidents on international flights are compensated for any physical or emotional injuries sustained in-flight. The airline meanwhile have said they do not comment on pending litigation.

TSA REMOVES ALL 250 BACKSCATTER BODY SCANNERS FROM US AIRPORTS



The harshest critics labeled them "virtual strip searches." Airport passenger screening that produced particularly realistic full-body images using backscatter technology. Others also expressed health concerns about low doses of radiation from the X-rays underpinning those scans. Well, it's all over now as the Transportation Security Administration says it has met a June 1 deadline to remove all 250 backscatter machines from U.S. airports.

Travelers will still go through other full-body scans that rely on a system that uses radio waves and produces less detailed body imaging. The millimeter wave machines raise fewer privacy and virtually no health concerns.

"I think from the privacy perspective, that (the elimination of backscatter machines) has to be considered a victory," said Marc Rotenberg of the Electronic Privacy Information Center.

The TSA maintained that the backscatter machines, manufactured by Rapiscan Systems, were safe and effective. The agency had developed protocols to assure that screeners who saw imagery of passengers never saw the passengers themselves. But Congress voted to require all body scanners to have privacy-protecting software, and the TSA announced in February it was phasing out backscatter systems because they could not meet the new standard.

The last backscatter machines were removed about May 15, a TSA spokesman said. All 250 units were removed at Rapiscan's expense, the agency said.

Currently, there are more than 700 body scanners at about 165 airports, all with Automatic Target Recognition (ATR) software, which display items on a generic body outline.

Rotenberg said he still has privacy concerns about millimeter wave machines, including what information is captured by the machine -- even if unseen by screeners -- and how long that information is retained.

"We'd like to see clearer rules about the collection of the images," Rotenberg said. "Are they deleted? Are they saved? Is some analysis being done and can they be linked to passengers?"

Most countries do not use body scanners, he said, preferring to use a combination of metal detection and technology that can identify explosives.

Backscatter machines could return one day if the company develops required software, the TSA has said.

AIRLINE PASSENGER SATISFACTION IMPROVES TO ITS HIGHEST LEVELS SINCE 2006



Airline passenger satisfaction has improved to its highest levels since 2006, according to J.D Power & Associates' 2013 North America Airline Satisfaction Study released Wednesday. "Traditional carriers have improved significantly across the entire passenger experience, and it is a positive sign to see them turn a corner and starting to rise again, even as there is still more opportunity to improve," said Jessica McGregor, senior manager of J.D. Power's global travel and hospitality practice. "While satisfaction with low-cost carriers only slightly improves, greater gains in the rest of the experience are masked by lower passenger satisfaction with cost and fees."

The study measures passenger satisfaction with North American airlines based on the following criteria in order of importance: costs and fees; in-flight services; boarding, deplaning and baggage; flight crew; aircraft; check-in; and reservations. Satisfaction improved in every category, but the largest yearly increases were in the boarding/deplaning/baggage, check-in and aircraft categories.

For the ninth consecutive year, JetBlue Airways ranked first for satisfaction among all North American airlines. JetBlue also earned the top score among low-cost carriers for the eighth year in a row. Southwest Airlines was a close second among discount carriers with 770 points to JetBlue's 787. Airlines are ranked on a 1,000-point scale. Alaska Airlines topped the traditional carrier rankings, with Delta Air Lines in second place. Alaska scored 717 points and Delta scored 682 points. Overall satisfaction with the airlines improved to 695 on the 1,000 point scale, a 14-point increase over the 2012 survey.

Despite passengers choosing to check in online rather than talk to someone at an airport ticket counter, how an airline's employees treat customers still counts. Passengers who are greeted by airline staff with a smile, even infrequently, report satisfaction scores that are 105 points higher than among those who never get a smile. Passengers who report airline staff smiling at them consistently report satisfaction scores that are 211 points higher than those who do not get any airline smiles. Of course it helps to have happy employees. When you see companies that have high internal employee satisfaction, they have high customer satisfaction as well. Now a smile doesn't take care of everything. Customers also want their technology. Those who use Wi-Fi in-flight are happier (39 points happier) than those who do not use it.

More than one-third of customers surveyed check in online, and 15% of those technologically savvy fliers use their smartphones or other mobile devices (compared to 6% two years ago). Passengers checking in via mobile applications are the happiest of all fliers checking into their flights, followed by passengers who check in using a mobile device, passengers who check in at an airport kiosk and those who use the main ticket counter.

Even attitudes toward baggage fees are beginning to soften. Although passengers are still dissatisfied with being charged for something that used to be included in the price of a plane ticket, they aren't as grumpy about it. The gap between passengers who pay for baggage and those who do not pay shrank to 63 points this year, compared with an 85 point gap last year and a 100 point gap in 2011. Some 37% of passengers who pay for bags agree that the fees are reasonable, compared to 28% last year and 18% in 2011. "Baggage fees are still a point of contention for people, and it's still a 'dissatisfier,' but people are starting to accept it's a cost to travel.

To help reduce costs, J.D. Power recommends using an airline's mobile application to check in, select seats and receive an electronic boarding pass. If you don't have an airline credit card or frequent flier status to waive baggage fees, look for discounts when checking in online.

The passenger satisfaction study is based on responses from more than 11,800 passengers who flew on a major North America airline between April 2012 and March 2013.

AS LAST 737-500 DEPARTS, UNITED TAKES DELIVERY OF ANOTHER 737-900ER



United's fleet became even more efficient on May 31 when the final flight of its last Boeing 737-500 flew, and they took delivery June 3 of aircraft No. 475, a Boeing 737-900ER. The next-generation aircraft is more than 30 percent more fuel efficient per seat than the 737-500. No. 475 is the eleventh 737-900ER that they took delivery of this year. They expect to receive the next 737-900ER near the end of this month.

AIRLINES COLLECT OVER \$27 BILLION IN EXTRA FEES AND CHARGES



Airlines around the world collected over \$27 billion in extra fees and charges last year, new research has shown. The figure represents an increase of nearly 20% on the total for 2011, and an increase of 101% on 2009. It includes revenue from 53 airlines for items such as baggage fees, credit and debit card charges, and in-flight food and drink. "Statistics help tell the auxiliary revenue story, and every year key numbers are getting larger," said Jay Sorensen, president of IdeaWorksCompany, an aviation consultancy which carried out the research. "The most aggressive airlines easily have more than 20 percent of their revenue produced by a la carte fees." The study highlighted those airlines which earn the most through sources other than ticket sales.

Four US airlines – United, Delta, American and Southwest – top the list, while both

Ryanair and easyJet made the top ten.

Ryanair collected an estimated £890m in extras, and easyJet around £740m, according to the report.

Ryanair's fees include a £15 to £45 charge for checking in a bag, excess baggage fees of £20 per kilo, and a two per cent credit card transaction fee. It also offers hotels, car hire, suitcases, and travel insurance to its customers.

EasyJet charges £25 for checked luggage, £11 per kilo for excess baggage, and an admin fee of £10 per booking.

The airlines whose revenue is most reliant on auxiliary sources were also revealed.

Spirit Airlines, sometimes described as the US equivalent of Ryanair, topped the list, with nearly 40% of its revenue coming from extras. The airline last year announced plans to charge passengers up to \$97 per person to carry hand luggage.

Around 27% of Jet2.com's income came from auxiliary sources, Ryanair's equivalent figure was 22%, easyJet's 19.5%, and Flybe 17.5%.

It wasn't just low-cost carriers quoted in the report. Air France/KLM and Korean Air, as well as United, Delta and American, were cited, illustrating how the gap between traditional airlines and budget carriers has shrunk.

"Gone are the days when low cost carriers posted the largest auxiliary numbers," said Mr. Sorensen.

"The top 10 list is dominated by the major brands of global network carriers. Joining the list for 2012 are Air France/KLM and Korean Air, which disclosed auxiliary revenue activity linked to a wide array of optional extras such as bag fees, onboard retail, and premium seating."



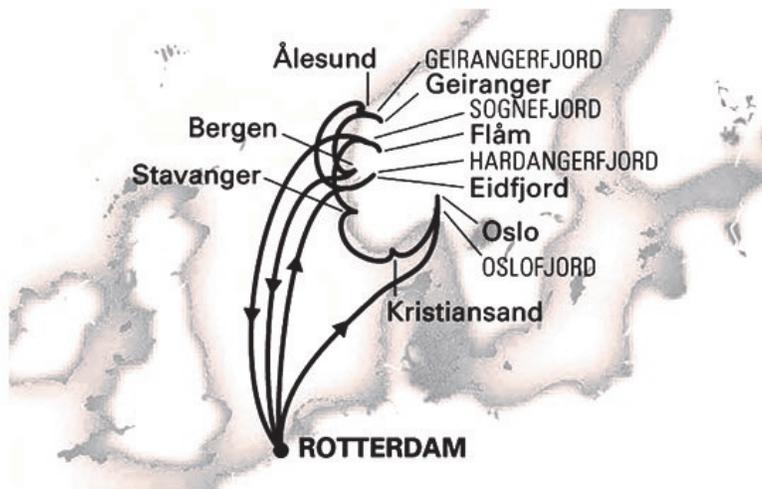
"Now, that's what I call a useful app."

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 Voringfossen 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 Wilhelm 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 Hjordundfjord 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 Jostedalbreen glacier, 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

CRUISE INDUSTRY ADOPTS PASSENGER BILL OF RIGHTS



Cruise Lines International Association (CLIA) Board of Directors approved the adoption of a "Cruise Industry Passenger Bill of Rights" detailing CLIA members' commitment to the safety, comfort and care of guests in a number of important areas.

The CEOs of CLIA North American member cruise lines are each immediately verifying in writing that they have adopted the Passenger Bill of Rights, which is a condition of membership in the Association. CLIA also will submit the Passenger Bill of Rights to the International Maritime Organization (IMO), requesting formal global recognition and applicability under the IMO's authority over the international maritime industry. The Passenger Bill of Rights will be effective immediately for U.S. passengers who purchase their cruise in North America on CLIA's North American member cruise lines, regardless of itinerary.

In addition to adopting the Passenger Bill of Rights, other recent and proactive initiatives by the cruise industry to focus on passenger safety, comfort and care include: Establishment of an industry-wide Operational Safety Review in 2012 resulting in the adoption of 10 safety-related policies that were submitted to the IMO; Launch of a Preparedness Risk Assessment in March 2013 to review and address redundancies

related to power systems that provide essential services in the rare event of a loss of main power; and, Successful completion in early April of a multi-day emergency drill involving authorities from the U.S. and Bahamian governments, led by the U.S. Coast Guard. Following is the full text of the Passenger Bill of Rights, as adopted by CLIA's members unanimously.

INTERNATIONAL CRUISE LINE PASSENGER BILL OF RIGHTS

The Members of the Cruise Lines International Association are dedicated to the comfort and care of all passengers on oceangoing cruises throughout the world. To fulfill this commitment, our Members have agreed to adopt the following set of passenger rights:

The right to disembark a docked ship if essential provisions such as food, water, restroom facilities and access to medical care cannot adequately be provided onboard, subject only to the Master's concern for passenger safety and security and customs and immigration requirements of the port.

The right to a full refund for a trip that is canceled due to mechanical failures, or a partial refund for voyages that are terminated early due to those failures.

The right to have available on board ships operating beyond rivers or coastal waters full-time, professional emergency medical attention, as needed until shore side medical care becomes available.

The right to timely information updates as to any adjustments in the itinerary of the ship in the event of a mechanical failure or emergency, as well as timely updates of the status of efforts to address mechanical failures.

The right to a ship crew that is properly trained in emergency and evacuation procedures.

The right to an emergency power source in the case of a main generator failure.

The right to transportation to the ship's scheduled port of disembarkation or the passenger's home city in the event a cruise is terminated early due to mechanical failures.

The right to lodging if disembarkation and an overnight stay in an unscheduled port are required when a cruise is terminated early due to mechanical failures.

The right to have included on each cruise line's website a toll-free phone line that can be used for questions or information concerning any aspect of shipboard operations.

The right to have this Cruise Line Passenger Bill of Rights published on each line's website.

GOLF ETHICS TEST

Forwarded by a member who wishes to remain anonymous. **WHAT WOULD YOU DO?**

What if you were playing in the club championship tournament finals and the match was halved at the end of 17 holes. You had the honor and hit your ball a modest two hundred fifty yards to the middle of the fairway, leaving a simple six iron to the pin. Your opponent then hits his ball, lofting it deep into the woods to the right of the fairway.

Being the golfing gentleman that you are, you help your opponent look for his ball. Just before the permitted five minute search period ends, your opponent says: "Go ahead and hit your second shot and if I don't find it in time, I'll concede the match."

You hit your ball, landing it on the green, stopping about ten feet from the pin. About the time your ball comes to rest, you hear your opponent exclaim from deep in the woods: "I found it!". The second sound you hear is a click, the sound of a club striking a ball and the ball comes sailing out of the woods and lands on the green, stopping no more than six inches from the hole.

Now the real "what if" in this story..... What if you had your opponent's ball in your pocket?

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Advancement from Second Officer to First Officer depends on seniority and domicile. At some locations, you can progress to First Officer in one year. Progression to Captain currently takes about 12 years. United will be employing over 1600 pilots in the next two years, adding to its current staff of 3720 flight personnel.

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You'll receive 13 weeks of training at United's flight training center at Stapleton International Airfield in Denver, prior to line assignments as a Second Officer. At this center is the world's largest concentration of electronic flight simulators.



SALARY, RETIREMENT AND BENEFITS:

Based on 81 hours a month, half night and half day on jets, your earnings after the first year would be \$10,200 a year; 2nd year: \$14,400; 3rd year: \$15,600; 4th year: \$16,200; 5th year \$16,800. Captains can make up to \$33,000 annually. United's free retirement plan can provide up to \$23,000 annual income. Other benefits include company paid life insurance, group accident/sickness insurance, free and reduced air transportation, paid sick leave and more.



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CUT ALONG LINE

Traveling abroad? Don't make yourself a target by sticking out as a tourist



Going to travel abroad? Here's a tip: Blend. Don't stick out as a tourist because it's like wearing a "Mug me!" sign, travel experts say.

The harrowing experience of an Arizona mother ending up in a Mexican border jail has prompted travel experts to renew some do's and don'ts for traveling. Every year, more than 2,500 Americans are arrested abroad, with 30% of those cases related to illegal drugs, the U.S. State Department says. The experience of Yanira Maldonado of Arizona -- freed from jail Friday after being accused of drug possession -- seems a case of a person "being in the wrong place at the wrong time," said travel expert Pauline Frommer, publisher of Frommers.com.

A Mexican court determined that prosecutors did not provide evidence. Still, the incident calls for globe trotters to be reminded of a few basics, experts say.

Do a little homework: The U.S. State Department publishes travel advisories online. So does the U.K. version of that agency, the Foreign & Commonwealth Office. In fact, Frommer likes the U.K. government's travel advisories better because they are time-stamped and more detailed, such as giving the number of pickpockets over what period of time in a country.

"The State Department has very good announcements about what areas are safe and what aren't," Frommer said. "There are certain parts of Mexico that aren't safe: there are border regions you don't want to be a tourist in, and Acapulco -- that's a problem." Still, many parts of Mexico remain enjoyable destinations for tourism, Frommer said. In fact, she's visited the country three times in the past few years: Cancun, Cozumel and Mexico City.

If a U.S. citizen is arrested abroad, he or she is subject to that country's laws and may not enjoy the same protections as provided in the United States. The State Department stands "ready to assist incarcerated citizens and their families within the limits of our authority in accordance with international law," the agency says. If you are detained abroad and there is U.S. consular representation in that country, you have a right to a visit from a U.S. government official, said Alex Puig, regional security director of Americas for International SOS, a medical and security services firm operating in 70 countries.

Be the gray man: This is a simple one: blend in. Don't look like a tourist. It may make you an easy mark for muggers or thieves, Puig said. "Most travelers the last thing they worry about is keeping a low profile," Puig said. "The last thing you really think about is that I should dress in to fit in their local environment. Americans are quite casual in their dress. I land at a foreign airport, and I go into the immigration line and I can easily pick out the Americans by their dress. They like to wear jeans and white tennis shoes and they like to wear college shirts like Georgia Tech. "You don't want to raise your profile by the way you dress," he added. Think as if it's going to be stolen. Don't carry a lot of money. There's no reason to in this age of connectivity. And leave the good jewelry at home. Take credit cards.

"The truth is that in all tourist destinations nowadays there are ATMs aplenty," Frommer said. "You want to rely on your plastic because it can be replaced." And make sure you have a credit card with a sufficient cash advance in case you need to post bond to get out of jail, said Texas attorney Louis Lopez, who represented a man framed by drug cartels.

Be aware of your surroundings. You can bet that Americans traveling in Mexico are now looking under their seat -- especially on buses -- before they sit down, Puig said. That's because the Arizona mother was jailed after the Mexican military allegedly found marijuana under her bus seat. "Out of this bad situation comes good learning," Puig said. "You can't take anything for granted when you are outside of your normal environment."

The Internet readily offers local news on the country you'll be visiting. The U.S.-Mexico border, for example, is renowned for drug smuggling -- all heading into the United States. The bus carrying Maldonado and her husband was traveling to Arizona from Mexico. "Just be aware of drugs going from south to north, and drug traffickers are going to use every means available to move their drugs," Puig said. "So you have to be alert."

ROAM THE WORLD AND KEEP THE CELLPHONE ON A BUDGET

By Eric A. Taub

Getting ready for a summer vacation abroad? Then you have a lot to anticipate: fine food, great wine, historical museums — and thousand-dollar cellphone bills. Actually, overseas cellphone bills do not have to be huge anymore, as long as you do some planning. After facing years of stinging criticism that they charged exorbitant fees to subscribers traveling to other countries, several major American mobile carriers have come up with overseas calling packages that cut costs to a small fraction of what they once were. As a result, the additional cost of using a cellphone in many other countries may end up being a minor inconvenience, rather than motivation to take out a second mortgage. Unfortunately, no one solution will work for everyone. Which approach you take depends on your current carrier, the countries you are visiting and your tolerance for changing calling habits while away from home.

THE FIRST STEP: You can keep your existing cellphone number and buy a data package, a voice roaming package or both from most American carriers. Alternatively, if your phone is unlocked (meaning it will work on any other network) and you are going to a place that uses the GSM phone standard, which includes Europe and the United States (the AT&T and T-Mobile networks), you can buy a local SIM card. This gives you your own phone number based in the country you are visiting.

ROAMING PACKAGE VS. SIM CARD: If you buy a reduced-rate roaming package from your carrier, you will still use the regular mobile number that your friends and relatives know. If they are calling from the United States, they will pay only for a local call in the United States, which for many cellphone and landline users means they actually do not pay anything extra, whether you are in Turkey or the Shetland Islands.

If you would rather buy a local SIM card, it may prove a challenge if you are going to a country in which the local mobile phone store employees are unlikely to speak English (although many cellphone stores have airport outlets with English-speaking employees). SIM cards for various countries can also be bought from American suppliers, including Telesial, but expect to pay more for the card and its use than you would if you were to buy it in your destination country.

For example, one Telesial SIM card option charges users 84 cents for the first minute of outgoing voice calls, while outgoing texts cost 69 cents. Data costs 49 cents per megabyte from Britain (double the AT&T package price) and a whopping \$15 per megabyte from Israel and Russia. Still, depending on the country and your American mobile carrier's rates, buying a local SIM card may prove cheaper than the roaming rates you will pay your carrier.

Trying to find out the cost of a local SIM card and phone charges can be a challenge, though, even if you speak the language. I called two cellular carriers in Britain, Orange and Vodafone, to ask about rates. After waiting 10 minutes on hold at Vodafone, I was cut off in midsentence. The man I spoke to in Orange customer service had no idea how much data I would use for particular applications. "I cannot say," he said. "It depends on how long it takes to open the e-mail and the quality of the connection." He advised that I ask about costs when I arrived in London.

One SIM card caveat: if you love the romantic idea of having your own Turkish or Swedish or Italian phone number and decide to go the SIM card route, make sure that your friends and family back in the States have an international calling plan of their own. When my wife and I traveled to New Zealand, a family member in the United States spent \$25 for a five-minute call to our local Auckland number because she had never signed up for reduced overseas calling with AT&T.

MY PHONE IS LOCKED: Ask your carrier to unlock your phone. AT&T will unlock your phone when your contract is up. T-Mobile will do so after 40 days of service, or 18 months if you are under a two-year contract. Verizon, which uses the CDMA standard, sells 20 models of "world phones" that have SIM cards for use overseas; typically, those phones are unlocked out of the box. If your carrier will not unlock your phone, you can do it yourself, with one exception: according to a [ruling](#) last year by the United States Copyright Office, phones bought after Jan. 26, 2013, may legally be unlocked only by your mobile company. Unlocking costs vary depending on the carrier. Chronicunlocks.com, for example, charges \$20 to unlock an

AT&T iPhone, but \$120 to unlock an iPhone tethered to the Orange network in France. Other unlocking companies include jmunlocks.com and easyunlock.ca. Before choosing an unlocking company, read independent reviews of its services. Many companies promote unlocking services with spiffy Web sites but are, in fact, bogus.

WHO OFFERS WHAT? AT&T and Verizon offer the most economical voice and data international roaming packages. AT&T has three levels of data, priced by the month: 120 megabytes for \$30, 300 megabytes for \$60 and 800 megabytes for \$120. Verizon has only one package, 100 megabytes for \$25. Both companies will add an increment of the same size when you use up the first. For voice, AT&T charges start at \$30 for 30 minutes of calls. Text packages start at \$10 for 50 texts. With Verizon, a call costs at best 99 cents per minute from Britain to the United States, \$1.99 per minute from Israel and \$3.99 per minute from Russia. Overseas texts cost 50 cents to send and 5 cents to receive. Sprint's overseas data packages begin at \$40 for 40 megabytes of data. Voice calls range from \$1.49 a minute from Britain, to \$2.99 a minute from Israel and \$4.99 a minute from Russia. T-Mobile has no consumer data package, charging \$15 per megabyte, 60 times AT&T's lowest-cost rate. For T-Mobile subscribers, a local SIM card is probably the best choice.

WHAT A PACKAGE GETS YOU: [AT&T](#), [Sprint](#), [T-Mobile](#) and [Verizon](#) have calculators to help you figure out how much data you will probably need when traveling abroad.

Roughly speaking, Verizon claims that 110 megabytes of data is enough to allow you to send and receive 50 e-mails, read five Web sites and use your maps app for 15 minutes every day for a month. On a recent week in Canada, I used my AT&T iPhone by roaming on the local Rogers cellular network to check e-mails several times a day and to read a few Web sites. I used 24 megabytes of data, less than 25 percent of my minimum \$30 monthly allotment.

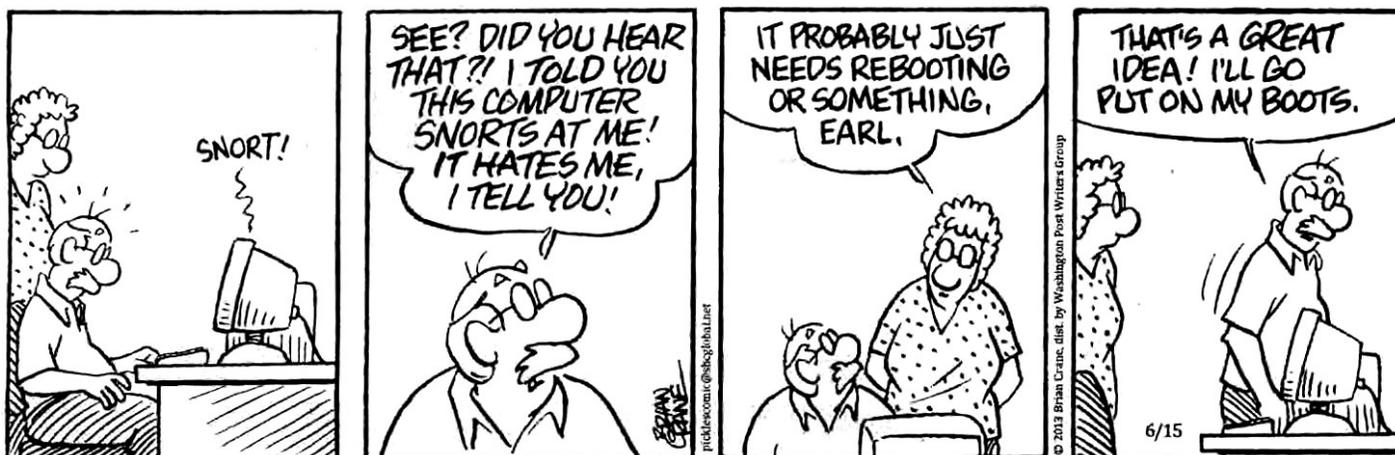
KEEPING COSTS DOWN: Use Wi-Fi whenever possible to check e-mail, so you do not use up data plan minutes. Wi-Fi is available in most hotels and many coffeehouses. Make calls in a Wi-Fi hot spot by using Skype, Apple's FaceTime or similar apps. And turn off the "push" data option on your Smartphone so that your device is not continually checking for new e-mails.

With T-Mobile, you can make voice calls in a Wi-Fi area by using the company's Wi-Fi Calling feature. There is no roaming charge, but calls made back to the United States count against your monthly allotment. In addition, Wi-Fi Calling is available only on several Android smartphones, not on the iPhone.

THE FINE PRINT: Data and voice packages are sold for a minimum of one month. But you usually need to cut off the package when you are back in the United States by calling customer service or going to your carrier's Web site. If you do not, you will be charged each month until you do.

If your vacation crosses two billing periods, your carrier will probably prorate the costs. And if you forget to get a data or voice package and you start racking up huge bills, don't panic. Call your carrier while abroad. Many will put you on a package plan retroactively, saving you hundreds if not thousands of dollars.

PICKLES | Brian Crane



The Talk You Didn't Have With Your Parents Could Cost You

By Tara Siegel Bernard/The New York Times

This is an article that many of us could probably benefit from, Ed



If you haven't had a conversation with your parents about handling their financial affairs after they die, Krysten Crawford's tale may spring you into action.

She and her two older siblings tried to have that talk with their mother, a retired microbiologist, on several occasions, but she would promptly steer the conversation in another direction. Then in February, their mother died unexpectedly at age 74 after falling down the stairs of her home in Santa Fe, N.M. And since the family never had the money conversation, once they finally learned their mother had a mortgage, it was already in default.

The mortgage bank said it couldn't divulge any private information to the family without a death certificate, which was still pending because the exact cause of death wasn't immediately obvious. So Ms. Crawford and her two older siblings didn't know how much was owed, or whether they had to catch up on any missed payments.

The bank was willing to withdraw the money owed from a family member's checking account, but Ms. Crawford, a 43 year-old mother of two young children in Berkeley, CA said she and her siblings were unwilling to do that without knowing the exact amount. Besides, they figured, it shouldn't take that much longer for the death certificate to arrive.

But two months after their mother's death, there was still no certificate. Around the same time, Ms. Crawford found a package for a loan modification on her mother's doorstep - the loan was indeed in default. Ms. Crawford's sister called the bank again. But this time, she decided to throw out some random numbers to the sympathetic bank representative, who responded with "higher" or "lower." So Ms. Crawford's sister was able to figure out that they owed about \$3,500, and she made the payment.

"There is this period of gray where you are navigating this legal process but the whole system keeps moving and you have to pay the bills," said Ms. Crawford, a freelance editor.

The three siblings had also had to rummage through boxes and file cabinets when they all initially gathered at their mother's adobe-style home. They found some items where you might expect them to be - credit cards were in a wallet; a will in her office. But the car insurance policy turned up in their mother's knitting bag.

"There was always this impression that money was very tight for her, even though we knew from the divorce from my dad that she was well established," said Ms. Crawford, whose father was a hand surgeon and died just weeks before their mother. "In an ideal world, you have the conversation and take the emotion out of it."

A lot of the family's difficulty came from the delay in the death certificate, which the estate planning lawyers I spoke with said was not typical. Had their mother been willing to talk more about her financial affairs, it would have saved them a lot of stress and frustration. Yet there are many adult children just like them, who may eventually need to step in and handle their parent's affairs for several months or far longer, even during their lifetime.

Here are some ideas on how to get that conversation started, along with several financial and legal fixes that would have made life easier for families like Ms. Crawford's.

THE TALK "Finances tend to be one of the trickiest topics because people do have traditional ideas about what you should and shouldn't talk about," explained Amy Goyer, a caregiving expert at AARP, who is also handling her own parents' affairs because her father has Alzheimer's. "It's a difficult thing to talk about," so acknowledge that with your parents.

Before you even broach the topic, adult children should think about the sort of information they are seeking, she explained. After all, you need to know much more than whether a will exists. Are there powers of attorney or advanced health care directives in place? What does their health insurance cover? Do they have life insurance? Have they made a list of every single account that they owe or collect money from?

She also suggests using "I" statements, to help prevent the conversation from devolving into a power play. Say something like, "I'm concerned about doing the right thing when you pass," instead of, "You're so disorganized and are going to make this difficult for me," she said.

Bringing in trusted people to the conversation - whether professionals or family - will also help. Adult children might ask to tag along on a visit to their parents' lawyer or financial adviser just so that they can get educated. "Sometimes there are several siblings and the two sisters do most of the help, but they trust their son when it comes to talking about money," Ms. Goyer added.

After working with the elderly, Gwen Morgan, a hospice volunteer, was inspired to create a workbook - called the "What if ... Workbook" - which has a page for just about everything, from financial account numbers and passwords to contact information for the lawn company and details about last wishes.

"I created it to serve as a communication tool," Ms. Morgan said, noting that her own father initially didn't want to provide his account numbers. "I learned that people want to get their affairs together, but don't know where to start."

So she tried to make it easy by creating a fill-in-the-blank guide that puts everything in one place so that family members, in the depths of the grieving process, don't have to work too hard to find what they need. There are also several Web sites that allow you to scan and store all of your financial and legal documents online, from LegacyLocker.com to Aboutone.com, which Ms. Goyer likes.

THE PLAN Ms. Crawford's family could've covered the missed mortgage payments with some simple planning. And while the bank, JPMorgan, said it could not provide any details without a death certificate, a spokeswoman said it would have accepted a letter from the medical examiner's office stating that the death certificate was pending. Ms. Crawford said the bank told them that it needed the certificate.

Other methods would have also saved them a lot of hassles. A revocable living trust is often used instead of a will because it allows assets to immediately transfer to the beneficiaries outside of probate, which is the potentially lengthy court-supervised process to settle an estate. For the trust to work, you need to re-title all of the assets to the trust. Then, after the death, a trustee named by the trust maker distributes everything according to the instructions in the document. (The other two big advantages are that the trusts are more difficult to contest than a will, and they allow you to keep your affairs private.)

If the child was a co-trustee, he or she wouldn't necessarily need a death certificate to carry out the trust's instructions, though not all families will be comfortable with that arrangement. The trust can also be set up so that the child becomes trustee after the parent dies, becomes incapable or "unavailable to act," said Laura Twomey, a partner in the personal planning department at the law firm Simpson Thacher & Bartlett.

Of course, setting up a trust may not be worth the trouble, some lawyers said, particularly if you live in a state where the probate process is relatively painless. And there are several easy ways to pass assets directly to your children outside of probate; giving them ready access to cash if that's necessary.

Joint accounts are clearly a simple option, but not all aging parents will (or should be) comfortable with that. If the parents don't want the adult child to have unfettered access until after they die, they can add a "payable on death" provision to most bank accounts; and if there is a joint owner, it will go to the beneficiary after the second owner dies. Individual retirement accounts and 401(k)'s can also pass directly to beneficiaries. Even life insurance policies can be collected relatively quickly, said Daniel Rubin, a trust and estates lawyer at Moses & Singer.

Then there's the question of where to store all of the legal documents and other instructions, and several lawyers cautioned against keeping it all in a safe deposit box. "This may be the No.1 mistake out there," said Ann Margaret Carrozza, an estate and elder lawyer in New York. "You can often not access the will or important papers without a court order. These papers have no inherent value. It's not like jewelry." She recommends using a strongbox instead.

"There is no playbook" Ms. Crawford said. "And the rules are changing depending on who you're talking to." Ann-Margaret Carrozza, an estate lawyer, cautions against putting important papers in a safe deposit box, which might be inaccessible to heirs without a court order.

ADVANCE DIRECTIVES HELP MAKE YOUR WISHES DEAR

By Pamela Yip/*Dallas MorningNews*

A living will is critical for those diagnosed with Alzheimer's. When it comes to your health and the kind of medical care you receive, you want to maintain as much control as possible. That's why, as you age, it becomes critical to draw up an advance directive, or living will, clearly stating your wishes about life-sustaining treatments when you reach the point that you can no longer decide for yourself.



Note that this isn't the same as a medical power of attorney, in which you appoint a person to make decisions about your medical care if you are unable to communicate. With an advance directive, you make the decisions.

Drawing up an advance directive is important for everyone, but it's particularly critical for those who have been diagnosed with Alzheimer's disease or any other form of dementia.

"The Alzheimer's Association encourages all individuals to prepare advance directives, which remove the burden of difficult care decisions from the caregivers and ensures the wishes of the diagnosed individual are respected and implemented," said Debra Adams, vice president of programs and services at the Alzheimer's Association's Greater Dallas chapter. "Advance directives are an essential part of a care plan for a person with Alzheimer's disease or related dementia."

Here's what you need to know on advance directives.

Start early: Patients diagnosed in the early stages of Alzheimer's should start on their advance directive while they're still lucid, experts said. "One of the advantages of getting a diagnosis early is so the person can complete their directives and other legal and financial documents while they are still competent to do so," said Kay Paggi, a Dallas geriatric care manager.

That's critical, elder law attorneys said. "If you're the attorney, you always try to not have somebody sign documents that you provide to them if you don't think they're lucid enough to understand what they're signing," said John McNair, elder law attorney at Barnett McNair Hall in Dallas. "You don't just sign" an advance directive, McNair said. "You have to make a decision."

Dementia provision: "Most advance directives take effect only when a person is unable to make health care decisions and is either permanently unconscious or terminally ill," said Barbara Coombs Lee, president of Compassion & Choices, an end-of-life choice advocacy and support group. "But what of the situation in which a person suffers from severe dementia but is neither unconscious nor dying?"

Compassion & Choices has made available a provision that can be added to any advance directive to advise physicians and family of the wishes of a patient with Alzheimer's or other dementia.

"It's pretty unique because if you're looking at someone who's terminally ill and mentally competent to make a contemporaneous decision, a person with Alzheimer's will never meet those dual criteria," Lee said. "When they're mentally competent, they won't be in the terminal phase of their illness, and when they're in the terminal phase of their illness, they won't be mentally competent."

Tell your family: Make sure your family knows what you want - and tell them early on.

"You want the whole family to hear your wishes," Lee said. "You want the whole family to agree so there's no infighting or dissension of, 'What would Mom want?'"

Dallas elder care lawyer Michael Cohen helps his clients develop a "personal care plan" that enables them to coordinate their advance directive with their wishes in such areas as living arrangements, how they want to be dressed when they're buried and what they want placed on their tombstone. "We try to customize to the individual whatever it is that they desire," he said. "It's their life, not anybody else's."

AND THEN IT IS WINTER

You know. . . time has a way of moving quickly and catching you unaware of the passing years. It seems just yesterday that I was young, just married and embarking on my new life with my mate. Yet in a way, it seems like eons ago, and I wonder where all the years went. I know that I lived them all. I have glimpses of how it was back then and of all my hopes and dreams.

But, here it is... the winter of my life and it catches me by surprise...How did I get here so fast? Where did the years go and where did my youth go? I remember well seeing older people through the years and thinking that those older people were years away from me and that winter was so far off that I could not fathom it or imagine fully what it would be like.

But, here it is...my friends are retired and getting grey...they move slower and I see an older person now. Some are in better and some worse shape than me...but, I see the great change...Not like the ones that I remember who were young and vibrant...but, like me, their age is beginning to show and we are now those older folks that we used to see and never thought we'd be. Each day now, I find that just getting a shower is a real target for the day! And taking a nap is not a treat anymore... it's mandatory! Cause if I don't on my own free will... I just fall asleep where I sit!

And so...now I enter into this new season of my life unprepared for all the aches and pains and the loss of strength and ability to go and do things that I wish I had done but never did!! But, at least I know that though the winter has come, and I'm not sure how long it will last...this I know, that when it's over on this earth...it's over. A new adventure will begin!

Yes, I have regrets. There are things I wish I hadn't done...things I should have done, but indeed, there are many things I'm happy to have done. It's all in a lifetime.

So, if you're not in your winter yet...let me remind you, that it will be here faster than you think. So, whatever you would like to accomplish in your life please do it quickly! Don't put things off too long!! Life goes by quickly. So, do what you can today, as you can never be sure whether this is your winter or not! You have no promise that you will see all the seasons of your life...so, live for today and say all the things that you want your loved ones to remember...and hope that they appreciate and love you for all the things that you have done for them in all the years past!!

"Life" is a gift to you. The way you live your life is your gift to those who come after. Make it a fantastic one. LIVE IT WELL! ENJOY TODAY! DO SOMETHING FUN! BE HAPPY! HAVE A GREAT DAY

Remember "It is health that is real wealth and not pieces of gold and silver. Life is too short to let even one day be frenzied or frazzled or frittered away. Life is too short not to take time to do the things that will hold the most meaning for you. So let yourself float like a leaf on a stream, relax with your memories and let yourself dream. Throw out your list that's impossibly long, and dance a few steps to a favorite song. Turn off the news and go find someone real who'll listen and talk and affirm what you feel. Life is too short and flies by if you let it, so choose what you want every day-- and go and get it.

LIVE HAPPY IN 2013!

Today is the oldest you've ever been, yet the youngest you'll ever be so - enjoy this day while it lasts.

~Your kids are becoming you.....but your grandchildren are perfect!

~Going out is good.. Coming home is better!

~You forget names.... But it's OK because other people forgot they even knew you!!!

~You realize you're never going to be really good at anything.... especially golf.

~The things you used to care to do, you no longer care to do, but you really do care that you don't care to do them anymore.

~You sleep better on a lounge chair with the TV blaring than in bed. It's called "pre-sleep."

~You miss the days when everything worked with just an "ON" and "OFF" switch.

~You tend to use more 4 letter words ... "what?"..."when?"... ????

~Now that you can afford expensive jewelry, it's not safe to wear it anywhere.

~You notice everything they sell in stores is "sleeveless"?!?!

~What used to be freckles are now liver spots.

~Everybody whispers.

~You have 3 sizes of clothes in your closet.... 2 of which you will never wear.

~~~But Old is good in some things: Old Songs, Old movies, and best of all, OLD FRIENDS!! Stay well, "OLD FRIEND!" Share this with other "Old Friends!" and let them laugh in AGREEMENT!!! It's Not What You Gather, But What You Scatter That Tells What Kind Of Life You Have Lived.

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## PICK HEALTHY PARENTS (I knew it all the time)

By Melissa Breyer/Mother Nature Network (mnn.com)



Traditionally, the benefits of aging include getting away with speaking one's mind, being forgiven for forgetfulness and tossing fashion convention to the wind.

But a new study adds perhaps the best reward of all for reaching old age: The silver-haired set can throw dietary caution to the wind because eating healthfully no longer matters. For people who have passed the 75-year mark, a diet high in sugar and fat doesn't make a difference -- and overly restrictive diets may not improve health at all, according to researchers.

"The results suggest that if you live to be this old, then there may be little to support the use of overly restrictive dietary prescriptions, especially where food intake may already be inadequate," says study author Gordon Jensen, head of the Department of Nutritional Sciences at Penn State.

The study, which appears in *The Journal of Nutrition, Health and Aging*, followed a group of 449 people for five years. Participants were on average 76.5 years old at the beginning of the study and were categorized as eating according to one of three dietary patterns: "more healthful," which had relatively higher intakes of fruit, vegetables, whole grains, eggs, nuts, legumes and dairy; "Western-like," which was characterized by an intake of starchy vegetables, refined grains, meats, fried poultry and fish, oils, and fats; and "low produce, high sweets," which was defined by high saturated fat and low dietary fiber and vitamin C intakes.

During the course of the study, researchers identified whether the participants developed cardiovascular disease, diabetes, hypertension (high blood pressure) or metabolic syndrome.

The results revealed no connection between dietary pattern and prevalence of cardiovascular disease, diabetes, metabolic syndrome or mortality in the participants.

Even though there was evidence of increased risk of hypertension in people who followed the "low produce, high sweets" pattern, the conclusion was nonetheless surprising. And not only that, but recent reports "suggest that there may be survival benefits associated with overweight and mild obesity status among the elderly," Jensen noted. The moral of the story? Make it to 75, AND THEN eat cookies to your heart's content.

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### Pickles/Brian Crane



# LETTERS

## Pilot's Wings

Once the wings go on, they never come off, whether they can be seen or not. It fuses to the soul through adversity, fear and adrenaline, and no one who has ever worn them with pride, integrity and guts can ever sleep through the 'call of the wild' that wafts through bedroom windows in the deep of the night.

When a career flyer leaves the "job" and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder..... We wonder if he knows what he is leaving behind, because we already know. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times. We know in the world of flying, there is a fellowship which lasts long after the flight suits and uniforms are hung up in the back of the closet. We know they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is.

Because we flew, we envy no man on earth!

Author Unknown

**MERLE AKINS**--Bothell, WA

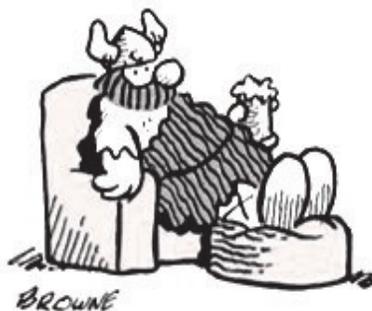
Thanks for the reminder. Dad would be very upset if I were to fail to renew his membership. He likes to read the *RUPANEWS*. *Barbara Ball*

**ROSS AIMER**--San Clemente, CA

Hello Cleve and Pilots, Another year flashes by and miraculously I'm still here! Must be those yummy nutritious crew meals I ate for 40 years! Perhaps all that good stuff has inoculated me against a lot of bad stuff? Unfortunately they haven't done much against stupidity!

Recently a reputable university in UK did an extensive study on the effects of time change and lack of sleep on humans. The short and sweet outcome was that sleep deprivation and extended messing with your circadian clock makes you stupid! I immediately copied the article and emailed to all my kids, relatives and friends. I added "to all of you who wondered why and for so long, here is the reason; This is my excuse. What is yours?" :-). (Most of my career was spent above the Ozone layer and while on the ground, tossing and turning in some strange bed in some garden spot at the far ends of the world.)

Let's face it folks, we were stupid to trust the airline management with our pension and benefits. I remember almost 50 years ago when I went to my first union meeting as a brand new TWA S/O. Some old fart from the back of the room was yelling about why we shouldn't trust TWA management with our money. Everybody at the meeting shouted the poor bastard down. They said sit down Fred, you worry too much. TWA will always be around and your pension will always be there! As a 20 year old FNG, I had no idea what they were arguing about. Now that we've all been screwed, I remember that exchange like it was yesterday! Fred was



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the only smart pilot among us. Too bad no one listened to him.

As the result of my own and my union's stupidity, at the tender age of 69, I am still flying for food! After retirement from United in 2004, I went to work for Boeing in order to pay the rent and the beer money for my one girl and 5 boys. I discovered Boeing was just as fup as United was. They hired me to instruct their customers how to fly the 787. Well, "Dreamliner" became a "Delayedliner" for almost three years and I was first to get laid off since I was among a small number of contract IP's who became full time Boeing employees. One bright spot in this story is that I now receive a grand total of 59 Dollars a month pension from Boeing as their "retired" employee. That huge sum of money, plus my PBGC check pays for half of the adult beverages my kids and I consume!

The rest is so far supplied by my current employer JetSuite. An on demand charter operator out of John Wayne Airport a few miles away from my home in San Clemente. I still terrorize the unfriendly skies in my LBF, an Embraer Phenom jet. The bad part, without a union contract, I am forced to work almost every Tuesday! :-)

With all the abuse and miss use I put my body through, I am not sure how much longer this old and tiered body may last or how long before I totally forget how to get from my home to Orange County Airport and drive on the wrong side of the 405 Freeway!

Meanwhile, if any of you finds my car keys, email me at [Rusty787@me.com](mailto:Rusty787@me.com) :-)

Adios, *Ross*

**LARRY BARR**--Mariposa, CA

Greetings all: Seventeen years into retirement and this is my first note to RUPA.... That's about perfect for me, never did have a lot to say. Carolyn and I have been living in the Sierra Foothills near Yosemite National Park for thirteen years now. We love it here in Mariposa, peaceful, quiet, above the fog and below the snow.

I've found my passion in Rotary International. It's a great club to give back not only to your community but also to quality global issues. I've contributed in all the committees but being the chairman of the Scholarship Committee for nine years gave me the greatest pleasure. These young men and women are

amazing, talented, engaged in everything at school and the community. I often wondered if they have time to sleep. They are the promise of a greater tomorrow for this country and I feel confident they won't let us down.

Carolyn and I have done the obligatory traveling after retirement: Ireland, England, Egypt, Kenya, and a Cruise from Venice to Athens and ports in between. Athens was a disappointment -- I think it had something to do with the three Cruise Ships in port that day. All the usual sights were jammed with tourists. We're going to stick to the small out of the way places in the Southwestern U.S. from now on.

Our last horse died three years ago. It seems strange not to have them after nearly 40 years of activities with them. Carolyn still has four dogs and six cats that keep her busy and happy. I took up golf 12 years ago. Anyone that's started playing golf at 65 will understand if I don't go into my game here but it's not about the golf, it's the four wonderful Rotary friends that I play with every Monday that I enjoy. They are all valued friends and we have a ball together.

We've got eight grandchildren and four great grandchildren now. It's delightfully chaotic and loud when we all get together. It's a shame to waste all that energy on the young. They're going to need that energy to cope with all the problems of the world and our country ... God bless them.

At age 77 and 75, we are still in good health, high spirits, and full of life. I hope to write again in another seventeen years--until then...cheers, *Larry*

**JIM BOYER**--Lake Forest, FL

Twenty one years into retirement and we're both still plugging along, enjoying all the aches and creaks and groans that this longevity entitles us to. Can't complain though as we get to most of the G'kids activities. Softball for the girls and soccer for both the boys and girls.

We're still playing tennis 3 days a week and 3 hours a day. Some golf - very frustrating.

Thanks to all of you who keep RUPA going, we appreciate all that you do. Check is in the mail.

*Jim and Corrinne*

SFO, MDW, ORD, SFO, ORD '57 - '92

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**HERB DELKER**--Albuquerque, NM

I'm now 88 years old and in good health. Had Prostate Cancer two years ago but Proton Radiation killed that. My PSA has been below ONE ever since.

It was 28 years ago we had big plans. I was scheduled for a one-way trip to Honolulu with friends and family in positive space on the upper deck. A big BASH in Waikiki!!! It didn't happen. I walked the picket line instead and the BASH was in Land-O-Lakes, WI.

I'm still flying in a LSA. I purchased a share in an Esqual. It's a two place 714 pound hunk of fiberglass with a Jabiru 3300 engine which flies quite well at our altitude. I just fly for fun.



Still travel on the airlines. Fly to Maui once a year on UAL passes but buy tickets on Southwest and American for other travel.

Keep up the good work. *Herb*

**S. F. "Tunk" DUNNING**--Fredericksburg, TX  
I apologize for not sending in the 2013 dues for Tunk Dunning's subscription to the RUPA magazine on his birthday month.

He is no longer able to read as his Glaucoma has diminished his eyesight. Along with this his dementia has made it necessary to be in a nursing and rehab facility. We are both 83 and take solace in that we have had many wonderful years together. Enclosed is the \$25.

Sincerely, *Joyce "Jo" Dunning*

**BILL EADS**--Mesquite, NV

Coming up on 10 years of retirement - in reality 14 years since those last 4 years were spent on PDI (Permanent Disability Income) and I did not fly! Not the recommended way to end one's career in aviation. Nevertheless, it has been a fun and eventful period since I finished my UAL career flying the 'rope-start 747' from the HNL and SFO domiciles.

Living is good in the small town of Mesquite

(population still under 20,000) where we have no worries of hurricanes, earthquakes, tornados, hailstorms, floods or any other type of severe weather! The lack of humidity keeps the warm months of summer quite pleasant with no bugs flying in your face or mosquitoes trying to bite. There are many beautiful golf courses in the area with low green fees and the tennis is great. Two nearby ski resorts keep the winter months busy. Hiking in Zion National Park, water sports at nearby Lake Mead, and the close proximity of the Grand Canyon really makes the area a year-round playground. Las Vegas is only 85 miles away for first class entertainment - and, did I mention that there are NO STATE IN-COME TAXES!

My wife, Donna, and I just returned from a trip to the "Big Easy" and we were able to get on 3 of the 4 legs we wanted. Even got first class on every leg but one. Agents were mostly very helpful but some seemed to still be struggling with the integration of UAL and Continental. Every flight left the gate completely full!

I always enjoy reading the *RUPANEWS* and again thank those responsible for keeping that important link with the retired pilots. Annual check is in the mail...

Regards, *Bill*

**ROGER EHM** --Walnut Creek, CA

Every time I look at the calendar, I wonder how the time goes by so quickly. I was sure that yesterday was Monday, and now its Friday. Perhaps this is a result of age, but I like to blame this seeming increase of the earth's rotational speed on the chemo therapy I had a few years ago. Did I not just pay my RUPA dues several months ago? I guess not, I am putting the check in the mail today.

We had a sad thing happen. One of our grandsons who had just turned 24 was killed in an auto accident. The death of a young person is difficult to bear, but support from friends and family is amazing. Relatives are flying in from clear across the country for the memorial service.

Have not taken any long trips in the last years, but this month we are going on an evening cruise around SF Bay and check out the new lighting on the Bay Bridge. *Roger*

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**DON EIKEN**--Sun Lakes, AZ

Jan & I like living "on the edge"! We have gotten the last 2 seats on 3 flights with Southwest this past year only because there were two revenue PAX who failed to show. Goes to show you that you can't leave the gate area until the door is closed! I would like to commend Southwest for making the effort to get us on at the last minute.

We are most fortunate to have an organization called "New Adventures in Learning" in our retirement community. This group organizes lectures from professionals that speak on a variety of subjects but focusing on aging, health, and opportunities for seniors. Some of our retirees come from the following disciplines; Medicine, Academia, Business, Financial, and Law. The cost to attend is minimal and the level of expertise is impressive!

Last September, Jan & I attended my 60th High School Reunion in Minnesota. While there we attended the Western Minnesota Steam Thresher Reunion in Rollag, MN. It was started in 1950 and has grown to be a real extravaganza! They get about 50,000 people attending every Labor Day weekend. There are literally hundreds of old tractors, many steam powered, powering farm implements, saw mills, threshing machines, mining equipment etc. It's a great place to review our farming and industrial evolution in equipment.

Finally, I want express my gratitude to Cleve and his helpers who publish this fine publication each month. Your work is greatly appreciated! *Don*

**DAVID (SKIP) FAIRMAN**--Nazareth, PA

Another year and now, it is 81 for me. I am still plowing the south 40 and working the farm with my wife, Billie. This year we purchased some more farming toys to make life easier.

We did our first export of Garlic Hot Pepper Jelly to South Africa in May. It seems the chef likes to make appetizers of Ostrich meat coated in the jelly, rolled, skewered, and grilled. We hope the locals like it as much as we do. We tried flattening a chicken breast and cooking it the same way and found it to be very tasty.

Christmas was a family adventure that took the entire family of 24 to Roatan, Honduras for the week. The kids were in charge of food and fun so they hired a chef (didn't want to waste vacation time in the kitchen) to cook the evening meal and make

enough leftovers for lunch the next day. The food was delicious with an emphasis on eating local produce, meat, and seafood. The chef was originally from North Carolina and had worked on some construction jobs with Billie's son. What a coincidence! Eleven of the family was certified in scuba diving and the others went snorkeling and deep-sea fishing. The anglers provided us with food for one of our evening meals. To show their appreciation for the adventure, a scrapbook was made with everyone contributing a page with Roatan picture and a description of their favorite adventure. When memory fails us, we will have the scrapbook as a reminder of quality time spent with the family.

The farmhouse B&B welcomes any of you who happen to be in the area. The food is grown on the farm and a visit will make you glad you are retired.

*Skip & Billie* (JFK, EWR, CLE, EWR)

**MEL FRANZEN**--Maitland, FL

Thanks to the staff for putting out a very good publication every month. I respect the folks who volunteer their participation to make it happen.

I noticed in the President's letter about a picnic planned at Lowry AFB on Aug. 21 and it brought back memories of me flying the F105 from Germany to Lowry in 1965. It was raining and a General or two were worried about me stopping the bird on a 5,000 ft runway in rain with a 190 kt. final approach speed. Well it worked out and 48 years later it is still intact on a pedestal.

What a year for me in the F105 as I flew from Kansas to Thailand in April, from Germany to CO in Sept. and from Germany to North Africa later in the year. *Mel*

**CHUCK GEORGE**--Camano Island, WA

I just checked the "Flown West" column in the latest issue of the *RUPANEWS*, and didn't see my name there, so thought I'd write a note and tell everyone my name wasn't there.

I realize that this note is late and won't appear in the June issue for two reasons. 1. That's the issue I just read, 2. That's the issue I just received.

As of June 18th, I became 77 years old, and while you are all probably saying, so what? Neither me nor my wife expected me to live this long. Her, because she always planned on killing me years ago, and me, because I always expected her to kill me

years ago. Maybe she has gotten used to me, and no longer has plans of that sort, but I'm afraid to bring it up in case she's just forgotten to do it.

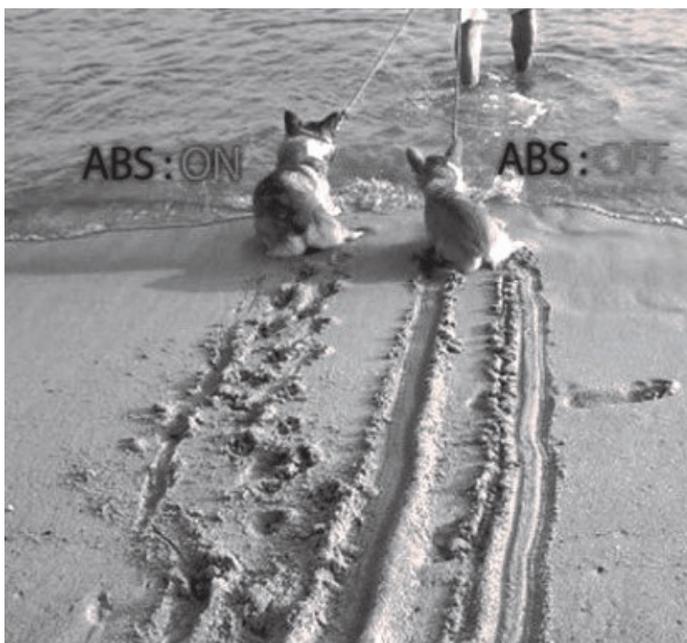
Anyway, we just got back from our annual trek to AZ. We had lunch with Frank and Jeanette Soare down there, and while that was nice, that really wasn't the reason for going to AZ. I've forgotten what the reason was, but I think it was the weather. Not the weather there, the weather in Seattle. It really sucked this year. I remember that because the moss in my hair covered my loss of hair, and nobody noticed. We also went with my daughter and her husband in their new sailboat to Vancouver, BC, drove to Whistler BC for a few days, and took a train from YVR to Everett, and had a very pleasant trip. A Humpback whale put on a two hour show on the way up to YVR, and just happened to be following our course. What a show.

Anyway, hello to anyone who remembers me, and thanks to all of the RUPA officers and workers who take care of us old ..... guys. *Chuck*

**JIM GWINN--San Martin, CA**

Still enjoying the California Weather, but events always arrive sooner. 87 on 20 June and 66 years married 4 July. It's nice, everyone celebrates our nuptials with lots of fireworks!

Very little travel these days except area golf days. No United at all, drove to Carefree, AZ for daughter Kathy's Christmas, her son Ross was a great help with the driving. Biggest thing coming up this month is a Gwinn family reunion at Coyote Valley



Ranch, Morgan Hill. I'm the old one in my generation and plans are for having 120 attending out of 254 identified in four generations. Fortunately, daughter Trish and two of her cousins have done all the plans and contacts through the internet, and all I have to do is show up and herd the golfers the next day.

Had my car totaled last July departing the local post office in a 25 mph zone. A young lady in her dad's full size pickup laid rubber for 58 feet before hitting me just aft of the L rear wheel. Lucky no injuries or tickets but she was really accelerating after the car in front of her turned.

Health is good for both of us, but my left hip bearing surface is in need of replacement after 11.5 years.

Golf is still good, shoot my age most of the time, but pain at night, so will have it repaired this month while the health is still good. Wife, Tommy, is having some balance problems, most probably from life with a stumbling sailor rubbing off on her, but we're working on it.

Family doing well, retired FA daughter Kathy and husband Bill at the Boulders in Carefree, AZ. Their son T.J. is still world traveling on his Mom's passes, two months in Japan, Hong Kong, Viet Nam, Laos, Cambodia, China, Korea and now in Peru. I am tired just thinking about it. Retired daughter Trish and husband Axel are in Cupertino, he still with Apple and Maret and A.J in School and near. It is nice to have them nearby, they all can be of such help. Fraternally, *Jim*

**DON HEATH--The Villages, FL**

Hi all. Still alive & kicking. It's been 23 years since I gave up flying for pay. Sold my Labelle sail plane 2 years ago. If you fly long enough you're going to kill yourself. Gave up golf last year. I shot my age at 78, 79, & 80. Couldn't make it at 81.

I've had 5 bouts with cancer. 3 surgeries on my throat, a melanoma on my back. The last exciting one was prostate cancer. I went through 42 radiation treatments, and finished 3 months ago. My PSA went from 7 before to 2 now. It should be down to 0 next time.

I'm still married to my first & only wife, Beve. She had bypass surgery 6 years ago. She had heart attack symptoms when we were on a cruise in the Mediterranean. Thank God we got home before a big one.

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You know you're getting old when you only recognize about 4 names in the RUPA Magazine. Not many of us left from the Capital 9/14/56 new hire class.

We moved up here to The Villages, FL 10 years ago. We spent 25 years down in Ft. Myers, FL. The Villages is a Disney World for adults. We have more golf courses than any other place in the country. You can get every where you want on a golf cart.

Well, you all take care, thanks for a great Magazine. Check's enclosed.

**Don Heath**, '56-'90. Midway, ORD, CLE, MIA

**C. H. "BO" HUMPHREY**—Camarillo, CA

Another year and a few more added aches and pains, but living here in a gated retirement community is quiet and peaceful. I wonder though if the gates are to keep others out, or to keep us from wandering off.

Thinking back recently about the new hire ground school at the Stapleton Field Training Center in the mid-sixties, we were given a course in weather prediction. Do you remember the little cartoon character man carrying a pail up a ladder to show how air cools as it rises?

Lately, I have come across a better weather prediction tool. You will be able to awe and amaze your fellow pilots with this tool.

It's called the "Weather Stone:"

--A dry stone means it is not raining

--A wet stone means it is raining

--A shadow under the stone means the sun is shining

--If the stone is swinging, the wind is blowing

--If the stone is jumping up and down, there is an earthquake

--If the stone is white on top, it means it has been snowing

--If the stone is wet on one side, it means a dog has passed by

Until next year, stay healthy. **Bo & Barbara**

**BOB LYNCH**--Roseville, CA

Postage is on the way. I'm a little late this year but better late than never.

18 years now since setting the parking brake for the last time. Kathy & I are thankful to be enjoying good health.

No big trips this past year, just our usual treks to Carmel, Kauai and family in AR & FL. After all the traveling we were doing with NASA, and Kathy's usual China trips with UAL, just traveling around the US isn't so bad.

Our kids are all healthy and busy doing their own things. Our son, Ron, is still flying the 737-800 for Delta, based in LAX. Flying with Delta sounds more like the United we all used to know.

You may have noticed the change of address and phone number. Kathy and I decided some time ago that we would be moving out of the Bay Area. The real estate timing seemed to be about right so we sold our home in September and bought a place in Roseville. Kathy grew up in SAC and her father and three brothers are still here. I've loved SAC ever since being stationed here in the AF while I was still a new second lieutenant. We are in a very nice gated community with great neighbors. The location is near the Galleria and Fountains shopping area along 1-80, so everything we need is very close by. And, we love our house, so it has been a good move for us.

Again, my thanks to all of you who volunteer your time in getting the *RUPANEWS* out to the rest of us. Great job!!

Good luck and good health to all of you during the next year.

Best regards, **Bob & Kathy**

1881 Eagle Glen Dr., Roseville, CA 95661  
961-742-5142 boblynch@sbcglobal.net

**DAN McKEE**--Rogue River, OR

Many thanks to the *RUPANEWS* crew for all your efforts.

On the occasion of having become an octogenarian, (far more by luck than design) a salute to all of you who have been so fortunate to operate the finest machines built by man. You got to fly all those hours and didn't even have to buy the gas.

*Again to grasp the hands of power*

*And be smoothly thrust into the blue*

*To calmly watch as from a tower*

*The wide earth's ever changing hue*

*To chase the sun across the sea*

*To speed the night and raise the moon*

Best regards to all, **Dan**

EWR-DEN-LAX-SFO '61-'93

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**MARV MEYER--** Surprise, AZ

After thinking about it for many years, we finally made the move last December. With Illinois politics and taxes the way they are, it was time to make the move to Arizona. We are pretty well settled in Sun City Grand and really wonder why we didn't do it years ago.

All four of our "kids" planned a great "80th" celebration for me in May. Also had family and friends surprise me from North Dakota, Minnesota and Indiana. It turned into a wonderful 4 day celebration along with my wife of almost 59 years. Really enjoy being close to 3 of our 9 grand children.

Thanks to all the crew at RUPA for your yeoman job that you have done over the years.

*Marv*

**HANS MIESLER--** Penrose, CO

Hello to everyone, The past year can be summarized in that we stayed too busy to work for a living. I'm glad not to be part of the ongoing marriage at my former employer.

Last summer I was involved in training for various airshows in our mountain state area involving formation flying with our RV homebuilt airplanes. The website is <http://www.rmrairshows.com/> for you guys who live in Colorado and might want to attend this year's events. My RV4 logged over two hundred hours of flight time the past year including a back country camp trip to Idaho and Montana in addition to the formation flight hours. The show schedule kept Mary and I closer to home, but we did find time to camp in our mountains and also put some miles on the Harley. Finally in Oct. we had time to visit our neighbors to the south and drove our Bigfoot truck camper to Corpus Christi Texas with stops at Avenger Field Sweetwater, Fredericksburg and after Corpus the long drive to Big Bend National Park. Big Bend is located right on the Rio Grande and the water was shallow enough in places one could easily walk to Mexico. The park is huge and the campsites numerous with great hiking and biking throughout.

Although I have been riding road motorcycles for years, I decided to rekindle my interest in dirt riding, and in November bought a dual sport Yamaha 250 XT with which to explore the numerous back country roads here in southern Colorado. The sales-

man said to keep the speed under 50 for the first 500 miles and then bring it back for the first service. Two weeks later I brought her in for service, much to the surprise of the salesman. I must admit that the little 250 has a much better suspension system than my '81 Yamaha 500cc thumper and gets 70 mpg at speeds of 75 mph. It's a hoot.

Late last year I received a call from my Canadian buddy with whom I climbed with two years earlier in Ecuador. He proposed we trek the Inca Trail to Machu Picchu in Peru. Before the day ended I made reservations for the trip with Mountain Madness and also the flight to Lima. Going standby was not an option and even paying full fare the UAL



flight was one hour late departing DEN and on the return flight the Continental 767 never made it to Lima requiring a reroute for me through EWR on a 757.

The trek was four days of hiking and three nights camping out along the Inca Trail. I still remember the first time I saw the Machu Picchu on the cover of National Geographic many years ago and dreamt about being there in person someday. It was a beautiful experience with steep lush mountains and archeological sites in places that one can't imagine the work involved in building there. Do plan on doing some long training hikes at altitude before departing on this adventure since it is a bit strenuous and most of the other hikers were in their 40's or younger.

We'll be spending our birthdays at Smiley Creek, Idaho this June, camping out with the RV4 so if you're in the area look for an older couple having the time of their lives.

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Thanks to all involved in putting these pages together each month, your effort is most appreciated. Hans and Mary Miesler

**BILL NORTHUP**--Palm City FL

Greetings All--- Shudda done this last month--- Family doing OK – Son Bill retires this year from US Army, 23 years now flying for Southwest. One grandson flying USAF Lear jets at Ramstein Germany.

Inboard Hydroplane Racing came back to Stuart FL last year—first time in 19!!! years and this year better than last year. The Grand Prix ‘guys’ promised next year to have a dozen GP hydros at our race in April. The GPs can go 175-180 mph!!! Lots of flying water and NOISE!!!! Brings back memories of racing on Lake Hopatcong in the ‘60s & 70s. We did have fun!!!

Check 6, *Norty*

**BOB ODGERS**--Western Springs, IL

A wise man said there were three (3) stages of Retirement:

1. GO, GO!
2. SLO GO
3. NO, GO...

I am definitely in the "No Go" phase and travel no longer is a fun experience for me along with RA. (Rheumatoid Arthritis)

With the new Empty Nester status, (Son # 4 Graduated from Miami of Ohio as a Second LT in the USMC and scheduled for Naval Aviator) and looking at the big empty house we have decided to downsize.

We love our lifestyle and home and are now building a Aegean Place. (Pronounced Age-in-Place). A small house on a big lot with only the features that we really use, plus adding the safety features like a home elevator. (A fall can really spoil your wallet and lifestyle) Plus, being of the pilot mindset, we checked the prices of all kinds of living and fees to enjoy the "Golden Years" and decided that we could manage on our own by staying put in a small town/ big city atmosphere.

Another phase in our life story with the added protection for my caregiver of 41 years to stay "In Place."

We are busy and enjoying our new life status, and wish the best for the other eighty-fours going like

sixty!

*Odg* '54-'89 MDW, SFO, EWR, CLE, DCA, DEN, ORD, LAX Captain Jet Blast

**HAM OLDHAM**--Delray Beach, FL

Today I called Dave Hanst who I flew my first airline trip with 60 years ago this month. The trip had eight stops. DCA-HAR -IPT-ROC-BUF-ERI-PIT-DCA-"whew." Dave sounded good and said he is still driving his red Ferrari.

Years ago he told me about flying his B17 across the English Channel on D-Day. He said it was full of all kinds of vessels from row boats to battle ships.

I was very happy to hear Dan Seiple is recovering.

This month we are going to the Globe Swift Fly-In in Athens, TN. Ruth and I are in good health. I never thought riding a pass would take more preparing than a PC. *Ham*

**JOHN ORGANTINI**--Homewood, IL

Dear RUPA, hope this doesn't cause any heart attacks, but I'm early this year, if only by a few days. I enjoy the magazine and appreciate the job you folks are doing. Thanx and thanx again!

I just heard the Alexander Hamilton (Hambone) Wilson's neighbor introduced him at a luncheon, which the neighbor paid for of course, and introduced him as a member of the *Retarded United Pilots Assn*. Afterward, Hambone corrected him and said we are *Retired Pilots*, so the neighbor then announced that Hambone was a member of the *Retired Retarded United Pilots Assn*. And I'm told that when the Doctor told Hambone he should use stool softeners he didn't know how that would help, but he went out and bought a couple of seat cushions for his Bar. That's my Dad. *John*

**MICHAEL PERRY**--Rye Brook, NY

Gents, All is well in Rye Brook, NY, except my golf has slipped. I've tried new technology, new balls, even lessons to get that 25-30 yards I've lost. Nothing seems to help.

Great job keeping us "up to speed" on pass travel. Continue the good work.

All the best. *Michael* JFK 747-400

**BUD PETERS**--Eagle, ID

The birthday fast approaches, it always gets here too

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fast now. It surely could slowdown some for me. Thanks to all involved for the great job they do keeping us all informed on the happenings in the new United. I couldn't believe the recent boarding priority list I saw. I didn't see "retiree" listed until the list got to number twenty eight. We don't fly that much anymore, but when we do we just buy a ticket.

Again, all you do to keep us in the loop is greatly appreciated. *Bud*

**GENE RUDER**--Maple Park, IL

Hard to believe I'm 24 years into retirement. I just got in from flying my Navion and Bonnie tells me I have to get a letter and check off to RUPA.

I just received a postcard inviting me to join the flying Octogenarians--seems I've been flying under their radar as I've been eligible for the last four years. I did receive the Wright Brothers Master Pilot award a few years back - Bonnie arranged for a nice party in the main hangar over at the DeKalb Airport. She had about 80 people there for dinner and the presentation of the award.

We still have our airport on our farm in Maple Park, IL. My boys also fly so we have plenty of activity.

For those who remember me, I'm still into snowmobiles; however, I'm no longer racing - I leave that up to my boys and grandson. Bonnie and I still trail ride around our home in Minocqua, WI.

Health wise I did the Proton Therapy for prostate cancer a few years back down in Bloomington, IN. Proton Therapy is the only way to go, absolutely no side effects, and my PSA remains practically "0." Bonnie has had a couple of hips replaced - the last one eight weeks ago - she seems to be coming along well and is anxious to get back on the lawn mower.

Our only traveling on United has been out to SLC to see our son and his family - other than the hassle, everything went well.

My thanks to everyone involved in keeping the retiree information up to date and everyone involved in sending out the *RUPANEWS*.

*Gene*, MDW and ORD, 1955-1989

**DICK SANDERS**--Westlake, OH

How satisfying it is to receive the *RUPANEWS*, sit down for however long and read of the years events in the lives of so many of the individuals I had the

pleasure of sharing a cockpit with. For the most part the reports bring back fond memories. The June cover evoked earliest flying recollections of seeing my dad off on business trips for the Boeing Company from Boeing Field in the 247, and finishing my career 20 years ago, not on the 777 but on the 767. On the inside of the issue, page 4, Phil Jach did a swell job of covering the "Crazies" junket to Port Clinton, OH in May for our meeting at the Liberty Aviation Museum. Real nice time had by all.

Another good year in the books for Mary Lou and I. We are both feeling well and continue our involvement in a variety of activities. I started out the year 2013 with the usual ski trip to CO. Late April we were back in CO for an early birthday celebration with our family at our daughter Ellen's home in Parker. Our son needed a hand with some renovations to his home in SFO in preparation for the arrival of their 2<sup>nd</sup> child, so I headed west for a few days in early May. We stay active in community activities and I keep my hand in general aviation with some instructing and Angel Flights. Not many days in a week or a month that we don't find a way to use up fairly productively.

Thanks again to all of you who have a hand in putting "the Journal" together. And thanks, ladies and gents, for writing in.

Fraternally, *Dick*

**CURT SIMPSON**--Port Orange, FL

Hi Cleve, This makes nine years since my last flight from Sidney to LAX on the 400. However, these last few months have not been good as I lost my wife and best friend Susan to cancer on February 12th. I thought I was prepared for her to go, but not so much. Most of the time since her diagnosis three years ago, I think we were both in denial--like this couldn't be happening, must be a mistake, etc. But it did and I miss her terribly as I know that others who have suffered a similar loss do. Living here in Spruce Creek has been a blessing as there are so many wonderful and caring friends (retired UAL and others) who are making this transition more bearable.

I was also treated wonderfully by NetJets during her illness and was off from Thanksgiving until the end of March. No questions just let them know when I was ready to come back (with full pay). I might add that we pay zero for medical insurance which is cer-

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tainly a rarity these days. I am flying as captain on a Citation Encore and the business seems to be recovering from the last few years of economic downturn.

I plan to visit my daughter and her family in Seattle in early June and have a ticket on Southwest which should make the trip more enjoyable. Also, I will buy a ticket in July to visit my son and his wife in Grand Rapids. I'm not interested, with limited time available, in tempting fate on a UAL pass. Maybe another time!

As usual, thanks for all that you and the rest of the crew do to keep RUPA going. I'm glad to see that we are attracting new members among the recent retirees.

*Curt*, '67-'04 EWR, CLE, ORD, LAX

**ROGER SMITH--Fort Smith, AR**

It has been 14 years since retirement came along. We are doing well. Taking care of ourselves with the normal doctor appointments.

We started out 2013 with a two week cruise out of Galveston, TX. It was fun, but I have to say the port in Galveston isn't very well equipped for handling big ships. Customs was a mess. In March we drove to Fort Myers and visited friends, then off to Port Canaveral for another cruise. Great time to the Eastern Caribbean. Prior to the cruise we spent a day at the Kennedy Space Center which was very interesting. Highly recommend it to everyone.

Traveled to Amsterdam in May to visit a site where my uncle lost his life in a B-24 crash. We got to talk to a Dutch gentleman who witness the crash. The small town of Bolsward has erected a monument in honor of the crew. A very moving experience for the Nelson family.

Using a vacation pass got us Business/First class round trip out of Houston. Our pass travel experience has always been good out of Houston.

Thanks to the crew who keep the *RUPANEWS* coming.

Regards, *Roger*

**JOE SWENSON--Littleton, CO**

It has been a relatively good year for us. No major illnesses or injuries. I still work out just about every day and have gotten back to running regularly. Along with swimming, biking and lifting weights, I'm staying pretty fit.

I am still involved in a couple of different ministries at our church and looking for where else the Lord wants me to serve.

Eileen and I will celebrate 37 years of marriage in August. We went on a Western Caribbean Cruise in February and are going on an Alaska Cruise with Pastor David Jeremiah in July. We spent several days last October in Glenwood Springs, CO, one of our favorite local getaways. Whenever we fly anywhere, I just go online and buy the cheapest reasonable tickets I can find, usually Southwest. Not interested in the stress and uncertainty of pass riding anymore.

I'm still doing some flying (ferrying and what are called "demo" flights) and sim instructing on the B737, 757/767 & occasionally the 777.

I'm loving being a granddaddy to our precious 2 1/2 year old, Cora, our son and daughter in law's very special gift to us.

We've lost some good friends this year so I just want to remind you all to cherish each of your friends and family. Tell them you love them. Every day is a gift from God, that's why it's called the present. God bless, *Joe*

**LEE SWOFFORD--Coppell, TX**

Dear Leon. I received my copy of the United Book today and sat down and started reading. I love history, particularly if it is about something I know a little of.

I left the Air Force and was hired by Pennsylvania Central Airlines Nov. 1, 1945. I felt fortunate to fly with a lot of pilots who started this business. Some of their stories about flying open cockpit airplanes were wonderful history lessons. What was interesting was that they did not fit the Movie image of an airline pilot at all. Some were short, some were tall, some skinny some fat. The one thing that seemed to fit them all was They trusted nothing and they knew where they were at all times. The most beautiful piece of flying that I have ever seen was done by a fat Captain that was always standing around with his uniform unbuttoned and cigar ash dribbling down his front. He put on a show with a twin Otter that was unbelievable.

Capital Airlines was a great company to work for. The management was open and friendly. The chief pilot was just a phone call away if you had a problem. Merging with United was a strain at first but it

opened a wider world for all of us. Watching American and US air merging brings back a lot of memories.

Living here in Texas I miss the monthly meetings of the pilots around the country.

Thanks for the Book. *Lee*

**MRS. CONNIE WAGNER**--Umatilla, FL

Sorry this slipped my mind. I'm sending a check for two years.

My husband, retired Capt. Richard Wagner, passed away in Sept. 2012. In his memory, I look forward to reading the RUPANEWS and especially keeping up on travel benefits.

A lot of information no one else seems to realize, and that took me a while to get answer about, is that the surviving spouse is not issued vacation passes after the year the retiree dies. I am given two more years to use up the eight vacation passes we received in 2013, but those will be gone long before the time limit.

Sincerely, *Connie Wagner*

**D.L. LARRY WRIGHT**--Los Altos, CA

Not a lot of travel this year; a couple of trips to Atlanta to visit our son over in Alabama. Our experience has been fairly good as long as we are on mainline airplanes and vacation passes. Trying to travel on United EXCUSE (Express) on a regular pass has not been good. They do not have the capacity and we have no seniority. Beware.

The rest of our time has been spent trying to keep up with the weeds and making trips to our property in Eastern Oregon. There is always plenty to do as there are noxious weeds to spray, downed trees to clear from the roadways, and cutting up those trees and splitting for firewood. It is a lot of work but being in the woods is very enjoyable. It's always a thrill to come across a herd of elk or deer while transiting the property.

*Larry*, mostly SFO '68-'95

## IN MEMORIAM

**GEORGE A. GRIFFITHS**

George A. Griffiths, a long time Key Largo resident passed away peacefully at home May 14, 2013.

He was born September 1, 1939, in Greensburg, PA, and was raised in Jeanette, PA. George retired

from United in 1999 after a 32 year career.

He will always be remembered for his pleasant disposition and willingness to help others in need without being asked, while at the same time trying to refuse help from others when he was in need.

He survived by a daughter, a son, and three grandchildren.

In lieu of flowers, donations in the name of George Griffiths may be made to Saint Jude's Childrens Hospital (1-800-805-5856).

**MARVIN EARL JEFFERS**

Marvin Earl Jeffers was born on March 8, 1929 in Beach City, Ohio. He was an only child, and the small family moved often during the Depression years to several small towns in Ohio, settling in Strasburg during his high school years. During his senior year, he met and had a first date with his future life-long partner, Esther Garver. He played basketball for, and graduated from Strasburg High School in 1947.

After attending Otterbein College in Westerville, Ohio, Marv was accepted into the USAF Aviation Cadet Program, graduated in 1951 and received his wings and commission. Following proud service to his beloved country, he became a pilot for United Airlines and enjoyed a 34 year career which allowed for many memorable world travels with his wife, family and friends.

Marv and Esther were married on December 20, 1951 and enjoyed over 61 years of marriage. He is survived by Esther, three children, six grandchildren and one great-grandchild.

Marv was a true "Family Man," loving, loyal, protector and provider. His love and devotion was also evident in his relationship with his beloved dog, Goldie.

Marv passed away at home, surrounded by his family on May 10, 2013. He will be dearly missed by family and friends.

**STANLEY R. OLSEN**

I regret not writing this sooner, but it is simply a hard thing to do! Stan was 83 when he passed away from melanoma cancer on September 10, 2012, and was lucky to have found a good alternative medicine center in Carson



City, Nevada where the cancer was kept in remission for three years. He felt and looked well and enjoyed life during that time but the cancer did spread a few months before he died.

He started with United in 1955, flying DC3's and DC4's up and down the coast and then the DC6's and DC7's on longer flights. We moved to Sparta, New Jersey so he could fly the Caravel and larger jets out of Newark and New York. United was good to us in those days (considerably smaller,) life was good and our family of three children thrived. We had great vacations in the Caribbean snorkeling and hunting for shells in Sanibel, Florida.

Stan transferred back to SFO to fly the DC10's to Hawaii and ended on the 747 flying to Japan and Hong Kong when he retired. I think many of you will remember him as a really nice guy...always helpful, kind and patient with a sunny disposition. He said he really missed the comradeship with his fellow pilots after retirement. A fellow pilot sent this, "Just a note about meeting Stan on April 4th 1955 as we started new hire class as DC6 Engineers. If he had not taken me under his wing for the 8 week course I would never have made it thru the school, being the 22 year old baby of the class with only 220 hours total time. The first day he had to explain to me that the inverters in the electrical system had nothing to do with aerobatic flight. Boy, what a surprise! From then on he kept me supplied with enough of the "gouge" to get my F/E license. We later spent time together taking the DC3 ground school course around the swimming pool at the Ben Frank in San Mateo. Always the cheerful guy, great pilot & good friend.

Thanks Stan & have a great flight west. I will miss you. Your now 80 year old flying buddy. Jerry Paulsen retired SFO 1992."

Stan was a U.S. Naval pilot (before United) flying during the Korean War from the Philippine Sea aircraft carrier near Formosa. He flew the Corsair and then F9F2's. I met him at the Alameda Naval Air Station in 1952. We were married at Treasure Island Naval Base in 1954.

Stan loved flying and had a great life. He was an avid sportsman & loved fly fishing. We miss him very much! Doris Olsen P.S. If anyone would like to share a story or ask a question, I would like to hear from you. Write me at [dolsen@mlode.com](mailto:dolsen@mlode.com)  
Thanks. *Doris*

## ANDREW D. YATES

Andrew D. Yates passed away on May 22, 2013 in Alexandria, VA after a valiant battle against cancer.



Andy was born in Elizabeth City, VA in 1924. He graduated from George Washington High School in Alexandria, and attended VPI&SU before becoming commissioned in the United States Marine Corps in 1944. While serving in the USMC, he flew multiple aircraft during World War II, mainly in the Pacific Theater, as well as participated during the Korean Conflict. He received numerous awards before retiring as a Lt. Colonel in 1965. While serving in the USMC, he married Elizabeth Albertina Thatcher "Tina" on November 18, 1949.

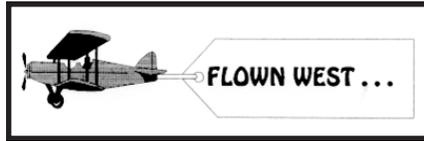
Andy enjoyed a second career as flying for Capital Airlines and United Airlines, culminating his career as a Boeing 747 Captain flying from San Francisco to Honolulu. He retired from United in August 1984. Andy accumulated over 31,000 flight hours in over 80 different aircraft over a 40 year aviation career. Subsequently, he was instrumental in the development and transcription of voice recorders found in aircraft and other types of transportation today. He often served as an expert witness on behalf of the National Transportation Safety Board during aviation accident investigations. Additionally he received an honorary Doctorate from the Aerospace Medical Association for his numerous contributions, one of which culminated in defibrillators being standard on all commercial aircraft. He served in various capacities in numerous other professional, technical, and community organizations.

Andy is survived by his loving wife of over 63 years, Tina Yates; six children, 12 grandchildren and three great grandchildren.

Funeral services were held at Fort Myer's Memorial Chapel followed by interment at Arlington National Cemetery.

Condolences may be sent to: Mrs. Tina Yates  
3520 Duke Street, Apt.204  
Alexandria, VA 2304-6303





|                       |               |
|-----------------------|---------------|
| *Carson L. Serviss    | Dec. 2011     |
| Stanley R. Olsen      | Sep. 10, 2012 |
| *Andrew Harmatiuk     | Feb. 2013     |
| *James A. Gordon      | Mar. 27, 2013 |
| *Robert W. Johnson    | Apr. 2013     |
| *David E. Vasquiz     | Apr. 2013     |
| *Jay A. Halstead      | Apr. 24, 2013 |
| Marvin E. Jeffers     | May 10, 2013  |
| James E. Coombes      | May 11, 2013  |
| George A. Griffiths   | May 14, 2013  |
| *James L. Kelley, Sr. | May 18, 2013  |
| John E. Cerisano      | May 24, 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:**

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**To:**

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

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### 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 (2<sup>nd</sup> Tuesday)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590  
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*  
Thousand Oaks (2<sup>nd</sup> Thursday on odd 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] (To Be announced)

#### 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