
rupanews



Journal of the Retired United Pilots Association



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Washington

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Washington D.C.

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PRESIDENT'S LETTER

We had nine new members join our ranks since last month! I would like to welcome Captain James Goddard, Annapolis, MD, Captain Douglas Howden, Vancouver, WA, Mark Bosler, Castle Rock, CO, Captain Dennis Mills, Spotsylvania, VA, Captain Charles Whitney, Lake Forest Park, WA, Captain Mark Van Kirk, Flat Rock, NC, Captain Maynard Jackson, Parker, CO, and Captain Stephen Simpson, Maggie Valley, NC.

I am pleased to announce that Captain Bob Engelman has agreed to take over as our Membership Chairman. Bob retired in July, 2013 and lives in Florida. He relieves Tony Passannante, our VP. Thank you Bob for your willingness to help out! And, thanks to Tony for your past service!

Our RUPA Membership Directory is published each January in lieu of an issue of the *RUPANEWS*. Now is the time to notify Leon Scarbrough, Sec/Treasurer, of any changes you would like to see in your listing. Please take the time to do it early...NOW... The deadline for updates is December 15, so Leon can enjoy the Christmas Holiday rather than sitting at his computer doing last minute changes.

REMINDER!

2014 benefits enrollment is coming. It's just about time for annual benefits enrollment. This year, coworkers will have the opportunity to enroll from Oct. 14 to Nov. 1. United benefits-eligible RETIREES will have the opportunity to enroll from Nov. 4 to 15, 2013.

In early October United HR combined the UAL and CAL personnel data into one operating system that required them to freeze the systems for a few weeks. We sent out an Eblast last month alerting you to the freeze. During this blackout period, All About Me on Flying Together was unavailable for updates of personal information. **After October 21, All About Me will be phased out for RETIREES, and personal contact information changes such as home address, email address, and phone number will be done directly through Your Benefits Resources, through the link that can be found on the Employee Services tab of Flying Together.** If you have specific questions about the project, please send them to HR_Consolidation@united.com. To navigate the web site, changes to personal information should be done by going to Flying Together, click on the Employee Services tab, and click on the link 'Your Benefits Resources'. At the top of the screen, you will see 'Your Profile' where you can make changes.

There was a Conference Call for the Retiree Groups with HR Travel folks. The following are items that were discussed:

- 1-When traveling "name" compliance is important. TSA looks at first & last names. Secure Document "employee res" name on "all about me" must be the same on your ID. Drivers license recommended when traveling for ID purposes.
- 2-For a new marriage, a certificate must be mailed/faxed/scanned to the company - allow for time. If a marriage during travel, register first as friend before and during honeymoon until marriage certificate is received/processed by the company.
- 3-Retiree name changes for UAL retirees should use phone call to the "Benefits Center" using DOB, first & last name, last 4 digits SS, password, and zip code. Talk with a representative.
- 4-Divorced employee need no papers to prove it - use "all about me" for pass travel changed. UAL retirees contact "Benefits Center" for all change including children adoptions.
- 5-Emergency travel is for retirees and spouse only. It is not available for Enrolled Friends.
- 6-It is the 2 year anniversary of the pass travel policy changes - no revisions are planned at this time.

Our thoughts go out to our Troops away from home over the Thanksgiving Holiday and those less fortunate. I hope you all enjoy a great holiday with your families and loved ones. If you are traveling, I hope you get a seat! Happy Thanksgiving!!!

Jon Rowbottom

RUPA President

ABOUT THE COVER

Another great picture of the Boeing 787

Correction to the October cover-picture identification

I received several emails in regards to the misidentification of the Boeing 307 on the October cover. It was listed as the Boeing 303. This message from Jack Roderick pretty well covers what all the other messages said.

The aircraft shown is the Boeing 307 Stratoliner not the Boeing 303. It was the first pressurized airliner and came out in the late 1930's. It was basically a B-17 with a passenger fuselage, having the B-17 wings tail and engines. Pan Am bought 4 and TWA bought 5 with 1 going to Howard Hughes. It was very successful but when the war broke out production ceased. Many were taken over by the Air Transport Command and received the military designation C-75. After the war, TWA flew them for a few years but the DC-4 and Connie were now available, so the 307 Stratoliners were sold. *Wikipedia has a great report on it. Ed* I'm sure many members (especially us older ones) are familiar with this airplane. Thanks for your time.

Jack Roderick, EWR, CLE, ORD

Update from the RUPA Sec/Treasurer

Leon Scarbrough



Emails--if you send one, you will receive an answer. If not, resend. Phone Calls --If you do call and leave a message, please be sure that your message is loud and clear. I cannot call you back if you don't leave a clear message.

Those of you on the RUPA Foil at the Udvar-Hazy Smithsonian Air and Space Museum, one members Profile was wrong for that pilot. Talking with Kelly at the Smithsonian, the following message came from Kelly, and we wish that one and all check and see that your profile is correct. And if, like me, who has not submitted a profile yet, and you want to, time to get going. You can search for

your name here: <http://airandspace.si.edu/support/wall-of-honor/honoree.cfm>. If you have submitted a profile, and it has been uploaded, your name will be a hyperlink that you can click. If you have not submitted a profile and picture but would like to do so, please email them to wallofhonor@si.edu. Please keep in mind that profiles should be under 500 words. If there are any issues with your profile, please email us at wallofhonor@si.edu or call us at 202-633-2603. Thanks! Kelly Bloom

After speaking with representatives of other pilot retiree organizations around the country, Ours is the best!!!!. And thanks goes to Editor Cleve Spring and the fantastic job he does monthly! Three cheers to Cleve.

Jon Rowbottom has already shown some excellent leadership in his one month plus as President. We are definitely very lucky to have him and Tony.

November 22, 1963-- Where were you?? Me, I was in the Vietnamese highlands city of Dalat, visiting an Army buddy. That morning we heard about JFK's assassination, and spent the rest of the day listening to the radio.

15 or so years ago, my AF UPT class had our first reunion, and we were asked to write out a short or long bio on our doings since graduation from class 63-E/F*, and surprisingly, 60% told of where they were on Nov 22, 1963. Not me, as I was one of that 40%. How did they pick that one lifetime event to add to their bio? Beats me. Where were you? *Leon Scarbrough* RUPA Sec/Treasurer

“Attention”

We publish our annual RUPA Directory of active members each January. Everyone wants their correct information included in it. If some of your information has change, such as a phone number, email address, etc., please send the correct information to Leon. If you are not sure, check the 2013 Directory. **Send corrections to:** RUPA, PO Box 400, Vineburg, CA 95487-0400 or E-mail: rupa.sectr@yahoo.com



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

WWII pilots traded their wartime wings for United Air Lines co-pilot wings. Colonels, Captains, Lieutenants and Civilian pilots sat side-by-side in classes at the Denver Flight Training Center. 30 or more pilots graduated each month and were assigned to the line, joining the approximately 1,000 Captains and First Officers already flying United's fleet of Mainliners and Cargoliners.



Nearly all of the 300 co-pilots who graduated from the Denver center in the year between Sept. 1, 1945 (V-J Day) and Sept. 1946 had extensive flying experience in war theaters throughout the world. Following the war, United required its flight personnel applicants to have a CAA Instrument Rating before hire. These requirements shortened pilot instruction time to five or six weeks.

In addition to holding a CAA Instrument Rating and Commercial Pilot's Certificate, the average post-war trainee was a military veteran with 1,500 to 1,600 hours of flying time, was 21 to 29 years of age and was between 5 ft. 7 in. and 6 ft. 2 in. tall. He had to have a minimum of 1,200 hours in the air, accumulated during night flying, instrument flying or multi-engine operation.



Training included "Link Trainers" and training flights in a DC-3.

Capt. G. I. Myers presents United co-pilot wings to Raymond E. Nelson

Classroom instruction included Meteorology and Navigation, operation of the DC-3, Flight Operations Procedures & Policies, Civil Air Regulations and a course on the United Air Lines Organization.

Marvin Berryman DENTK Ret. from the Sept. 1946 United News

2014 RUPA CRUISE

Our next cruise for RUPA members, relatives and friends departs on the 10th of May 2014. RUPA has participated in several cruises with Holland America and has never been disappointed. In order to secure space with our group, it is best to reserve space early in order to receive the best cabins aboard the ship. A cruise may be an excellent gift for Christmas or a means for our newer retirees to celebrate their recent Retirement and meet fellow retirees. For more information about the **14-day Norse Legends and Viking Sagas** go to www.hollandamerica.com and check out the itineraries and tours. You can book the first 7 days of the cruise, or the second 7 days, or the whole 14 days since the ship comes back to port after the first part of the cruise.

Holland has been visiting Europe's history-drenched ports for over 100 years. A cruise to the glacier-carved fjords is a perfect way to visit the quaint villages and towns of Norway and soak-up the history and culture while relaxing and dining in the company of friends and family. The ship will depart from and return to Rotterdam the Netherlands. At the present time, Holland is offering a special which includes a reduced deposit, an upgrade to a dinner at one of its specialty restaurants, and a beverage package that includes all wine, beer, spirits, sodas and specialty coffees; some restrictions apply but it's a great deal. Deposits are fully refundable up to 75 days prior to the cruise. As of this writing we have 22 cabins reserved for our group.

Please see the July or August issues of the *RUPANEWS* for a description of the cruise or go to www.hollandamerica.com for further information. I hope you will consider joining us for our 2014 cruise.

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

Chicago Combined RUPA Luncheon

For several years we had two RUPA lunch meeting in the Chicago area. Both were in the western suburbs but some distance apart and had mostly different attendees. Bernie Sterner (the coordinator of one location) has had to retire from this duty. And the organizers of the event in McHenry decided to try a different location with a little different format. We have had the first meeting at the new location and it was a popular success.

We understand that there are plans by other coordinators to continue a lunch at 31 North Banquets in McHenry aided by the staff of the Restaurant. Therefore there will be two lunch events in close proximity but on alternating months. The schedule for Nick's is below and we assume that the new coordinators at 31 North will be publishing a schedule.

Our experience has been that the biggest deterrent to attracting attendees is travel time, as the residences of RUPA members are located all over the Chicago area. A lunch or event closer to their homes might pick up some RUPA members not now attending one of the lunches.

For instance, a RUPA member has brought us a flyer from a Restaurant located on or near the Schaumburg airport that might be attractive to members that don't presently attend either lunch.

If anyone would be interested in organizing a lunch at this or any other location we would be willing to help with the start up.

If you are interest contact;

Claude Nickell 815 459 5314

Or e-mail buddyclaud@comcast.net

On Oct. 18th 2013 at Noon , the combined Chicago RUPA lunch group met at Nick's Pizza and Pub in Crystal Lake IL, with 56 RUPARIANS and guests in attendance. This was our first time at this location and with a few start up problems the event turned out to be a popular success. This was intended to be a test of the new format and it passed.

In attendance were: John Anderson, Leroy & Eva Bair, Dale Bird, Jim & Corrinne Boyer, Larry Cabeen, Norm Clemetsen, Barry Davidson, Rich DeVries, Jim Downing, Bill Duzet, Allan Englehardt, TomFasiang, Walt Fink, JimGesler, Ed Gunderson, Vince Hammond, Dave Harris, Tom Harvey , Jim Higbea, Paul Hubbert, Bob & Carolyn Kelly, Dick Kuhn, Wes Lundsberg, Karol Marsh, Jim & Pat McCusker, Rob McCutcheon, Bob & Shirley Moncur, Jack Mumaw, Steen Munter, Dick Murdock, Ceil & Bill Myers, Claude & Paula Nickell, Glen Peterson, George Pylawka, Gene & Bonnie Ruder, Dave Runyan, Dick Schultz, David Schultz, Bill Silvester, Ole Sindberg, Jim & Mary Trosky, Wayne Walusiak, Dave Wege, Russ & Barbara Sue Williams, Ron Wilson, and Tom Workinger.

Our plan is to meet every other month on the second Tuesday starting in February 2014. **No meeting In December.**

For 2014 the dates will be:

February 11

April 8

June 10

August 12

October 14.

We will be sending out e-mail notices prior to each meeting and also placing a notice in the *RUPANEWS*. There will be no mail notices. If you wish to be added to our e-mail list send address to, buddyclaud@comcast.net.

Claude Nickell

DCA BOY'S NIGHT OUT

Hi, here is the latest gathering of BOYS NIGHT OUT. The Quarterly meeting of the DCA (Washington), BWI (Baltimore) and IAD (Dulles) pilots that was held at the Schmankerl Stube German restaurant in Hagerstown, MD on 09/18/2013.



From left to right....a guest of Lew Meyer, Jim Fanto, a retired (93 year old WWII B-24 pilot) and long-time employee of United, Bill Wellborn, Stokes Tomlin, Paul Davis, Chuck Rhine, John Easton, Gil Coshland, John King, Lew Meyer, Bernie Schwartzman, Charlie Schwab (PAA) and Bill Nolan.

About half enjoyed the marvelous swinehauxen that is the signature dish both in Hagerstown and Frankfort Germany, where the trouble, I mean tradition, started! *Samuel Tomlin*

Dana Point RUPA Luncheon

rupa lunch group arrived to a beautiful day at the Wind and Sea in Dana Point. The Deck had new wider umbrellas that were fixed to the deck ... this gave more room around the tables. This gave more room to get up and visit with others even though the tables were close together. Seemed to have more cross tables conversation.

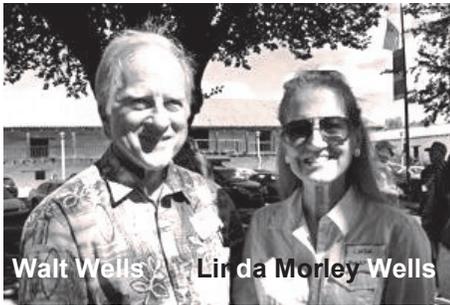
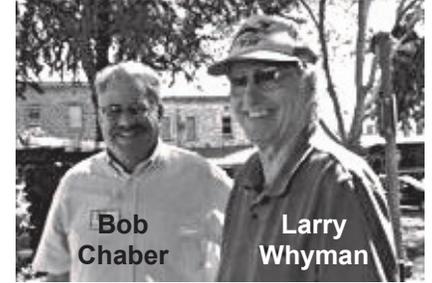
On Deck where: Al Pregler, Bill Rollins, Bill Stewart, Bob Fuhrmann, Bob McGowan, Butch Trembly, Carlos Bernhard, Denny Giesea, George Webster, Jim Grosswiler, John Grant, Park Ames, Rudy Haluza, Rusty Aimer, and *Ted Simmons*.

NON SEQUITUR | Wiley



The 2013 Guppy Gathering in Sonoma

The 2013 Guppy Gathering was held on September 25th at the town square in downtown Sonoma CA.



Attending were the following: Don Booker, Bob Chaber, Bob Cornell, Father Don and Doris Donegan, Lee and Shirley Francis, Tom Grey, Dick Hanna, JR Hastings, Ernie Henderson, Wayne Heyerly, Deke and Merle Holman, Gary Koverman, Woody and Barbara Lockhart, Bill McGuire, George Mendonca, Bruce Milan, Barrie Nelson, Bill O'Connell, Dan Porter, John Reed, Vicky Scarbrough, Bill Smith, Ellen and Ken Thompson, Wally Tweden, Eileen Tyson, Walt Wells and Linda Morley-Wells, Bill and Jan Wheadon, Larry Whyman, and Larry and Pat Wright.

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

The Bay-Siders had a very nice fall day for our luncheon at Harry's Hafbrau with twenty-two in attendance. Barry Bickle, from Lake Forest, FL dropped in on us, as well as Dick Hooning from up in Paradise, CA. We were happy to have them in attendance. I understand that Dick had to use a vacation pass to get here. We had the usual topics of conversation, from pass travel, the new medical insurance coverage starting the first of next year, and the May RUPA Cruise. There are now 22 cabins booked.

In attendance were: Barry Bickle, Bob & Burkie Callaghan, Bob & Roz Clinton, Sam & Billie Cramb, Rich & Cyndi Erhardt, Barry Hamley, Dick Hooning, Dick & Jeri Johnson, Bob Kallestad, Bob Lawrence, Ed Manning, Bruce & Stephanie McLeod, Jan McNaughton, Cleve & Rose Spring, Isabell Traube.

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*

Power Outage

We had a power outage last week and my PC, TV and games console shut down immediately. It was raining so I couldn't golf or boat so I had to talk to my wife for a few hours. She seems like a nice person.

The Intrepid Aviators of Southern Oregon

Hi all, Sorry for the late note to RUPA, but it's been a very busy time. Thanks to Art Lumley also, for sending in last month's note to Cleve for the *RUPANEWS*. Missed a couple of our group since Medford Air was closing and had an open house that conflicted. It was a great operation that was very supportive of general aviation at the airport and will be missed, particularly at coffee time when the troops would gather for coffee and cookies! Word is that Erickson is moving their operation into the Medford Air buildings.

Another fun time with the group at our September lunch here in the Rogue Valley. We missed a couple of our regulars, but still took most of the Pony Espresso's tables (no it's not a very large place). Since then our weather has displayed more of the Fall season and this month (October as I write) I would guess most will be in sweaters.

Hard to compete with the New England Fall colors, but ours here in the valley are beautiful as well. It's all made even better with the salmon returning to the streams to spawn, the Fall colors, warm days and cool nights. Perfect!



Attending September's lunch, and starting in the left front, 'Banjo' Bob Keasbey, continuing seated, Catherine Dimino and her dad George Elliott, Marty Niccolls, Harvey Saylor, Chuck and Harlowe Kittle and standing in the rear, left to right, Michael Bennett, Jim Jaeger, Scot Lee and Bob Niccolls. With this lunch we say so long to Michael as he heads to Florida for the Winter, and again welcome Chuck and Harlowe to our group.

Not sure if you have room Cleve, but the puppies were too much fun. Owner came for coffee and the pups knew it was 'treat' time.

Remember our lunch on the 17th. Hope to see you all there. Cheers to all, **Bob**

S.E. Florida Goldcoast Luncheon

The first meeting of the winter season was a great success on Thursday, the 10th of October, at Galuppi's in Pompano Beach. We celebrated the recent retirement of two of our old friends, Rick Valdes and Bob Engleman. We told them we expect to see them monthly now as there isn't anything else to do anymore. ALPA will miss these gentlemen.

A new member to our luncheon was Joe Hernani. I noticed he was shorter than some of us, then found out he is still working. That explains that. As always the food was great and the conversation was priceless.

Present on Thursday were; Ed Wheeler, "Hambone" Wilson, Murray Warren, Terry Lewis, Ham Oldham, Les Eaton, Stan Baumwald, Gene Anderson, Joe Hernani, Rick Valdes, Bob Engleman, Tom Berg, Bob Dodson, Bill Garrett, Mike Warde and me, Jerry Bradley.

Next meeting is the 14th of November when the snow birds should be back, and that includes our leader, Ned Rankin. **Jerry Bradley**, for Ned.

DENVER GOOD OLE' BOYS (September) LUNCHEON

Denver RUPA met at The Country Buffet in Aurora on 17 September. It was a beautiful day after the devastating floods of the past week. The main topic of discussion was the future location of our meetings. Ted Wilkinson reported on various venues and the membership decided to continue with The American Legion Post One we had used for the past several years.

It was reported that retired Captain Jerry Kennedy had flown west in August at age 91. He was interred at Ft. Logan military cemetery. Several members recounted knowing and liking Captain Kennedy. I personally recall his talking about his experiences in WWII flying fighters off carriers with the Navy in the Pacific. One particular one he recounted was an incident where he was with a flight of fighters attempting to find the fleet at night in fog after returning from a mission. It had a happy ending but was a harrowing tale indeed.

Attending: Al Dorsey, Casey and Gail Walker, Stanley Boehm, Dick Garbrick, Bill and Eve Hoygard, Steve Pahs, Ted and Rose Wilkinson, Carl Harder, David Horowitz, Duane Searle, Al Snook, Dick Shipman, Dick Kobayashi, Bob and Marj Crowell, Bob and Ann Blessin, Tom Johnston, Russ Ward, Bernie Stoecker, Dick and Valerie Brinkworth and Dick Shipman.

Your Humble Co Scribe, *Tom Johnston*

DENVER GOOD OLE' BOYS (October) LUNCHEON

Our scheduled meeting convened Tuesday October 15 at the Denver American Legion Leyden Chiles Wickersham Post 1. All were quite happy to have returned to that facility after a month a bit in the wilderness.

After some time for libations and visiting, a good lunch got underway served up by Heather Mulqueen, the new cook. Beginning after lunch discussions our coordinator Ted Wilkinson, as usual, had for us a good his type of short joke, which ends with a dry subtle punch line.

Discussions were a bit in respect of current daily news and a few recent pass experiences. Good news along the way was no known new infirm or flown west members and we ended with pictures of everyone excepting our member photographer - not too much else to report.



Attending – thirty of us: Ted Wilkinson Dick Shipman Denis Getman Jim Adair Tom Johnston Barry Edward Bernie Stoeker Al Dorsey Bill Hanson Rick Madsen Fritz Meyer Casey Walker Gerry Zimmerman George Benkendorf Henry Suta Ed Riehl Cliff Lawson Ed Cutler Bob Dietrich Hal Meyer Jim Reid Jack Davis Stanley Boehm Bob Blessin Dick Kobayashi Russ Ward Ray Bowman Bill Fife with his wife Claire and George Maize.

Respectfully submitted, *Stanley Boehm* your co-scribe.

Los Angeles South Bay Luncheon

Our October Luncheon was a busy one. We outlined the upcoming Christmas / Holiday luncheon planned for December 12, 2013, and again to be a joint affair with RAFA our Retired Flight Attendants. This is always a great social gathering with all our friends exchanging events, stories, jokes and news of the past year.

Sadly we also remembered Capt. Rex May, our intrepid RUPA LAX leader of long standing who flew west on Sept. 21, 2013. Most of us remember him as a very pleasant man who was always up and ready with a funny line. More of him at the Celebration of Life on Sunday November 10th at 2pm. All are invited to the Flight Path Learning Center/ Museum on 6661 West Imperial Highway.

We also discussed the Obama Care Law which will impact us all to some degree or another. We explored various rumors but will have to wait for further developments.

Several of our friends have now used their passes and actually were pleased at the new system and also praised the agents who actually were very helpful in teaching us old dogs new tricks. Yet more and more we find ourselves using "real tickets" especially the 20% off fares offered on most flights.



Our attendees for lunch were: Richard McKay, Loyd Kenworthy, Tom and Helena Reidt, Doug and Marcene Rankin, Don and Gloria McDermott, Don and Sharon Crawford, and Arvid and Sue von Nordenflycht
Respectfully submitted. *Arvid von Nordenflycht*

Phoenix Roadrunner RUPA Luncheon

We had our regular luncheon on Tuesday October 8th at our usual place the Bobby Q Restaurant. Lots of our usual group have not returned from their summer respite from our warmer climate, so our group was a little smaller than we normally have.

We did have a good group who included: Cory & June Liston, Peter & Ellen Moyer, Frenchy & Joan Bourgeois, Charlie Schwob, Leif Jonassen, Dave Specht, Mike Carlin and myself.

Some old acquaintances were discussed along with some timely jokes. We had a lengthy discussion on how to book an SA ticket on the new COUA website. Very detailed, but it does give us a lot of information to view. Everyone seemed to enjoy the time spent together.

Our next planned luncheon will be on November 12th, 2013. *Ken Killmon*

ADULT TRUTHS

Sometimes I'll look down at my watch 3 consecutive times and still not know what time it is.

San Diego County Rupa Luncheon

The San Diego area people met on Tuesday, October 8 at the usual place, the San Marcos Country Club restaurant with 9 people. One of our members, Mark Mayer is sending you a picture separately of the group.



Attending left to right were; Paul Whitby, Ruth Bowman, Brad Green, Mark Mayer, Bob Harrell, Bill Pauling, Bob Bowman, Evelyn Pauling, and Rhoda Green.

We ate al fresco, as the weather was just perfect. Paul sat with all the ladies grouped around him, and I don't know what he was saying, but the laughter was almost constant. Oh Paul, you're a social lion.

Mark is the most recent member, and not long retired, so his stories were more current, about thirty years newer, probably. Incidentally, he rides a motorcycle, a Honda 750, which reminds me of my biking days. When I mentioned to my crew that I had taken up motorcycling, they were so pleased they offered to buy all my fuel. Some guys will do anything to move up a number on the seniority list. But I fooled them, I rode for about 25 years and never got a scratch, those blighters!

Until next time, tha-th-that's all, amigos. Yers awreddy, *Bob Harrell*

Monterey Peninsula RUPA Lunch Bunch

Sixteen folks showed up for our luncheon hosted by Pete and Donna Walmsley at Edgar's in Quail Lodge. It was great to see Dave Mackie return after his back surgery. Robert Gifford also joined us for the social time before lunch. Good to see both rejoin our group!

There was little news to report so we had lots of time to talk about the old days and try to jointly come up with names we had forgotten.

The new RUPA Directory will be published in January, 2014 which replaces the January *RUPANEWS*. It is important to advise the Secretary/Treasurer of any changes to your Name, Address, Phone Number or Email Address early before the directory goes to print December 16th.

Our Annual Christmas Party at the Monterey Peninsula Country Club Beach House will be on December 11th. Mark your calendars and pray for beautiful weather. We will be sending everyone an email with the RSVP instructions and menu information. Carlos and Judy Quintana are graciously hosing the party and we thank them!

Our group today included Phyllis Cleveland, Bob and Cindy Benzies, Milt Jines, Will and Fran Blomgren, Pete and Donna Walmsley, Carlos Quintana, Dave and Linda Mackie, Jon and Jane Rowbottom, Ed and Pat Manning and Robert Gifford. *Jon Rowbottom*— Scribe

OHIO CLEVELAND CRAZIES

The September meeting (9/19/2013) of the Cleveland Crazies was well attended and enjoyed by all. We met for a wonderful lunch at The 356 Fighter Group Restaurant near the Akron-Canton Airport here in Ohio. The food was excellent and the pictures and memorabilia in the restaurant were interesting. We had a first class view of the runways at the Akron- Canton airport.

After lunch we visited the MAPS Air Museum on the west side of the airport. They have a wonderful collection of aircraft and historic items from the aviation community. Their hanger houses most of their aircraft with a separate building for restoration work. Some of the aircraft are outside on the ramp in front of the hanger. One of the most interesting features during our tour was the "Hall of Heroes" which has great displays and history of military aviation and the people involved over the years. Our guides helped make our visit very successful. I would highly recommend this museum to anyone interested in military aviation history. If anyone is interested in learning more about the MAPS Museum their website is: www.mapsairmuseum.org.



Those attending our outing are in the picture with a beautiful F-86D in the background.

From left to right they are: Bill Christie, Bill's Son Trevor, Phil Jach, Don Karaiskos, Joe Getz, Shirley Curtiss, Dick Orr, Rip Curtiss, JoAnne Orr, George Bleyle, Bob Lang, Dawn Lang, Carol McMakin, Rich McMakin, Bob Olsen, Dick Sanders, Mary Lou Sanders, Ken Wheeler, Skip Irwin, John Hochmann, John Cusick, Art Ritchie, Gene White, Ken's cousin Willard Wheeler, Chuck Hoyt, Ken's son Bill Wheeler. Dan and Bev Seiple were at lunch with us but chose not to go to the museum. Cheers,
Phil Jach

Seattle Gooney Birds Luncheon

9/19/13 The host was absent from his post today, recovering from knee replacement surgery. Chuck Westpfahl was kind enough to take the muster.

I'm sorry to have missed Dick Woodin, who came down from Alaska for the first time in three years and to the rest of you, I hope to see you in October. *Bill Brett*

APHORISMS

No one ever says "It's only a game." when their team is winning.

Washington DC Leesburg Breakfast

Friday Oct 4th there was a good group (as measured in quality and numerically) for breakfast at Bob Evans in Leesburg, VA. Gary Cook had all the arrangements made for a back corner of the room.

As with all the other gatherings around the country discussion covered to some extent health, travel, insurance, computer access at UAL, and the revival of the C-11 Retirement Party. Solutions offered did not affect the rotation of the earth.

The C-11 Retirement Party is planned for December 7th, mark your calendar, and further details when available.

Join us at Bob Evans First Friday each month at 0900. For more info contact Gary Cook cap777@rstarmail.com.



Pictured L-R Bud Ruddy, Gary Cook, Jim Turner, Stokes Tomlin, Sim Stidham, Charlie Schwab (PanAm/Delta), Bob Gilbert, Pete Coppolino, Gene Couvillion, Craig Clark (newly retired), Billy Davis and Herb Petitt. Hidden behind the camera E.K. Williams.

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PS Form 3526, September 2007 (Page 2 of 3)

The Columbia River Geezer's Luncheon

Another get together of The Columbia River Geezers took place on Wednesday, October 9, 2013 at the Claim Jumper's restaurant located in The Clackamas Town Center here in the great NW.



In attendance, moving clockwise: Ron Blash, Benno Vyfinkel, Sam Richardson, Bill Englund, Doug Howden, Mac McCroskey, Bill Park, Tony Passannante and Dick Ionata.

Tony, I felt, was noticeably quiet at today's luncheon, perhaps he had a lot on his mind, in that he is not only RUPA's newly elected Vice President but he is still Chairman of RUPA's Membership Committee. Two jobs for the price of one, any volunteers out there? *Fortunately for Tony, one of our newer members, Bob Engelman volunteered to take over the Membership Chairman's position effective November 1. Thanks Bob!!! Ed*

Five of us found our seats on time and 4 others straggled in a little late. The nine of us all had a good time. We were all presently surprised and very happy to see Mac McCroskey enter the restaurant, sit himself down and order a crew meal. You may remember in my last letter to the editor, I had pointed out that Mac had recently taken a fall on his boat fracturing his neck and was in recovery. Now, here he is 6 weeks later, pulled up to the table under his own power telling us about the sailing trip he is getting ready to take, under his command, from Vancouver WA down the Oregon and California coast next week. Way to go MAC! Benno Vyfinkel let us all know that he is now a totally "Gluten Free" eater and has lost 25 pounds in the process. Benno was looking good in his Aloha shirt. In addition, next week Benno is scheduled for his second total knee replacement. It was obvious to many of us, because of his agile movement around the table, en route to the Blue Room, his first total knee replacement really has worked out well. The key to a full recovery, "is to really get into the prescribed post surgical physical therapy," he stated. Doug Howden is now a member of RUPA in "full standing." Please Doug, stand up and be recognized. In our last letter, Bill Englund was reported to have been in the hospital for 2 weeks with a serious infection from Sepsis. Bill, prior to sitting down, made me aware that he was only in the hospital for 5 days... (my bad). So... we all need to voted to reimburse Bill's sick leave bank. Do any of you Geezers have a phone number for the crew desk? Good luck with that one Bill? Sam Richardson and I had a gentlemanly discussion about the merits of running big Bore Continental engines LOP, Lean of Peak versus ROP, Rich of Peak. He had is opinion, I had mine. I followed up later with data, comprised of charts and graphs and we are still in disagreement. Since Sam as flown his former YAK competitively in the Unlimited Air Races in RENO, on six different occasions and he is also an A&P with many experienced years of tearing aircraft engines apart and putting them back together again, who knows, maybe he's correct? Anybody out there want to chime in?

We had a good time today and were thoroughly nourish after for 2.5 hours at our table. I am looking forward to our next Geezer get together on Wednesday November 13,2013.

Hope to see you there. *Ron Blash* and *Tony Passannante* too..

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

Looking at several back issues of the *RUPANEWS* it looks as if I start each report with the location and day of our luncheons almost every month. This month I will not do that. We have been meeting on the same day each month and at the same restaurant since the San Francisco North Bay group was first formed, and that information is on the back page of this magazine.

In attendance at the October luncheon: Don Madson, George Hise, Dick Lammerding and his guest Andy Anderson, Woody Lockhart, Tom Gray and his two daughters, Kim Grey-Mires and Roganne Sutsos, J, R. Hastings, Jules Lepkowsky, Ellen and Kenneth Thompson, Linda Morley-Wells and Walt Wells, Deke and Merle Holman, Bill Smith, Don Booker, Dan Bargar, Jim Mansfield, Clyde Wilson, Bob and Doris Donegan and Bill Greene.

It was a beautiful fall day here in Northern California and that put everyone in a laid back and relaxed mood with plenty of smiles and laughter during "happy hour" and on into lunch time. Bob called the business meeting to order for a brief meeting covering a few items. Guests were introduced and regrets from only one person. Leon, the founder of this great group, was unable to make it because he is recovering from surgery. The Health and Welfare report was regarding another study that found that eating a Mediterranean diet reduced the risk of a heart attack and the use of hormones by women can increase the risk of heart disease. On a sad note, Linda and Walt announced that they will be moving to Hawaii soon. We wish them the best in their new home and hope they can come and visit us once in awhile.

Wendy, our great waitress, began serving our lunch which did not slow down the conversions at all. Several of our members are involved in the wine industry in one way or the other, and since it is harvest time grapes were a common subject. Maybe we could get some samples of the finished product in a year or two. See you all in November. *Bill Greene*

S.E. Florida Treasure Coast Sunbirds Luncheon

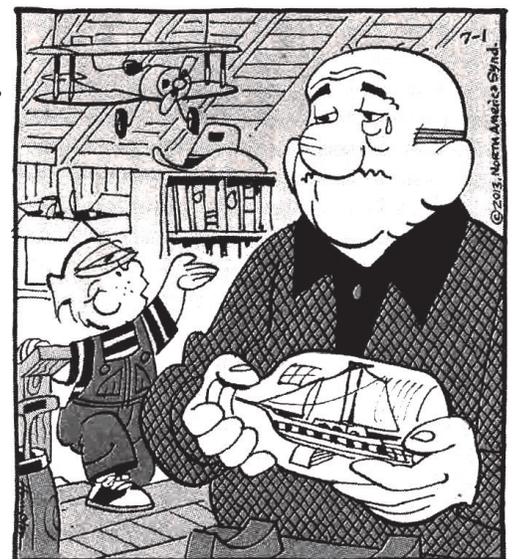
Once again our TC Sunbirds gathered at Shrimper's for another terrific day, time out away from home, good food & service as well. What the H---, somebody has to do it. Right? Furthermore, another month goes by without the mention of the 'H' word that is so much hated and dreaded here in The Sunshine State. 6 more weeks and we make it through another Season without a visitor from the South or East, and I don't mean 'Carnac The Magnificent.' At this point we can pretty much look forward to the return of our Northern RUPA Members and friends and the Holidays will soon be here as well. (Not to mention the "Snowbirds" and the Seasonal Traffic 🚗)

Those in attendance were: Del Gartner, Ted Osinski, Jack Boisseau, Paul Andes, Skip LaRocque, Jim Dowd, Frank Guglielmino, Dick Starita and myself, Bob Langevin. All aboard consumed a variety of different foods that were thoroughly enjoyed and our server, Michelle, was timely and efficient and accommodating as well. During the course of our lunch, a number of different subjects were covered such as (but not limited to) Medical Ins.; Internet Connection experiences, Gov't. shutdown of certain facilities and services along with the usual pass travel discussions.

Our Meeting at Shrimper's in November will be on the 12th and we expect that a few more of our Northern Members will be back to join us. Thinking and planning ahead for December, as usual, we will invite our Ladies to join us in the Spirit of the Holiday Season. The Location of that event (on Dec. 10th) is still TBD at this point. More info will follow in our next Newsletter. Meanwhile, enjoy the Autumn along with the College Football and NFL Seasons. Till next month...

Bob Langevin, Scribe for The TC RUPA Chapter

Dennis the Menace Hank Ketcham



"IF ALL THIS STUFF IS SO SPECIAL, HOW COME IT'S UP HERE INSTEAD OF DOWNSTAIRS?"

United Airlines announces new routes



United Airlines will begin new nonstop service from its two West Coast hubs on April 1, 2014, with twice-daily flights between San Francisco and Atlanta and between Los Angeles and Minneapolis.

These new routes will give travelers in Atlanta convenient access to this country's best and broadest trans-Pacific network at United's San Francisco hub, and to providing Minneapolis travelers with nonstop service to all eight of United's North American hubs. This provides customers nonstop access to two vibrant markets for business and leisure travel, and offer connecting service to western U.S. and Pacific destinations that no U.S. airline can match.

United will operate the Atlanta flights using Boeing 737-800 aircraft, and SkyWest Airlines will operate the United Express service to Minneapolis using CRJ700 regional jet aircraft. The aircraft for both routes will be outfitted with United First, United Economy Plus and United Economy seating.

Additionally, on April 1, 2014, United will add a new flight between San Francisco and Seattle and will convert all of its existing service on the route to mainline aircraft. This will bring the total number of departures each way to 11, and increase the number of United's seats available on the route by more than 50 percent.

In 2013, United introduced the modern new Boeing 787 Dreamliner on international routes from Los Angeles with flights to Shanghai and Tokyo. The airline intends to offer 787 service on routes from San Francisco, including the proposed Chengdu route, next year. With their smaller size, greater range, increased fuel efficiency and more customer-friendly features, the 787 gives United additional flexibility to serve international markets, such as Chengdu, which have never had nonstop service to the U.S. before, or to offer more frequent flights.

United Airlines introduces new signature seat design



United Airlines has unveiled a new, signature seat design focused on customer comfort and environmental responsibility, with a sophisticated, modern look. The company will deploy the new seats on hundreds of aircraft that fly within the United States, Canada, Central America and the Caribbean.

The new design includes multi-tonal leather seat covers, distinctive double-stitch patterns, sculpted contouring and a new United-branded tag. More ergonomic and supportive cushioning and additional seat-back storage space in United Economy Plus and United Economy. Technology that makes the seats more environmentally friendly by reducing seat weight and volume, contributing to less fuel burn. Ultimately, United

plans the new design to be on more than 60,000 seats on more than 500 aircraft, including, United anticipates, approximately 400 aircraft by 2015.

United Airlines debuts new brand campaign



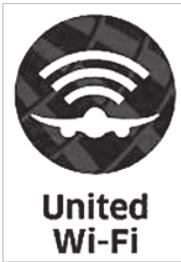
On September 20, United Airlines today debuts its new brand campaign, featuring the iconic "Fly the Friendly Skies" tagline, reinterpreted for today's travelers.

The new campaign, United's biggest in more than a decade, is based on feedback from customers that "user-friendly" today means the combination of service, technology and product enhancements. United has designed its investments in its global route network, new aircraft, onboard features, customer service and digital channels to be "flyer-friendly."

The new campaign includes network, cable and spot television, radio, magazine, newspaper, out-of-home and digital advertising, plus social media. All of the United co-workers shown in the advertising are actual United employees.

The new television commercials feature Gershwin's classic "Rhapsody in Blue," the musical score for United since 1987, and are narrated by actor Matt Damon.

United's plan for inflight entertainment and Wi-Fi connectivity



By 2015, United plans to provide Wi-Fi connectivity on all mainline aircraft, plus at least one other user-friendly entertainment option. While connectivity will be their core product, the additional options include DIRECTV, personal on-demand entertainment or wireless entertainment. Wireless entertainment will offer an extensive catalog of movies and TV shows. With more than 300 titles to choose from, customers can enjoy award-winning shows on their personal devices such as laptops, smartphones or tablets. Domestic aircraft will feature Wi-Fi plus either DIRECTV or wireless entertainment. International and p.s. (premium service) aircraft will offer Wi-Fi plus personal on-demand entertainment. See the chart for a list of options by aircraft type, as well as exceptions for particular aircraft or cabins.

Installation of new equipment and reconfiguration of cabins on several of its fleet types will take time, but, through 2014, United will be installing Wi-Fi on more than 30 aircraft per month on average. As of October 14, United had launched its 100th aircraft equipped with satellite Wi-Fi Internet connectivity.

All Boeing 737-900ERs that are flying without an entertainment system are awaiting the necessary certifications to install DIRECTV or Wi-Fi and wireless entertainment. United resumed DIRECTV installations on 737-900ERs last month and will complete them by the end of the year. They will install Wi-Fi and wireless entertainment on remaining 737-900ERs starting in early 2014 and will complete them by the end of the year.

In 2014, United will begin adding power outlets to Airbus A319, A320, Boeing 747 and domestic Boeing 777 aircraft. To learn what inflight entertainment a particular aircraft offers, you can check the flight status of any flight on united.com or within the mobile app. Both display inflight amenities such as food, beverages, entertainment offerings and in-seat power.

Delta to equip 11,000 pilots with Microsoft Surface 2 tablets



Delta Air Lines is equipping its 11,000 pilots with the Microsoft Surface 2 tablet, which will be used initially as an electronic flight bag to replace heavy paper-based flight kits containing navigational charts and aircraft operating and reference manuals. Device rollout to pilots flying the Boeing 757 and Boeing 767 fleets will start later this year and all Delta cockpits are projected to be paperless by the end of 2014.

The Surface 2 will run on the Windows RT 8.1 platform and provide flight crews easy access to essential tools and the most up-to-date flight-related resources, including navigational charts, reference documents and checklists while saving the airline \$13 million per year in fuel and associated costs.

Delta's electronic flight bag will leverage Jeppesen's industry-leading FliteDeck Pro application built specifically for the Windows platform. The interactive software gives flight crews quicker and more efficient access to key, real-time information and resources such as dynamic charts and navigation utilities that help them better manage the safe operation of their aircraft.

Delivering digital flight information through FliteDeck Pro on the Surface tablet platform will increase situational awareness and improve operational efficiency. With the Windows RT 8.1 operating system, pilots will be able to open two applications side-by-side, offering, for example, the opportunity to assess weather information alongside proposed flight paths. The Live Tile user interface in Windows 8.1 can feed up-to-the-minute information to crew members while the Surface 2's true high-resolution 1080p touchscreen display adds detail to maps and other resources.

BREAKING NEWS:
Washington Redskins
drop the word
"Washington" from
their name because
it's embarrassing.

AirTravel, Like Other Facets of American Life, Is Not What It Used to Be

By Anand Giridharadas/New York Times



The man was, at first, an impregnable fortress of training. He was expert in the United Airlines way. My bag, though damaged by his below-wing colleagues, had no chance of seeing its grievances redressed. He was even straightforward about his gruffness in delivering this message. "When you do this 10,000 times a day, you just cut to the chase," he said. The fortress held for a time. It was an utterly unremarkable moment in contemporary American air travel. And then something in the man turned. The training broke, and a human spilled out. He apologized for being gruff and asked me to distinguish the he-and-I of this transaction from the he-and-I who, had we met elsewhere, "would probably be having a couple of beers."

"The system is designed not to repair this bag," he said, trying out his new guise of candor. "The system," he added, "is designed for certain people to win."

It's a truism nowadays that American air travel has lost whatever romance it once possessed. Foreigners from troubled places take solace in at least having planes and terminals better than those in the United States. Passengers from LAX to JFK and ORD to IAH have resigned themselves to hunger, deriving comfort from being near enough to their knees to eat them, should things get dire.

Explanations and excuses abound. But the United man seemed to see the situation - of the airlines, and perhaps, in a larger way, of the country - more clearly than most. He saw how all those layers of corporate training and customer-service jargon separate workers like him from the human reality of what they do. Maybe they got into the business because they liked the idea of helping people get to weddings, sales meetings and funerals. But somewhere down the line, after so many utterances of "I'm not authorized" and "unavailable right now" and "not showing up in my system," the heart goes numb. It becomes natural to stop imagining your customers as humans with problems and dreams like your own. "You know what semantics is?" the United man said, when asked about all the fine print preventing him from fixing bags. The purpose of the fine print, he said, is to limit the number of people who persevere all the way to a repaired bag. "It's designed to fend off the herd," he said. "We're only going to cover so much of this stuff - because this stuff happens a lot." The United man saw something else, too. He saw how, in a changing country, stratification is infecting domains once immune to it. Had I been traveling in first class, he said, "you probably wouldn't even have to talk to me." Just dial a number, and they would be right on the case. Later he said something that reminded me of the poor countries I've visited. He urged me to find some way, any way, of getting to United's chairman and chief executive, Jeff Smisek: "If you can get to Smisek, you want to let him know that this is not the way to treat customers."

The American credo has always been a strange, contradictory one: adamant about the right to differential outcomes of wealth and privilege, and adamant about the right to fairness and equal treatment. In aviation, that used to mean different food in first class and economy, perhaps, but food of some sort for all. Different baggage allowances, perhaps, but some bags allowed for everyone. Different degrees of intimacy in the customer service, perhaps, but a universal right to speak to a real person when aggrieved. What is changing today is the erosion of the idea of a common minimum experience - in air travel, to be sure, but not only there.

The aviation experience is being chopped these days into a series of discrete moments, and each moment becomes an opportunity to upsell: You can stick with the dismal base model, or you can upgrade. The result is that American air travel has become a class system as intricate as some in the ancient world. There is the no-legroom caste; the caste that buys \$50 of extra, "economy-plus" legroom; and the plentiful-legroom caste up front. JetBlue sells special seats that come with early boarding and "early access to overhead bin space"; it also sells "Even More Speed" seats that bring an "expedited" security line. There are group numbers for boarding that depend on who you are and how much you paid for your ticket. There is the new Global Entry program, in which you pay to circumvent the normally tiresome immigration process. High in the air, there are those who swipe credit cards to eat and those who don't even get peanuts.

Considered in isolation, each of these changes probably makes sense. You can almost picture the PowerPoint slides about "dynamic customer segmentation" and such. Considered together, though, they contribute to making a country in which ordinary people lose faith in the fairness of things - in being entitled to certain basic treatment simply by virtue of being human.

United Airlines would seem to be betting on such a loss of faith. They have produced a lovely new advertisement, which they run on their overhead screens, extolling their relationship with professional golfers and the P.G.A. tour. The golfers give testimonials, talking about how specially United treats them. "We make their travel on United as seamless and enjoyable as possible," a United representative named Lynne Strunk tells the camera. Down below the screens, the customers watch. Their own experience of United is very different. But part of what makes stratified societies work is acceptance. Over time, people learn to bask in the reflected glow of the great and the good, instead of expecting to shine themselves. They learn that there are different rules for different kinds of people, and that this is O.K. They learn to be happy with peanuts - or, as the case may be, without them.

Boeing forecasts growing need for new pilots in Asia Pacific region



Boeing projects the Asia Pacific region will continue to lead the globe in demand for hundreds of thousands of new commercial airline pilots and maintenance technicians to support expanding demand for new airplane deliveries over the next two decades.

The 2013 Boeing Pilot & Technician Outlook, a bellwether industry forecast of aviation personnel demand, calls for 192,300 new commercial airline pilots and 215,300 new technicians in the Asia Pacific region through 2032.

"There is a very real, urgent demand for competent aviation personnel globally, and the Asia Pacific region is particularly impacted," said Bob Bellitto, global sales director, Boeing Flight Services. "While Boeing is investing in cutting-edge

technologies to attract and retain young people interested in careers in aviation, this is an industry-wide issue that can only be solved with industry-wide solutions."

Leading the region in projected demand for new pilots and technicians:

China – 77,400 pilots and 93,900 technicians

Southeast Asia – 48,100 pilots and 50,300 technicians

Other parts of the region will also continue to see long-term demand in the tens of thousands of pilots and technicians:

Southwest Asia will need 30,900 pilots and 28,500 technicians

Northeast Asia will need 18,500 pilots and 25,500 technicians

The Oceania region will need 17,400 pilots and 17,100 technicians

"Aviation is a great field to be in. We have a responsibility to make sure it's a viable career option for the world's youth," said Bellitto. "Tomorrow's aviation workforce is going to be very different than their present-day peers. We need to focus on their expectations for learning, moving away from paper and chalkboard-based techniques to incorporate tablets, eBooks, gaming technology and three-dimensional models."

The Pilot & Technician Outlook is closely tied to projections for new airplane deliveries around the globe. As it does with personnel demand, the Asia Pacific region also leads the demand for new commercial airplane deliveries over the next 20 years, with 12,820 new airplanes needed by 2032 according to Boeing's 2013 Current Market Outlook.

In April 2013, Boeing announced the decision to install two new full-flight simulators—a 777 and Next-Generation 737—at its Singapore training campus. The simulators are expected to be ready for training in early to mid-2014. The added 737 training capability will help meet demand as customers in Southeast Asia as well as, Japan, Korea and China take delivery of new airplanes. Airlines in China and Indonesia, as well as in the Middle East and Africa, will benefit from the increased 777 training capacity.

American Airlines to recruit and hire approximately 1,500 pilots



American Airlines announced it is beginning the process to recruit and hire approximately 1,500 new pilots over the next five years, and the first new-hire class is expected to begin training this winter. American currently anticipates the need to initially hire approximately 45 to 50 pilots per month through at least summer 2014, including pilots from American Eagle Airlines, Inc. and the appropriate balance from external sources.

American's ability to welcome new pilots is a result of its broad fleet renewal efforts that include taking delivery of new single-aisle Airbus aircraft and a mix of narrowbody and widebody Boeing aircraft, an expansion of flying to international destinations important to customers, projected pilot retirements and the Federal Aviation Administration's new rest and duty time rules that come into effect in 2014.

Boeing recognized for leadership in climate change disclosure



Boeing has been named one of the world's leading companies in taking actions to improve environmental performance and reporting climate-change strategy by the CDP, formally known as the Carbon Disclosure Project. Boeing is one of 53 companies on the 2013 list of CDP's Standard & Poor's 500 Climate Disclosure Leadership Index. This is the fourth time Boeing has been named to this list by the international, non-profit environmental organization.

"Year-over-year, we have made measurable environmental improvements through the actions of our innovative and engaged employees," said Kim Smith, Boeing vice president, Environment, Health and Safety. "It's great to see this progress reflected in our score. Being a part of the leadership index for the fourth year is an acknowledgment of our continued commitment and demonstrated performance."

Earlier this year, Boeing announced it surpassed its first set of environmental targets – reducing its carbon dioxide emissions by 9 percent, energy consumption by 3 percent, hazardous-waste generation by 18 percent and water intake by 2 percent, from 2007 to 2012. During this same time, Boeing increased production by 50 percent. With tremendous growth on the horizon, Boeing has also set new environmental targets, including carbon-neutral growth over the next five years.

The CDP leadership index, which is compiled by PwC, highlights companies that have displayed a comprehensive strategy and performance regarding climate change. Companies are scored out of 100 on the completeness and quality of their submissions, and only those with a score in the top 10 percent are included. High scores in the leadership index indicate the provision of robust greenhouse gas accounting, footprint reduction, and a good understanding of issues related to climate change affecting the company.

"U.S. companies that score highly enough to be included in the Climate Disclosure Leadership Index are responding to the call for greater corporate climate accountability," said Paul Simpson, CDP chief executive officer. "They have demonstrated leading practice on the measurement of greenhouse gas emissions and energy use, and transparency of their climate change strategy."

PICKLES | Brian Crane



How airlines finance their planes



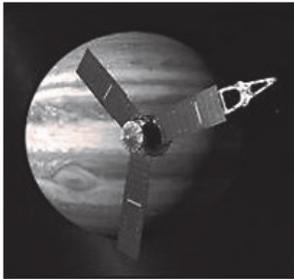
Aircraft financing is similar to getting a mortgage or an automobile loan. Necessary credit checks are performed and an appraisal is conducted on the aircraft's value. Background checks are done on the aircraft's registration number to ensure it's clear of liens or title defects. On the other hand, commercial planes are hugely expensive. For example, the Boeing 737-700 that Southwest airlines use is priced from \$58.5 to \$69.5 million, so financing it involves more sophisticated, leases and debt-financing schemes. Clearly, the easiest and cheapest type of sale is in cash, yet few airlines rely on that considering orders can amount to hundreds of aircraft and billions of dollars.

The biggest airline in the world is United Airlines, with a fleet size of 1,372 aircraft that flies around 165 million passengers per year. In second is Delta Air Lines, with about 1,300 aircraft and 140 million passengers. But a little known fact is that Wall Street banks own more planes than the world's top seven airline companies combined, according to current FAA records.

Many of the aircraft that the banks offer out are small, corporate jets that they lease to clients. For example, Bank of America Leasing, a leader in the corporate aircraft market, with a portfolio of more than 750 clients and \$7.25 billion in aircraft loans and leases, is the number-one U.S. corporate aircraft financier, according to its website.

The most common form of purchase for large airliners is direct lending that has the same rules as buying a car or a home: If you don't make a payment, the bank will repossess. Usually, only established carriers with high equity and steady cash flow are eligible for this type of financing.

NASA's mission Juno spacecraft on its journey to Jupiter



On October 9th NASA's Mission Juno spacecraft did a slingshot around Earth on its journey to Jupiter, helping it gain speed and eventually become the fastest man-made object in history. The mission's unique Earth-Sun-Earth-Jupiter flight path helped the spacecraft ultimately gain speeds exceeding 165,000 mph. Velocity gained from Juno's first leg around the sun and back to Earth helped its speed surge from 78,000 mph to 93,000 mph. Juno is a remarkable mission that will help us learn how our Solar System came to be and how man got here.

Juno will arrive at Jupiter on July 4th, 2016, at 7:29 p.m. PDT (10:29 p.m. EDT).

Once in orbit around Jupiter, the spacecraft will circle the planet 33 times, from pole to pole, and use its collection of nine science instruments to probe beneath the gas giant's obscuring cloud cover. Juno's science team will learn about Jupiter's origins, structure, atmosphere and magnetosphere, and look for a potential planetary core.

NASA's Jet Propulsion Laboratory, Pasadena, Calif., manages the Juno mission for the principal investigator, Bolton, of Southwest Research Institute in San Antonio. The Juno mission is part of the New Frontiers Program managed at NASA's Marshall Space Flight Center in Huntsville, Ala. Lockheed Martin Space Systems, Denver, built the spacecraft. JPL is a division of the California Institute of Technology in Pasadena.

Pastor's Business Card

A new pastor was visiting in the homes of his parishioners.. At one house it seemed obvious that someone was at home, but no answer came to his repeated knocks at the door. Therefore, he took out a business card and wrote "Revelation 3:20" on the back of it and stuck it in the door.

When the offering was processed the following Sunday, he found that his card had been returned. Added to it was this cryptic message, "Genesis 3:10."

Reaching for his Bible to check out the citation, he broke up in gales of laughter. Revelation 3:20 begins "Behold, I stand at the door and knock." Genesis 3:10 reads, "I heard your voice in the garden and I was afraid for I was naked."

US sees another rise in international airline frequencies



The past decade has seen international flights increase their share of total U.S. airline movements, according to aviation intelligence provider, OAG. The company's OAG's FACTS (Frequency and Capacity Trend Statistics) report for October 2013 reveals a 13 per cent increase in international

frequencies to and from the US compared to October 2004.

In contrast, domestic movements show a decline of 18 per cent over the same period. Total US frequencies for October 2013 are 814,034, down 15 per cent from October 2004. As a consequence, international routes now represent 14 per cent of all US flights, up from 10 percent a decade ago, while domestic movements now comprise 86 per cent, down from 90 per cent in 2004.

"The US domestic market has reduced considerably in size over the past decade, although the rate of decline has slowed in recent years. The number of domestic flights in October 2013 is only one per cent below October 2012, but US international frequencies continue to grow, rising one per cent in the same period," said John Grant, executive vice president, OAG.

Total US seat capacity in October 2013 shows a one per cent year-on-year increase, which follows a similar one per cent rise between October 2011 and October 2012. The growth in October 2013 reflects an increase in international seat numbers, while domestic seat capacity remains static. International routes now account for 21 per cent of total seat capacity (versus 14 per cent of total frequencies), reflecting the use of typically larger aircraft in international operations.

In the past decade, average aircraft sizes (as determined by the ratio of seats to frequencies) have increased for both international and domestic US markets. The average number of seats per movement for domestic flights is now 99, versus 92 in 2004, whereas the average seat capacity in international movements is now 165, compared to 158 in 2004.

OAG's Schedules Analyser shows the impact of recent consolidation in the US market. In October 2013, 58 airlines will operate domestic services and 111 carriers will provide international services, with some overlap between the two groups. In contrast, just two years earlier, in October 2011, 66 airlines provided domestic air services while 120 carriers operated international routes.

The past two years have seen a strengthening of the top three carriers in both domestic and international US markets. In October 2011, American Airlines, Delta Air Lines and Continental Airlines – the top three US carriers with international operations – provided 34 per cent of US international seat capacity. In October 2013, following the merger of United and Continental, the top three carriers' share of international seats has risen to 40 per cent. Similarly, the top three carriers have increased their market share of domestic US seat capacity to 58 per cent, up from 54 per cent in October 2011.

"The impact of consolidation is set to continue with the planned merger of American Airlines and US Airways. Not only will this deal create the world's largest airline, it will also see US Airways' capacity shift from Star Alliance to oneworld," said Grant.

"As a result, oneworld will leapfrog its rivals, growing from the smallest airline alliance in the US to becoming the market leader. Based on October 2013 schedules, oneworld will see its market share rise from 15 per cent to 25 per cent, SkyTeam will continue to hold 22 per cent and Star Alliance will see its share fall from 31 per cent to 20 per cent," he added.

Despite the consolidation among airlines, the fastest-growing airports in the US do not appear to be correlated with dominant airline positions. Twenty airports in the US will handle more than three million departing and arriving seats in October 2013. Those airports with the largest increases in seat capacity versus October 2012 are Los Angeles (LAX), Charlotte (CLT) and Seattle/Tacoma (SEA), with growth of 6.5 per cent, 5.9 per cent and 5.1 per cent, respectively. Of these airports, only Charlotte-Douglas Airport has a dominant hub carrier, where US Airways will operate 89 per cent of seat capacity.

What pilots won't tell passengers



Reader's Digest and Good morning America from ABC news in the United States had conducted a survey on 13 issues pilots won't tell.

Here is the result: "I'm constantly under pressure to carry less fuel than I'm comfortable with. Airlines are always looking at the bottom line, and you burn fuel carrying fuel. Sometimes if you carry just enough fuel and you hit thunderstorms or delays, then suddenly you're running out of gas and you have to go to an alternate airport." -Captain at a major airline

"Sometimes the airline won't give us lunch breaks or even time to eat. We have to delay flights just so we can get food." -First officer on a regional carrier

"We tell passengers what they need to know. We don't tell them things that are going to scare the pants off them. So you'll never hear me say, 'Ladies and gentlemen, we just had an engine failure,' even if that's true." -Jim Tilmon, retired American Airlines pilot, Phoenix

"The Department of Transportation has put such an emphasis on on-time performance that we pretty much aren't allowed to delay a flight anymore, even if there are 20 people on a connecting flight that's coming in just a little late." -Commercial pilot, Charlotte, N.C.

"The truth is, we're exhausted. Our work rules allow us to be on duty 16 hours without a break. That's many more hours than a truck driver. And unlike a truck driver, who can pull over at the next rest stop, we can't pull over at the next cloud." -Captain at a major airline

What We Want You to Know

"Some FAA rules don't make sense to us either. Like the fact that when we're at 39,000 feet going 400 miles an hour, in a plane that could hit turbulence at any minute, [flight attendants] can walk around and serve hot coffee and Chateaubriand. But when we're on the ground on a flat piece of asphalt going five to ten miles an hour, they've got to be buckled in like they're at NASCAR." -Jack Stephan, US Airways captain based in Annapolis, Md., who has been flying since 1984

"The two worst airports for us: Reagan National in Washington, D.C., and John Wayne in Orange County, Calif. You're flying by the seat of your pants trying to get in and out of those airports. John Wayne is especially bad because the rich folks who live near the airport don't like jet noise, so they have this noise abatement procedure where you basically have to turn the plane into a ballistic missile as soon as you're airborne." -Pilot, South Carolina

"At some airports with really short runways, you're not going to have a smooth landing no matter how good we are: John Wayne Airport; Jackson Hole, Wyoming; Chicago Midway; and Reagan National." -Joe D'Eon, a pilot at a major airline who produces a podcast at flywithjoe.com.

"I may be in uniform, but that doesn't mean I'm the best person to ask for directions in the airport. We're in so many airports that we usually have no idea." -Pilot for a regional carrier, Charlotte, N.C.

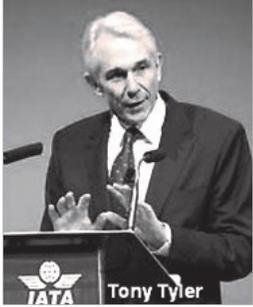
"This happens all the time: We'll be in Pittsburgh going to Philly, and there will be a weather delay. The weather in Pittsburgh is beautiful. Then I'll hear passengers saying, 'You know, I just called my friend in Philly, and it's beautiful there too,' like there's some kind of conspiracy or something. But in the airspace between Pittsburgh and Philly there's a huge thunderstorm." -Jack Stephan

"You may go to an airline website and buy a ticket, pull up to its desk at the curb, and get onto an airplane that has a similar name painted on it, but half the time, you're really on a regional airline. The regionals aren't held to the same safety standards as the majors: Their pilots aren't required to have as much training and experience, and the public doesn't know that." -Captain at a major airline

"Most of the time, how you land is a good indicator of a pilot's skill. So if you want to say something nice to a pilot as you're getting off the plane, say 'Nice landing.' We do appreciate that." -Joe D'Eon

"No, it's not your imagination: Airlines really have adjusted their flight arrival times so they can have a better record of on-time arrivals. So they might say a flight takes two hours when it really takes an hour and 45 minutes." -AirTran Airways captain, Atlanta

IATA: Airline industry needs deregulation



Governments must re-commit themselves to the ideals of airline deregulation and the free market, the International Air Transport Association (IATA) said. Deregulation should be permitted for the industry to continue to deliver the benefits of global connectivity that make the \$2.2 trillion worth of economic activity possible, it said.

“Airlines are the transit system for the global economy. But our ability to meet the growing demand for connectivity is at risk,” said Tony Tyler, IATA DG and CEO. Addressing the Wings Club in New York, Tyler said, “Our biggest challenge comes from governments that are engaging in what I would broadly describe as regulatory backtracking.” “This is a global issue, but it is particularly distressing to find that the

United States, where this industry was born and which led the world in liberalising domestic and international air transport, seems to be moving forward into the past. The net result is not just bad for airlines, but for air travellers and the economy.” Tyler cited four areas where the market is not being permitted to operate efficiently – regulation, distribution, consolidation and taxation.

REGULATION “The airline industry may be deregulated to the extent that carriers are permitted to set their fares according to demand. But regulators aim to design the details of competition in a manner that is wholly at odds with how other industries are treated and with the workings of the free market. In particular, they appear determined to hold commercial aviation to a different business standard than they impose on any other form of transportation—or consumer facing activities,” said Tyler. “It is totally appropriate to set simple minimum customer service standards. But that’s not what’s happening. Regulators are micro-managing our businesses, telling us how we may advertise our services, how long we must hold a reservation that has not been paid for and how we are to manage operational disruptions regardless of the cause. These regulations impose a huge penalty on the economy and ultimately raise the cost of air travel for all consumers.”

DISTRIBUTION The threat of a new US Department of Transportation regulation that would mandate how and where airline ancillary products are displayed continues to overhang the industry. But the market is already moving to give consumers a more transparent air travel shopping experience through an IATA initiative called the New Distribution Capability (NDC). “NDC is about bringing the same level of capability to display and sell additional products and services through the travel agent channel that already exists on airline websites. That’s not the case today. On an airline website, you may have access to a wide range of add-ons and fare packages that are not offered elsewhere,” said Tyler. IATA is working with other industry stakeholders to develop an XML-based messaging standard for electronic exchanges between airlines and travel agents. “We believe an NDC standard will enhance the air travel shopping experience for passengers. NDC will operate within the same privacy laws that govern every other business. But, by giving travel agents more information, there will be greater transparency. It will enable much richer comparison shopping for travel products, not just the base fare, but the entire spectrum of offerings,” said Tyler.

CONSOLIDATION Tyler argued that aviation needs to be treated like other industries when it comes to consolidation. “It is a fact that consolidation has resulted in a healthier, more profitable industry and that is good news for travellers as well, because it means airlines have the financial wherewithal to invest in their products and services. Airlines face higher hurdles than other businesses when it comes to mergers and acquisition, despite improved services to customers on punctuality and baggage delivery.”

TAXATION Aviation is taxed at levels far exceeding those of most other activities, but too little of that money finds its way into infrastructure investment. “Fees and taxes represent around 20 per cent of the average US domestic ticket and totaled \$18.9 billion last year, according to data from Airlines for America. And administration proposals for the 2014 fiscal year include a slew of tax increases and new fees adding further billions to the cost of air travel,” said Tyler.

Antarctica will be on Air New Zealand route map



New Zealand's flagship airline plans to fly planes to Antarctica that pilots would land on an ice runway. Many countries already fly scientists to Antarctica. But those flights are typically run by government or military agencies, or by specialized companies. Air New Zealand plans to use one of its regular passenger jets for the Antarctic flights, a Boeing 767-300. Airline spokeswoman Marie Hosking said the jet doesn't need any modifications and that the Antarctic ice runway has the characteristics of a regular runway that's covered in dry snow, much like the airline's pilots might expect to encounter at an airport like Tokyo.

The airline plans an October 5 trial run. If successful, it would operate two more charter flights during the upcoming Antarctic summer season.

Planes would leave from Christchurch and land on the Pegasus runway on the Ross Ice Shelf, a trip of 2,090 nautical miles that takes about five hours. Unlike the existing military flights, the Air New Zealand planes could return, in good conditions, without refueling. Getting fuel to Antarctica is difficult and expensive.

The flights have been chartered by Antarctica New Zealand, the agency that runs the country's Antarctic program. Flights would also carry American scientists as the U.S. works collaboratively with the South Pacific nation in Antarctica.

Graeme Ayres, the operations manager for Antarctica New Zealand, said the landing strip needs to be prepared carefully so there's sufficient granulation to provide friction.

"Obviously you can't have a slippery ice rink," he said. "That would be quite hazardous."

He said the planes would be able to transport about 200 scientists and support staff on each trip.

"They have the capability to move mass numbers of people pretty quickly," he said, "It's a pretty exciting time."

Stephen Parker, a spokesman for New Zealand's Ministry of Foreign Affairs & Trade, said the country tries to limit Antarctic tourism and minimize its impact on the environment.

"This is consistent with Antarctica's status as a natural reserve devoted to peace and science," he said.

Air New Zealand has never landed in Antarctica but briefly ran scenic flights over the continent. But in 1979, one of its planes crashed into Mt. Erebus, killing all 257 aboard. That disaster has left a scar on New Zealand and likely factored into the airline's decision not to return to Antarctica for more than three decades.

Australian company Antarctica Sightseeing Flights charts planes to run scenic tours over the continent.

But tourists wanting to set foot on Antarctica must typically travel by boat. The Rhode Island-based International Association of Antarctic Tour Operators estimates about 35,000 tourists visited the continent last summer.

BATTLING JET LAG

Tips on Coping When You're 10 Time Zones From Home

By Harriet Edleson/New York Times



Ilona De March, who lives in Amsterdam and travels frequently to Atlanta, has a strict rule when she flies across time zones: no alcohol. A business traveler for 20 years, Ms. De March, a president at BCD Travel, knows the intricacies of long-haul flying - what works and what doesn't. When she arrives, she has another guideline. "I don't lie down because then I would fall asleep," she said. "I get busy working; I contact people in Atlanta. Then I am able to go to sleep at the right time." What is the right time? For her, the right time is nighttime in Atlanta. "I am trying to listen to my own body," said Ms. De March, who oversees BCD Travel's operations in Europe, the Middle East and Africa. She still relishes the lifestyle. "I still haven't lost the interest," she said, though she added that "the travel isn't as glamorous as it used to be, with tight-er security."

Yet, according to circadian rhythm experts, the lifestyle can take a toll on the mind and body. Just how much it affects an individual varies. Research from June 2012 by AirPlus International, a global corporate card provider, in partnership with Business Travel Market, showed that executives who travel frequently could suffer from "decreases in mental capacity, increased stress levels and decreased productivity." The study, which used a tiny device called the Bodyguard to monitor heart rate variations, compared travelers with non-travelers during a 72-hour period. The business travelers showed reduced mental capacity, diminished communication skills, decreased ability to concentrate and engage others, reduced tolerance levels and an increased risk of ill health. It corroborated earlier research by Mark Rosekind, the former director of NASA's fatigue countermeasures program who is now a member of the National Transportation Safety Board. The average executive's productivity and performance while traveling drops up to 20 percent, largely because of insufficient sleep, according to Dr. Rosekind's research.

How well individuals cope with crossing time zones - varies, and everyone must learn what works. 'There are some people who can do it' said Simon Shepard, a physical therapist in London for Optima-life, a British health and performance organization. He worked on the AirPlus study. "There are some people who are adaptable and can cope very well," he said. But some people are less aware of travel's effects, and believe they are sleeping better than they are. Mr. Shepard says he encourages frequent travelers to fly in first class or business class, avoid alcohol, move around while in flight, arrange for an early hotel check-in, have a car waiting when they arrive and stay hydrated before, during and after the flight.

David F. Dinges, a performance expert who has worked with NASA astronauts and has conducted research in the area of sleep deprivation and time zones, agreed that everyone dealt with travel across time zones differently. "Some tolerate it better than others. All get in deficit. There are large individual differences." Generally, he said, there are three types of people when it comes to crossing time zones. One, which he calls Type 3, who are very disrupted, "really affected"; Type 2, who are somewhat affected; and Type 1, who seem to take longer before they show the effects of frequent travel across time zones. "They cope pretty well," said Dr. Dinges, who is chief of the division of sleep and chronobiology at the Perelman School of Medicine at University of Pennsylvania. Dr. Dinges, who travels frequently from Philadelphia to Moscow and Philadelphia to Paris, recounted instances when he and other scientists had arrived in Moscow, Paris, Singapore or Tokyo, and, while waiting in the lobby for a limousine to take them to a meeting, boasted of how well they did with the time zone difference and lack of sleep. The next thing he heard, Dr. Dinges said, was one scientist asking: "Where's my computer?" Then another: "Where's my passport?" Both headed back to their hotel rooms to get the missing items. "What people say has nothing to do with reality," Dr. Dinges said. "You can have loss of short-term memory, which is especially likely to happen in a novel environment."

One of the benefits of proper sleep is that it ensures that the brain works efficiently. Sleep deprivation, Dr. Dinges said, is associated with obesity, diabetes, stroke and heart attack, which could be enough to make frequent travelers question their lifestyle, and some do, he said. "Eat fish, salad, fruit, juices for vitamins and energy," said Chris Crowley, senior vice president for global client management for Europe, the Middle East and Africa for BCD Travel. "The big lesson is not to drink alcohol. I've been traveling like this for 20 years. I used to accept the first glass of Champagne offered. I would be sluggish and struggling when I arrived. You have to approach the long-haul travel like you're at work, as a kind of mission. Be as fit as you possibly can be, as well as you possibly can be."

Dr. Dinges, 63, who has been traveling to far-flung places for 35 to 40 years, said he had developed routines particular to his needs. He does not sleep on planes, drinks no alcohol, avoids rich foods and does not put his airplane seat back, choosing to work instead. "Know your strengths and weaknesses, what happens to you, what kind of mistakes you're likely to make?" In addition, he said, he tries to arrive at his destination the day before his business meetings. Over-the-counter sleep medication usually remains in the body for less time than prescription drugs, he said. "Know what drug at which dose is right for you. Don't guess at it, and don't mix sleep medication with alcohol."

Those who travel across time zones recommend a nap to keep going. "Grab sleep whenever you can," said Mr. Crowley, who travels 220 to 230 days a year. "Even if you're not tired, you'll sleep an hour?"

One caveat: Set two or three alarms to make sure you are awake in time for the business meeting or other work commitment.

AIRPORT SECURITY PROGRAM COPOES WITH GROWING PAINS

By Joe Sharkey/New York Times



The pianist Emanuel Ax was headed to Kentucky the other day to perform Dvorak, Mozart and Beethoven with the Louisville Orchestra. But he wasn't expecting a song and dance from an airline agent. All he wanted was some information about PreCheck, the program of the Transportation Security Administration that gives eligible fliers a quick-pass through airport security. His boarding pass had the PreCheck certification, but the PreCheck lane was available only in a terminal separate from the one where his flight was to depart at Newark Liberty International Airport. After 15 minutes with one of those dreaded automated phone systems, Mr. Ax finally got through to an airline agent and inquired politely about the machinations of getting through Pre-Check in one terminal while flying out of another. Couldn't be done easily, it turned out. "The guy starts yelling at me, 'That's not my problem, that's the T.S.A.'s problem!'" he said. "He was literally shouting."

Mr. Ax says he does about 85 concerts a year, about 50 of them requiring air travel. He belongs to Global Entry, the popular "trusted traveler" program of the Customs and Border Protection agency that gives a quick-pass re-entry into the country for international travelers. Global Entry members also are automatically enrolled in PreCheck. "So that's fantastic. But I've had PreCheck for six months, and unfortunately I've been able to use it exactly once, at O'Hare, despite all the flying I do," he said. Mr. Ax's frustration with PreCheck partly reflects high expectations that bump into the realities of how limited the program really has been so far. It's operating in 40 airports, but the availability is limited to participating airlines, and only at certain terminals.

Last week, the T.S.A. announced an aggressive expansion of PreCheck that the agency says will add 60 new airports by the end of this year. Participating airlines now are Alaska, American, Delta, Hawaiian, United, US Airways and Virgin America. Jet-Blue and Southwest are expected to join the program soon, the agency said. When it began in October 2011, PreCheck was available only to high-status, high-revenue passengers chosen by individual airlines to participate - an approach that irritated many frequent travelers who failed to make the invitation lists. Then PreCheck also became open to those who belong to Global Entry and other so-called known-traveler programs. That prompted many travelers to join Global Entry, even if they didn't fly internationally. Global Entry costs \$100 for five years and requires a background check, fingerprinting and a personal interview.

In July, John S. Pistole, the T.S.A. administrator, announced a major expansion to increase the numbers of travelers in PreCheck, starting this fall in an initiative that he has referred to as "Global Entry Lite." Travelers will be able to apply directly for PreCheck, paying an \$85 fee good for five years, and reporting to airport enrollment centers for fingerprinting. That expansion is expected to start at two airports, Washington Dulles and Indianapolis, and roll out more widely through the fall.

The ambitious goal of the T.S.A. is to have 25 percent of all airline travelers in the United States eligible for expedited screening by the end of this year through PreCheck. The T.S.A. said it would also offer PreCheck on a case by-case basis to randomly selected passengers based only on the information they provide at booking.

Still, there's a good amount of confusion about PreCheck. For one thing, even some frequent business travelers that I hear from who belong to Global Entry don't realize that to also qualify for PreCheck, they have to enter their Global Entry identification numbers in their frequent-flier profiles of participating airlines. (Those entering PreCheck in the new application process will receive what the T.S.A. calls a Known Traveler Number.) Once enrolled, a traveler should see the PreCheck certification on the bar code of each boarding pass from a participating airline. But that doesn't always ensure an expedited passage through security, in not having to take off shoes or remove laptops from their cases. A certain amount of randomness is built into the system, so a passenger with PreCheck still may occasionally be directed instead to the regular screening lanes.

The T.S.A. has detailed information on PreCheck, including links for participating airlines and locations of PreCheck lanes in the 40 airports where the program is now operating.

Incidentally, I hear nothing but good things from readers about Global Entry, which allows returning travelers to be whisked through international airport border-entry points using special kiosks that eliminate those hated long waits in line. PreCheck is a work in progress. "Global Entry works very well. It's just excellent. PreCheck, however? They keep advertising it, but the truth is, it's just not available in many places yet," Mr. Ax said.

Is tourism good for the environment?

By Dr. Peter E. Tarlow



Although it is no longer a rarity to find on a hotel bed a sign asking the guest to reuse his/her towel or to accept having sheets changed once every three days rather than once a day, many people still wonder if tourism is an environmentally-friendly industry. Due to past mistakes, the public often is cynical about tourism, and it is not unusual to hear people wondering out loud if the desire to change sheets once every three days is more about saving the hotel money than about saving the environment. There is no doubt that tourism, at least in the past, has not always been environmentally friendly.

There are many reasons why we in the tourism industry must face numerous challenges when it comes to proper stewardship of the Earth. Travel is hard, and people on vacation or a business trip want to be pampered. Many visitors believe that part of the fun of traveling is leaving cares and concerns behind and enjoying those little extra luxuries that are not part of most people's everyday lives. Thus, when on vacation we tend to use more towels than necessary, and are not always as conscious of our ecological responsibilities as we should be.

Furthermore, most travelers never consider that even though they are not paying for the water in a hotel, on a macro level its usage has a major environmental impact. Restaurants, hotels, and attractions often keep their air conditioning at sweater weather conditions. Attractions and transportation centers often stay lit up all night long, adding to the Earth's light and energy pollution. The problem with this attitude is that when we move from the individual to millions of individuals, then the collective damage becomes severe.

Another problem in keeping the world green is the over use of concrete and the lack of plants and beautification projects. Too many urban areas have become fields of concrete held together by rivers of asphalt. These areas are not only visually unappealing, but tend to hold heat in causing higher air conditioning usage. Plants are nature's way of turning carbon monoxide into oxygen and are the planet's living lungs. Cities that create green spaces not only add beauty to their visitors' and citizens' lives but also help to replenish our oxygen supply, and green spaces are an easy and inexpensive way to lower crime rates.

Tourism and travel then are faced with the issue of balancing the needs of the environment with the needs of its customer base. If travel becomes too hard, then it may lose its enchantment and glamour; if on the other hand it does not respect the Earth, then there may be no place to which to travel!

Here are some of the ways that we can turn travel and tourism from a polluter and energy waster to a green commodity that is elegant, gracious, and enchanting.

- **Promote hotel sensible laundry policies.** For example do not only employ such tried and true methods of washing sheets every three days rather than every day, but also consider the use of new technologies such as light bulbs that save on light/heat pollutions.
- **Develop a green tourism measurement scale for your community.** Because most communities have no overall environmental plan, few locales know how well they are doing in creating green tourism. Develop an overall city plan that includes such things as: traffic control, transportation issues, water usage, pollutants emitted into the atmosphere and natural water resources, animal protection, garbage disposal, paper usage. Make sure to tailor your measurement scale to the needs and challenges of your community or location, and weight those factors most heavily that have the greatest impact on your community or location. Take the time to review your tourism area. Is it easy or difficult to throw away rubbish? Is protection provided for sensitive foliage? Are people made aware of what is harmful and what is permitted? Remember that in a multi-national, multilingual world, signage must be understandable not only by those who speak the native language but also by foreign guests. Also remember to inform while guarding against noise and sign pollution.
- **Remind people that good security begins with a sense of environmental pride.** Many tourism security professionals emphasize that good security starts with beautification projects and good environmental

control. For example, New York City learned that by cleaning up the trash, fixing broken windows, and getting rid of graffiti that it was able to lower its crime rate considerably. In a like measure the more any of us care for our environment, the more pride that we have in it and the lower the chance of crime.

- **Think sensibly.** Sometimes the least innovative is the most ecologically friendly. For example, paper towels in wash rooms come from a renewable resource, tree farms, but electricity is not only expensive to produce but also its production is environmentally unfriendly. Replace electric hand drying machines that not only are ecologically unfriendly but also tend to spread germs with paper towels made from tree farms.
- **Restaurants can exemplify good environmentalism.** Restaurants can be careful to use soaps that pollute less and serve water only upon request. There are numerous washing devices on the market that use less water and less power than hand dishwashing. In fact, washing by hand is often less ecologically friendly, uses more pollutants, and requires more hot water than does an eco-friendly dishwasher.
- **New eco-friendly at your car rental places.** Attractions and car rental companies should switch to electric cars as soon as possible and instead of running buses for local transport, use mini-vans, golf carts, or other vehicles that tend to use a minimal of fossil fuels.
- **Turn your environmentalism into a form of marketing.** All too often people in the travel and tourism industries forget that a clean and healthy environment does not take away from the bottom line, it adds to it. Do not define "green" in its most narrow sense of the word, but rather in its broadest sense. Few people will spend a lot of money to eat over a garbage dump, but many people are more than willing to spend top dollar to eat in a charming setting, be that setting a table overlooking an ocean, a crystal clear lake, a beautiful garden, or a forest.

By promoting green and by finding innovate ways to protect the environment, tourism is assuring that it will continue to offer products that are pleasant to the eye, and good for generations that are yet to be born. The wise travel and tourism marketer promotes the ecological health of his/her area in all written, oral, and visual marketing efforts.

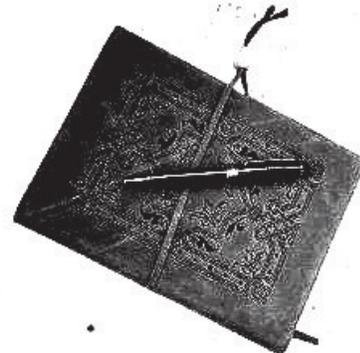
Bad Cholesterol Levels Going Down, Thanks To Statins



There's plenty of bad news to go around when it comes to American diets, exercise and weight. But for another major predictor of heart disease - cholesterol levels - things are improving. About two-thirds of American adults are considered overweight or obese, but since the turn of the century; the percentage of Americans with high total cholesterol levels has dropped from 18 to 13, according to the Centers for Disease Control and Prevention. Too much "bad cholesterol," or LDL, causes plaque buildup in arteries, and that can lead to heart attack or stroke, but cholesterol-lowering prescription drugs, called statins, are now widely used, and doctors credit them with the national improvement. According to a 2010 report from the National Center for Health Statistics, 1 in 4 Americans over age 45 takes them.

There are also foods with a knack for combating bad cholesterol. A Harvard Medical School report explains that foods high in soluble fiber help the body rid itself of cholesterol before it can be digested into the blood stream. Oats and other whole grains, beans, eggplant, apples, grapes, strawberries and citrus are top candidates. Foods high in "good fats," like nuts, fatty fish, and vegetable or nut oils, also lower LDL levels. On the flip side, the saturated fat in red meat and full-fat dairy products is bad for cholesterol. And worst of all are trans fats, often found in margarine, fried foods, snacks and packaged baked goods. - *Kathryn Roetbel*

Dear Drama Queens,



This is a diary
BUY ONE and don't
Facebook your problems!

THE 45 LESSONS LIFE TAUGHT ME

By Regina Brett



"To celebrate growing older, I once wrote the 45 lessons life taught me. It is the most requested column I've ever written. My odometer rolled over to 90 in August, so here is the column once more:

1. Life isn't fair, but it's still good.
2. When in doubt, just take the next small step.
3. Life is too short – enjoy it.
4. Your job won't take care of you when you are sick. Your friends and family will.
5. Pay off your credit cards every month.
6. You don't have to win every argument. Stay true to yourself.
7. Cry with someone. It's more healing than crying alone.
8. It's OK to get angry with God. He can take it.
9. Save for retirement starting with your first paycheck.
10. When it comes to chocolate, resistance is futile.
11. Make peace with your past so it won't screw up the present.
12. It's OK to let your children see you cry.
13. Don't compare your life to others. You have no idea what their journey is all about.
14. If a relationship has to be a secret, you shouldn't be in it.
15. Everything can change in the blink of an eye, but don't worry, God never blinks.
- 16.. Take a deep breath. It calms the mind.
17. Get rid of anything that isn't useful. Clutter weighs you down in many ways.
18. Whatever doesn't kill you really does make you stronger.
- 19.. It's never too late to be happy. But it's all up to you and no one else.
20. When it comes to going after what you love in life, don't take no for an answer.
21. Burn the candles, use the nice sheets, wear the fancy lingerie. Don't save it for a special occasion. Today is special.
22. Over prepare, then go with the flow.
23. Be eccentric now. Don't wait for old age to wear purple.
24. The most important sex organ is the brain.
25. No one is in charge of your happiness but you.
26. Frame every so-called disaster with these words 'In five years, will this matter?'
27. Always choose life.
28. Forgive
29. What other people think of you is none of your business.
30. Time heals almost everything. Give time time.
31. However good or bad a situation is, it will change.
32. Don't take yourself so seriously. No one else does.
33. Believe in miracles.
34. God loves you because of who God is, not because of anything you did or didn't do.
35. Don't audit life. Show up and make the most of it now.
36. Growing old beats the alternative of dying young.
37. Your children get only one childhood.
38. All that truly matters in the end is that you loved.
39. Get outside every day. Miracles are waiting everywhere.
40. If we all threw our problems in a pile and saw everyone else's, we'd grab ours back.
41. Envy is a waste of time. Accept what you already have, not what you need
42. The best is yet to come...
43. No matter how you feel, get up, dress up and show up.
44. Yield.
45. Life isn't tied with a bow, but it's still a gift."

PARTIAL KNEE REPLACEMENTS ARE OFTEN JUST AS EFFECTIVE



A man who came in to see me recently was convinced he needed a total knee replacement. He'd spent most of his life outdoors and most winters skiing, but now he was in horrible pain, and it seemed like those days on the slopes were over. He told me he couldn't climb stairs and said he found it difficult to walk distances. He explained that, over the years, he had various operations to clear out problems with his knee but had been told he had reached the end of the road for these small operations and it was time for the "big one."

A total knee replacement means swapping the worn-out painful joint surfaces with metal and plastic components. It involves placing a metal end on the thighbone (the femur) and a metal and plastic tray on the shinbone (the tibia). However, knees do not necessarily wear out evenly; sometimes one part of the knee is perfectly fine while another part is completely destroyed. If only part of the knee joint is worn out, why replace all of it?

I've dedicated much of my career to developing new ways to preserve the natural biology of the knee and offer an alternative to artificial joint replacement. My bias is toward BioKnee solutions, which can rebuild and regenerate joints using donor tissue and stem cells. Sometimes the damage is too much for a BioKnee, but it still does not warrant a total knee replacement. Just as for a cavity in your tooth, you would want a filling, not a set of dentures. For a partially worn-out knee, you would want a partial knee replacement, not a total replacement. MRIs and X-rays revealed that the man who had come to see me was beyond a BioKnee but didn't, after all, need to have the "big one." Instead, I explained that I'd be performing a partial knee replacement, assisted in surgery by a robot. A partial, or unicondylar, joint replacement involves resurfacing the worn-out portion of the joint, either the inside, outside or kneecap, and then leaving the rest of the joint alone.

To work properly, the components must be put in extremely accurately. Even a millimeter or two of tilt or rotation dramatically affects the wear patterns and longevity of the components. Think of how a car out of alignment means rapid tire wear. With my robotic assistant, I can plan the surgery on a computer screen with a virtual model of the patient's own knee (built in 3-D from their CT scans). I can put the components in place virtually and adjust them before making only a small incision. During surgery, the robotic arm and computer navigation provide me with pinpoint precision to enable optimal implant positioning and alignment that result in a more natural knee motion. Afterward, people tell me that their knees feel normal, which almost never occurs after a full knee replacement.

With a partial knee replacement, there is no need for saws, drills or guides. In fact, the procedure is so minimal that you can walk out of the surgery center 90 minutes after surgery and begin physical therapy the next day. Far from having to give up skiing for good, as my patient had feared, I explained that I wouldn't restrict him in any way after surgery and that all being well, he'd be back skiing again this season, no problem.

Dr. Kevin R. Stone is an orthopedic surgeon at The Stone Clinic and chairman of the Stone Research Foundation in San Francisco. He pioneers advanced orthopedic surgical and rehabilitation techniques to repair, regenerate and replace damaged cartilage and ligaments. For more info, visit www.stoneclinic.com.

**At my age rolling
out of bed in the
morning
is easy....**

**Getting up off the
floor is another
story :)**

LETTERS

DICK BOSTON—Salem, WI

Hi Cleve, Sent dues earlier by snail mail (I think).

I'm still doing my "lab rat" thing for a CLL leukemia study which I started last year at UW Madison. Doing fine with the drug, and since the study is also at UCSD, the coordinators are letting me get my monthly checks done there, allowing Nancy and me to spend more time in Las Vegas. Once again we're about equal time here and in Salem, Wisconsin.

Quick story from CLEFO days where I was flying as a new 737 F/O on reserve. I got a short notice call out for a 3 day trip, rushed to the airport for check in and was told to "go over the weather, paperwork, sign for the Captain and get the airplane pre-flights done for both of you. Your Captain is on the way." Got all that done and the agent pops his head into the cockpit with, "I'm shutting the door, they're ready downstairs." "I don't have a Captain yet." "He's coming over on a Delta food truck." From down below, "check list complete? Breaks off, we're pushing....make sure that galley door slide isn't attached." "Roger all the above"....we pushed back, set breaks. Galley door opens as the Delta food truck pulls up and in comes the Captain. "Hi! How you doing? I'm Sam Spade, let's go. We're going to have a great trip." Any of you who remember Sam, know that he was a tall, blond, blue eyed, handsome former Navy F-8 fighter pilot. Great Captain, great pilot! I think back fondly on this memory, as it seems like the only fitting way I was supposed to meet Sam. They don't make them like that anymore.

Thanks for keeping the great magazine coming.

Dick

LAURIE CANNON—Centennial, CO

Greetings from Colorado. A bit late this month due to a big move from our home of 26 years to a smaller patio home. Goodwill knows us by name and the recycle trucks have to empty their load after passing us. It takes time.

Great year for travel. Spent two weeks in Wales walking their coast and then an 11 hour flight to Capetown, SA. Three weeks there with a safari for a week. If one gets a chance to go on a safari, it is great seeing animals in the wild which I have only

seen in a zoo. NH for a couple of weeks with our grand kid.

We are doing great as are all of the family. *Laurie*

JAY CASTEEL—Challis ID

My hat off to all the people who have kept *RUPANEWS* going. I read in the magazine about all the fun and the traveling the new retirees are enjoying.

I have been retired 33years, so that makes me 93 years old, Not many of my group still around. My children came here to celebrate my birthday with me, my wife Maryvonne, and friends from Challis.

Here in July and August we have had a big forest fire 10 miles west of Challis. They stopped it in time. Helicopters refueling at Challis airport have been over our house many times, two light ones, two Sikorsky's and a DC 10. The firefighters camp and center was down in the valley below our house. They have gone now to Sun Valley where a new big fire just started.

All my best to my Colleagues, *Jay*

TOM CONLEY—Huntley, IL

Greetings, Several months ago, the evening the world learned there was a newborn future King of England, we were enjoying supper with Harold Ehlers at the Village Inn in Cornucopia, WI. Harold had landed at Normandy and his conversation turned to England. Harold explained that the soldiers were housed with English families, two or three to each house. Harold's host family included a 12-year old boy who was the neighborhood air raid warden. His job was to make sure the curtains and shades were pulled each night. Years later, the Cornucopia Postmaster got a letter from that boy, now a businessman, asking if Harold Ehlers was alive. The result - - on one of his trips to America, the English business man came to Cornucopia and spent a week with Harold. When the time came to return to England, Harold asked the man if there was one significant difference he'd observed between America and England. Without hesitation, the man said, "The way you treat our waitresses. You treat them like family." The exception to that would be the alleged West Coast captain who would always complain about the service or meal so that he wouldn't have to leave a tip. Someone reading this knows the rest of that story.

For those of us who spent half our careers in the engineer seat -- I'm leaning towards cremation, and rather than using an urn I think a BA 237 would be a better choice.

Tom & Barb

ROSS A. "Judge" FRAZIER—Lamoille, NV
WOW! Seventeen years and counting since I left the SFO pilot parking lot for the last time. Reflecting on the time gone by, I can't help but ponder how it was that the once greatest and biggest airline has disappeared save a token paint job on the side of the planes. Of course, we all know the answer but it doesn't help.

Barb and I were small town country people as kids and getting back to rural living twenty years ago was like a breath of fresh air for us. The commuting wasn't easy particularly when UAL couldn't decide where to put the international 767 pilots and we were bounced around, but it was worth the time lost getting to work and home.

We still have our hoard of doggies living with us -- only eight now but we've had as many as nineteen. They are all rescue dogs but are not good candidates for adoption through the non-profit shelter corporation we're part of. Still, they are lovable and deserving of a good place to live where they get lots of attention, good food, and care so we've basically made a retirement home for good old dogs. Three times a year I make a run to the Reno area and pick up about 3,000 pounds of dog food that is distribute to the main shelter and others who foster care dogs in addition to what we need here. Barb is the primary care giver.

I'm still very active in Masonry both in Nevada and Utah that involves more traveling than I like as age creeps up on me. Finally, after ten years of service,

I retired from the Board of Governors of the Shriners Hospital for Children in Salt Lake City. Probably the greatest charity work I've ever been involved with, but seeing the results of what we've done for the kids made the travel and expense all worth while.

No real complaints other than that my hearing has gone to pot -- too many years of jet engines and gun shooting. My fancy hearing aids can connect to my cell phone, land line phone, computer and TV with a push of a button. On the good side, after lots of time with a physical therapist and dire warnings from my orthopedic surgeon, my damaged shoulder has regained about 75% of good use but competition shooting is about over. The really good thing is that the prostate cancer is under control. Fortunately, about everything is covered by the VA. I guess all that is just part of getting older.

My sincere thanks to all the good folks who keep RUPA running -- your work is greatly appreciated.

Ross "Judge" Frazier

MRS. MARILYN HAMPTON—Pt. Ludlow, WA
Reading the RUPANEWS each month helps me feel connected with UAL after Dick passed away last year.

Just wanted to say thank you for all the many hours you all put in to make it possible for us to enjoy.

Warmly, Marilyn

ARDEN "A. J." HARTZLER—Parker, CO
Hello Capt. Spring. Herewith the annual continuance check! The RUPANEWS helps greatly to fill some real information potholes in the very fine council 33 meetings we have.

So, a very heartfelt thank you and the support staff as well, with deepest blessings!

"Ol A. J." is still trying to remember how to operate my 8 month new HP confuser. Plan to figure it out eventually, and then I'll most likely have a great time trying to understand why I tried!!

I'm very busy with a fantastic group of Hebrew-Christians, as well as a men's prayer group 15 miles the opposite direction by road.

I'm also still making progress on repairing the house and barn damaged 6 June, 2012 by a hailstorm. Total roofs, etc. Yes, I do appreciate what these storms can do.



Miss flying? Yes, but much more miss the men and women who tried very hard to keep the "right side up," etc.

Maybe next year will try to travel more by air, just to personally wish you very well!

Till we meet again, keep smiling, and God richly bless you in unexpected ways!

"A. J." (or Arden, Hey You, Etc.)

DAVE HOYT—Westport, CT

Stuck in a rut, although not a bad one. My 100-ton Master Coast Guard license is still valid allowing me to continue running a couple of launches at a yacht club in Old Greenwich, CT. Five months there and then the annual "part-time seasonal" gig at Costco.

Ellie and I had the privilege of attending 2nd son's retirement from the military after 23 years as Lieutenant Colonel having elected to not pin on full bird for many, many reasons. As I write this, he has 3 simulator rides remaining at Jet Blue before graduation from "New Hire School". (Oh, the memories!!!) Then will be based in BOS which works very well as he lives in New Hampshire close by Pease AFB where he finished his career in the NH Guard. Had to go to tankers as a very serious back operation took him out of "ejection aircraft" and the F-15 a lot of years ago.

His back operation seems to be part of the "Hoyt Back Syndrome" as I had "a very serious back operation" done January 3rd of this year. No golf for a year and we'll see as the consequences of injuring the back is traumatic, i.e. a chance of paralysis. Happened to see results of a back left undone until too late with a fellow patient in physical rehab hospital wing with mobility that looked like he had a severe stroke. Not so, but the results of not tending to the obvious signs of "something going wrong or is wrong with the back."

Ellie and I used up a banked time-share week in November last year on Grand Bahama Island. A disaster for me physically as after our daughter dropped us off at LGA for a full-fare flight through CLT to Grand Bahama, the back kicked in and the start of serious consideration of what was going on. I remembered the "old geezers" who had to be wheeled on and off flights during my career and all of a sudden I was one. From ticket counter to just outside security all heck broke loose with severe pain in the

lower back that caused me to actually not be able to walk. Hello wheel chair through security and onto the plane. Same for the connection in CLT and arrival in the Bahamas. Walker, self-prescribed, for most of the week there and then the wheelchair routine for the reverse routing home. Took the 2nd choice of renowned surgeons in NY's Hospital for Special Surgery as the 1st choice Dr. was running 4 to 6 months out on procedures. As my internist said, "Anybody could screw up in the operating room" so my 2nd choice became a no-brainer and a comfort factor. Coming up on 10 months since the operation and surgeon and I are happy with the results. Must show, as compliments in some "meetings" I go to have been on how much better I look standing upright vs. the old slouched over posture.

This May took the two of us to the regular time-share on St Maarten. A much better scene with a lot of caution to take care of the post-op surgeon instructions and it turned out to be like a completely different experience as I have become a completely different person. Some prayers are truly answered.

As I sit here putting this together I realize that my back thing is a miracle as well as other miracles that have occurred and that I have only "one day at a time" which is truly a blessing.

The best to all!!! *Dave*

RON HUFFMAN—Enumclaw, WA

Dear RUPA members. Just a quick update on Ron as he approaches birthday #75.

We made a trip to our favorite Hawaiian island--Kona, and several local trips.

The summer/fall have been consumed with his recovery from a total knee replacement. His 1985 stroke, resulting in right leg paralysis, put excess strain on his "good" knee--which is now composed of titanium, stainless steel, and plastic! He has been able to make some trips to Starbucks--so life is looking up for him.

It's always good to hear from other retirees.

Barbara Huffman for Ron

GEORGE JOHNSON—Seattle, WA

Hi from Seattle. Another year has slipped by and still on the top side of the sod. Overall a good year. Veronica had a bit of work in May when she had a total knee replacement. After many weeks of ther-

apy, she is doing really well.

My Lear flying has been pretty slow this year as the owner of the company has the operation for sale, so far nothing completed.

We just returned from ten days in Italy. Our local restaurant proprietor took 23 of us on a tour of his home country. Rome, Sorrento, Naples were just great this time of year. Now back to reality.

George & Veronica

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

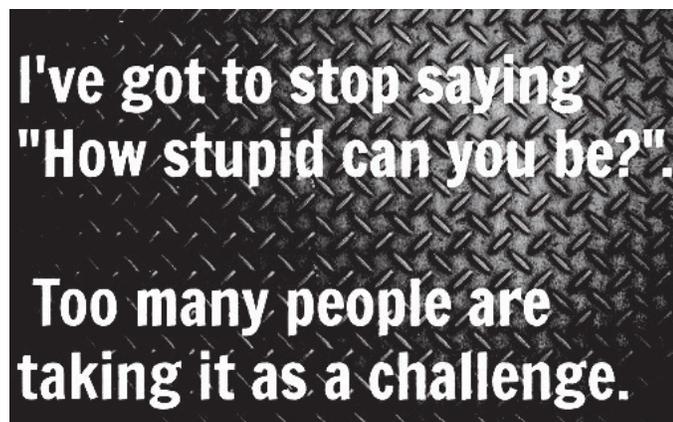
KIRK KAYNOR—Woodinville, WA

It's a little past my birthday month but got dues in mail via snail and have time to do a little update.

My wife and I really enjoy the RUPA magazine each month. Good articles and it's a real connection to the "old days." Thanks to all who make it happen.

Life is going so fast now it's hard to sort out the last year. Haven't done any international trips for a while since our family is scattered all over the country and we spend those air miles seeing them. Even before the merger our passes seemed harder and harder to use to the places we wanted to go so have opted for using our mileage or paid tickets. Keep reading the new rules and still don't completely understand them. Maybe one day we'll get the courage up and go and give it a try, but not if we have to be someplace at a particular time!

One of our sons was married in New York in June and we and all the family gathered together to celebrate.....ages 81 to five months.....26 in all. Youngest son and his wife had identical twin girls last February and also have a two-year-old. They moved to Michigan a few weeks ago and we sure miss them. You know the adage "You owe your kids two things, roots and wings." Well, all of ours except one live in distant parts of the country. Who



knew "wings" would carry them that far. Is it something to do with my past occupation!

Oldest son is a pilot with Delta, via Northwest, and has moved into flight management these last years with a weekly commute from the West Coast to Atlanta. It's the way I keep up with the industry and all of its' changes. Enjoy reading some of the old-timers' stories. Miss those old pre-joy-stick days.

Health remains okay. Still play tennis a few times a week and live in too big a house with a big yard to take care of, but it's home stamping grounds with enough bedrooms for when the kids visit and that's important to us. Who knows what the future brings.

My wife, Sunny, and I don't plan for a year forward as we used to do. Glad to see we have some new members with the more recent retirements.

My best to all. *Kirk*, SEA/SFO

CHARLES KETTERING—Reno, NV

Here we go again. Another year "flashed" by. Major event for us was the purchase of a second home in Palm Springs. It makes for a much warmer winter season. And just a seven hour drive from Reno. About the same time doing it on UAL, as must make one-stop. My RV-4 will do it in three and a half hours if the weather smiles.

I'm still making turns at Mt. Rose ski area during the season. Mighty nice having a ski area 30 minutes from my doorstep.

The usual, "thanks" to all who keep RUPA going, particularly, Phyllis, Jon, Leon, Cleve and now Tony. Your efforts are greatly appreciated.

Chuck (SFO, ORD, SFO-'57 to '95)

BILL KLETT—Saratoga, CA

Returned about a week ago from a 21 day cruise to the Scandinavian countries including St. Petersburg, Shetland and Faroe Islands and Iceland. Weather not so great this time of year, but enjoyed the trip. Flight home from Frankfurt to SFO was another story. On a full fare ticket because of full boat on the B747-400. Stuck in row 57 almost in the rear. Packed in like sardines and service and food unacceptable. I could not believe the condition of the cabin and toilets. Garbage in seat backs, trim coming off the floor and walls near the toilets. Filthy toilets.

And the back galley counter had no place for garbage so people were just throwing stuff on the

counter which seldom got picked up.

Now.....SAS is another story. Flew from Chicago to Copenhagen on SAS on a ticket. Had assigned seats but when we checked in, the agent said they were not guaranteed so we had been moved to a rear row which did not recline. I explained to the "nice" agent that those seats were not good for an old fart like me and that we would appreciate whatever they could do. Advised to standby in case somebody did not check in; however, all did check in. At the last minute, the agent called me aside and said since it was our 50th anniversary, they had given us the last two seats in business class. It was a nice trip to CPH. What a big difference between the unfriendly skies and SAS.

Best regards to all. Cheers, *Bill*

CHUCK KREKORIAN—Mill Valley, CA
Here is my check for RUPA renewal with a little extra for emergency.

I would like to thank all of you for the excellent magazine, and the very interesting articles. I read every page.

I am in the process of celebrating a milestone in my life and creed. This Sunday I have been invited by my daughter to have a special dinner to commemorate my 90th birthday. Time flies when you are having fun.

Since my discharge in the Navy after WWII in 1946, I have had a great career with wonderful memories, good and bad. Began my connection to a once great airline (now bad) on 2 July 1948 and working with the old timers who built the airline industry. It's been a very wonderful ride.

Respectfully! *Chuck*, SFO

DON KYTE—Ft. Myers Beach, FL
The older I get the more I appreciate the dedication and work of our RUPA volunteers. I'm now in my 25th year of retirement. Lots of activity this past year.

Jean and I had rented a house from July 15th until Sept. 15th in Maggie Valley, NC. It is in the mountains and we knew it would be on the cool side, but it also rained on and off EVERY DAY we were there! By late August it was already the wettest spot in the entire USA even surpassing the usual wettest spot, Hilo Hawaii. Next summer we will go back to the Asheville, NC area which is about 10

degrees warmer and much dryer.

We found a great place to buy in Ardenwoods Arden, NC just a couple of miles from the Asheville Airport. It is an "Over 55" gated community. Everywhere we like to shop, eat, or be entertained is only about 5 miles away. No more rentals.

We had planned to move in as soon as the sale closed in early September, but we got word from Jean's daughter, who lives near our Ft. Myers Beach home and keeps tabs on it for us, that it had been BROKEN INTO about the middle of August. Jean went right down to assess the damage and determine what had been stolen. I couldn't leave until the place we bought closed on Sept. 4th and I could unload furniture, etcetera, from my mini-van into it.

Jean had arranged temporary repairs to the two hurricane doors they ruined trying to get in. The place is secure now, but one of the hurricane doors that has arrived still needs to be installed. Even though they had used a crowbar on it they couldn't break it. Our hurricane shutters had prevented access to all the rest of the glass windows. We have taken additional precautions to further secure the place from future attempts.

Our health is reasonably good. I would love to use my passes more but think I'll wait until the company gets better organized and puts bigger equipment on the Express routes.

Don, SEA, ORD, SFO.

CLYDE LUTHER—Burke, VA
Hello to All: Well, let's just say this wasn't the best year I ever had. Was on my way to the Atlantic Coast Golf Championship and got a mile from my home and got real sick very fast and stopped my car at a convenience store, and that is about all I remember for a few days. Turned out that I had Congestive Heart Failure and pneumonia. Was in the hospital for 3 weeks and rehab for 2 more. Have recovered very well. Worst part of it now is that since I had a Pacemaker and a Defibulator put in, by state law you can't drive for six months, so needless to say, it has put a crimp in my golf officiating schedule. My wife, Claudette, has to drive me everywhere I go until the first part of November.

I worked several tournaments since the first of June. The National USGA Public Links Championship was played at a course just 8 miles away, so I was able to work that and then I worked a couple of state

Junior and Senior Tournaments and have a couple more on the docket. Speaking of golf, I haven't played in a long time, but practicing a couple times a week now.

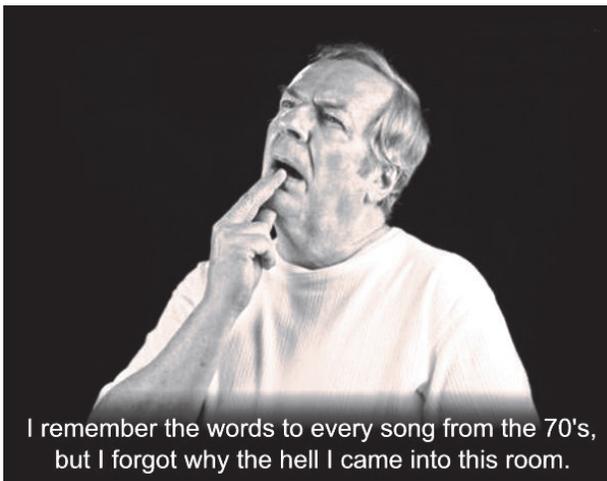
The rest of the family doing very well. Wife, Claudette, doing well and daughter, Lisa, 777 Capt David Leighty's wife doing well in Orlando, daughter, Sandy, doing well in Bentonville, Arkansas. Husband, Phil, with Wal-Mart and she a intermediate school math teacher, son, Mark, High School Associate AD and son, Mike, still on the -320. He is really happy with the way he came out in the merged Seniority List.

Thanks to all of you who give your time and expertise to all of us in the RUPA ranks. It is truly appreciated. *Clyde* (1989 Retiree)

ERIC MALM—Lake Tapps, WA

Another year gone by and another check in the mail. We've had great summer weather here in the Pacific Northwest this year – until the September floods – and it's nearing time to head back to Scottsdale for the winter.

the highlight of our summer was a July 3 day fishing trip to Sportsman's Cove Lodge, owned by retired Captain Larry McQuarrie. He has done a fantastic job of turning an old cannery with a few dilapidated buildings into a first class fishing lodge. It has its own power and water and everything has to be delivered by boat or float plane. My daughter, Kelsey, and I flew to Ketchikan and were picked up in a float plane for the 20 minute flight to Prince of Wales Island where the lodge is located. Larry, Capt. Mac as he is called at the lodge, learned a lot from his days at United about how not to treat his customers. Unlike the airline, everyone is treated first class. Gourmet food, outstanding staff and



they even arranged for 3 sunny days for us. They operate 5 boats with 6 fishermen and 2 crew per boat. We caught salmon, halibut, lingcod, yelloweye and several other interesting species of fish. We flew home with 2 large boxes of frozen fish fillets neatly shrink wrapped in 2 portion sizes. A trip of a lifetime for my daughter and me. Anyone interested can check out their web site at www.alaskasbestlodge.com.

Hoping for a warm winter in Arizona.

Many thanks to all of you who work on this fine publication. *Eric*

DAVE MANZEL—Southport, NC

Hello all. I see its October again, and my dues are a month late again. This time I'm going to be optimistic and send in two years so I won't be late until 2015.

Not much change here in North Carolina. I still play golf poorly, volunteer at church and Civil Air Patrol, and occasionally flight instruct. Right now the most excitement we have is visiting grand kids. We did spend some time back in Illinois this summer and are planning a European river cruise for next spring.

Keep the blue side up. *Dave*

HERB MARKS—Seattle, WA

I've had a terrible case of 'Writers Block' this year. Seems as though nothing of any real value has happened, which could be looked at as pretty good. Made it through 86th birthday last month, maybe that's significant. It's taken 26 years of retirement with the help of some sleep aids, and I have nearly overcome the effects of pilot scheduling to get a reasonably full nights sleep. Those folks who made up pilot schedules never took into consideration that the body would really like some sort of consideration when we're expected to stay awake when the brain says it's sleep time. Now that I can admit this, there were times when, after a bad night with little sleep, I would drop off for a nap after we got all settled down in cruise. A good co-pilot and S/O would keep this info to themselves. Giving the S/O a leg once in a while helped accomplish this.

In prior years I have related some of my experiences with the aircraft that I flew. This time it's about one of my favorite airplanes, the Convair 340. The other of course is the Boeing 727, more of this at

another time. The CV340 was nimble and reasonably fast and stable, a tribute when the autopilot crapped out. It was pressurized allowing flight in the twenty thousand foot range. Only trouble was it was pressurized with a single compressor run off the right engine. This compressor had a tendency to fail and usually at the worst times, like just on top of an undercast that was full of ice. Co-pilots trended to keep an eye on the compressor oil pressure gauge at his right elbow, and if caught in time before it failed, a descent to unpressurized altitude could be made before pressurization was lost. If it failed and went unnoticed your ears would start popping and an emergency descent was necessary.

An unusual deicing system on the wings and tail. Heat was provided by heat exchangers in a long exhaust tube between the engine exhaust pipes and out the rear of the wing with what was referred to as 'Beaver Tails'. A damper was located in the tube to increase heat accumulation to the heat exchangers and was controlled by the co-pilot. The heat exchangers channeled hot air through tubes to the leading edges of the wings and tail. The system worked pretty good except occasionally if it got too hot the damper would open and a fire warning would get your attention. And of course till you got your heart rate and the temperature back down there would be no de-ice.

It was equipped with an auto-feather system which when armed before take-off if an engine lost power below a certain BMEP it would feather the engine instantly. The system was checked as part of the magneto check by arming it, then pulling the throttle back until the feather button pulled in. Co-pilots duty was to immediately pull the feather button back out, else the engine would stop, pouring fuel out of the bottom of the engine and often catching fire, and we would have a nice fire on the ground just ahead of the gear. Restarting the engine was difficult because of a flooded carburetor, sometimes requiring the need to taxi out of the burning fuel puddle before the Goodyears added to the fires and all this while trying to get the engine started.

Carb heat was required in icing conditions. The P&W R2800's were great engines but were very sensitive to carburetor icing and required a two handed operation to keep the carb temp in the desired setting involving adjusting the cowl flaps and the carb heat lever. And a change in power setting required a complete readjustment.

After passenger loading, the co-pilot was required to close the main entry door. It was a huge door with hinges on the top and a set of hooks and latches located in the area inside the bottom of the door. The hooks were operated with a large handle located in the front end of the carryon baggage rack. The latch area was well lighted fortunately for on occasion the hooks would hang up on the latch, not fully engaged on the latch so we had to look down and make sure the hooks were completely over the latch. The rear service door at the back of the cabin also had the same arrangement. After starting the engines and leaving the gate, co-pilots' duty was to leave the cockpit, close the entry door and go aft to check the latches on the rear door, since this door was closed by food-service people and quite often the hooks were found not latched. Some exciting moments were had by some of the crews regarding these doors. One of my favorite pilots here in Seattle was Bill Wilson. I was not on this flight but was told that he carried one of our dispatchers getting qualified and riding the jump seat. On taxiing out of Twin Falls, Idaho, the dispatcher volunteered to close the front door which Bill allowed. Shortly after takeoff the door latch gave way and the door opened. Bill turned around and landed, thinking that the door had blown off but on the landing rollout there was a terrific bang and the door, which was still attached until landing, slammed back down against the fuselage. After landing Bill found that the door could be closed and latched and wanted to continue the flight unpressurized, but was talked out of it.

Another incident nearly ended in tragedy. During flight the F/A called the cockpit to say there was a lot of noise coming from around the rear door. The co-pilot went back and determined that the latches were only partially hooked. He stood at the door and tried to relatch the hook, but the hooks slipped off and the pressurization against the door pushed it open and the door tore loose. The co-pilot was very lucky that he was able to get his hands on the sides of the door and hang on for all he was worth until the pressurization had bled off. I imagine he was one shaky co-pilot when he got back up front. The airplane landed safely.

United had about forty Convairs and they were in service for around twenty years with all of them surviving except one that went through manufacturing twice. That one was approaching DSM (Des

Moines Iowa) in cruise when a bolt came out of a fitting on the elevators that detached the elevator control. The airplane porpoised with no elevator control but the pilot (name forgotten) was able to level it out by adjusting the engine power (ala Al Haynes). He eventually got the airplane in an approach position to a farm field and managed to belly the airplane into this field. It was not quite long enough, for the airplane hit a ditch bank and the front section was broken open. A remarkable feat and even more remarkable was that there were no injuries except for one man who took a deep scratch on his arm from broken metal as he was going out through the break area of the airplane instead of the window exits. And I'm not sure of this, but I think the co-pilot with him was also the one who almost went out the back door on the aforementioned flight. Very lucky man. After an inspection by United maintenance people, they decided to disassemble the airplane, truck it to a barge and send it down the Mississippi river, through the Panama canal to San Diego where Consolidated Vultee Co. remanufactured it and returned it to United.

As I said at the beginning of this rather lengthy message, the Convair was a pretty decent airplane. The President and CEO of the airline at the time was Pat Paterson, the best one we ever had, but he decided to trade in his old DC-3 for an executive version of a CV-340. I had the pleasure of being co-pilot on three of his excursions out of MDW (Midway Airport - Chicago, for you younger folks) and he always spent lots of time in the cockpit while travelling. He looked after his pilots! He always took his executive secretary with him, Mary Oconor, as well as several other executives with other companies. Must have been a claim for a tax write-off.

This will conclude this year epistle, except for one



other item. My wife, Ruthann, was a flight attendant for North Central Airlines flying out of Detroit. She flew on DC-3, CV340's, CV440's, and CV580's. After scanning my letter she said we must have been a bunch of wimps because when she flew all those Convairs, she was the one who closed the doors and they didn't have any trouble with theirs. Who am I to argue??

The check's in the mail. My hearty thank you to all who make the *RUPANEWS* so readable.

Herb

DON MERUCCI—Pleasanton, CA

Hi everyone. Another year has passed and we have successfully navigated a major milestone. Mary and I celebrated our 50th wedding anniversary and in grand style, too. We took our kids, one daughter-in-law and three grandchildren on a 10 day cruise to Alaska. It was a wonderful trip with near perfect weather and without any airplane connection hassle, since we departed from and returned to San Francisco. I am convinced that cruising is the best way to travel.

Of course we are still accumulating a substantial medical history. Mary must have set some kind of record with her back operation. She needed a couple of her vertebrae cleaned out. Calcium was closing up the opening for the spinal cord and causing considerable pain. The surgeon went in with a roto-roter job and gave the cord room to breath. From the time we walked into Stanford Hospital to register and then WALKED out the next morning was only 23 1/2 hours. So far so good.

I keep having headaches and having my head examined. Of course they keep finding nothing.

Our daughter and her family are relocating to Reno. They are finding it too expensive to stay in California. Our son-in-law was out of work 10 months the last year and a half. They are finding it hard to get back on their feet. Our daughter, the CSR, has been trying to transfer to a full time position in SFO but her 26 years of United seniority is ignored by CONUAL and it is the 5 year Continental agent getting the spot.

Glad to hear that our membership is increasing. I would like to hear some comments on how it is to fly the line under the Continental regime.

God Speed and good luck to our new president, Jon.
Don & Mary

PETER MOYER—Gilbert, AZ

Hello to all you RUPA fans. I did remember my birth month, but forgot that it means an update letter and dues to those responsible for our RUPA magazine.

I would like to have forgotten the birthday but was reminded by several people. It is pleasant for me to be present at the RUPA luncheons, because I feel much younger when I am in the presence of some of the Roadrunners (PHX lunch group).

I have done little traveling because of the friendly skies. I liked the old days and I have never flown an airplane that I did not enjoy.

I always imagined myself to be young, lucky, and bullet proof, but there have been a couple of issues that are making me rethink my circumstances. I had an issue with prostate cancer in 2007 but with radiation and chemo, that went away. Earlier this year another issue arose, it was pancreatic cancer, and most of this year passed with radiation and chemo again. My new bride, Ellen, has taken wonderful care of me.

When I first arrived in LAX in 1965 I was called into Jerry Beyers office and told him I had met many fine people since I had been there, he told me that there is a 5% factor of malcontents in all segments of society and we are not exempt.

Keep up the good work RUPA staff and I will attempt to be more punctual next year. *Peter*

CHUCK MUHL—Fallbrook, CA

Renewal time. Checks in mail. Not much to pass along. Just taking each day as it is given to me, Marge and family with thanks.

Guess I'm just up in "DOG" Pattern waiting for "Charlie". I know what the "Fox-Corpen" is to up there, I just refuse to accept it.

I enjoy your RUPANEWS and appreciate the work you all put in to publishing it! *Chuck..*

JIM NOBLE—Barrington, IL

It seems like I just wrote a letter--where does the time go?

Jan and I are in good health and are still able to participate in our favorite activities. Our children are doing well. Our granddaughter graduated from Iowa State U in May and got a good job right away, her brother is in his 2nd year at the University of

Alabama, and our grandson in San Diego is happy in his job with Disney Corp.

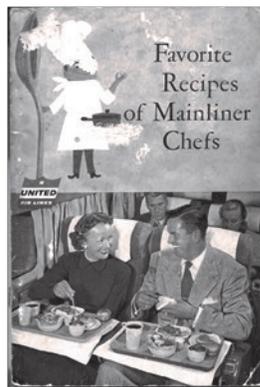
We went to Indiana with our Sports Car Club for the annual Covered Bridge Festival and it was really interesting. There are dozens of covered bridges in western Indiana that are very beautiful and have been restored for their historic value. In June we took a 16 day bus trip through Ireland and Scotland with Trafalgar Travel. It was our first trip with this company and they really did a great job. It is an upscale company and we would definitely recommend them for European travel.

We dropped skiing and tennis and are taking up "Pickleball," a relatively new sport that is growing in popularity. It's a mixture of tennis, ping pong, volley ball and bowling--you name it--and it's a great workout.

Many thanks to all of the officers and those who produce the *RUPANEWS*. We look forward to reading it every month.

Jim, DENTK, ORD, DENTK,
DEN, ORD, SFO, ORD

DOT PROSE—Osprey, FL



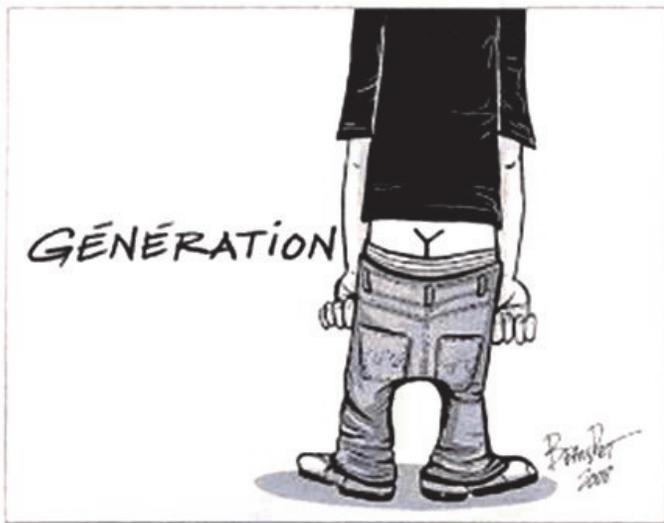
Cleve – have paid the dues to Leon plus some extra to keep the newsletter going on behalf of my dad, Ed Prose (UAL 1940-76, MDW, ORD), who flew west in 2010. I read every issue in its entirety and always save the front cover photos.

I was not able to attend the RUPA Day at Sun-n-Fun Fly-In (Lakeland, FL) this year because of a conflict with another air show in New Zealand that I really wanted to attend, at least once, especially since it occurs only every two years (in the odd numbered years). It is held at Blenheim on the North Island at the Omaka Aviation Heritage Centre. Flying into Wellington gets you in the vicinity and then take the ferry to Picton, then about a 30 minute drive to Blenheim which is a lovely country town near the Omaka Aerodrome. Their show occurs over Easter (don't know why except they say that a lot of people are on holiday then). This year's theme was the "Yanks are Coming" so many American flags next to the New Zealand flag. What makes this event so special is that it has a serious focus on World War 1 aircraft. The museum

there is one of the best early aviation museums I've seen, thanks to its benefactor, Sir Peter Jackson, New Zealand film producer and director. He, I've learned, produced movies as The Lord in the Rings and has the passion and money for preserving and replicating World War 1 aircraft for this museum. Web site is www.omaka.org.nz if you would like more info.

Also, attended the Antique Airplane Association (AAA) fly-in at Blakesburg, Iowa (near Ottumwa) over Labor Day weekend. There were 340 aircraft in attendance. The theme this year was Luscombs so many of this type on the flight line. I went solo, didn't have an aircraft and didn't know a soul, but it's like one happy family as you enjoy the BBQ at the Ground Loop Inn. Free homemade pie and ice cream! Finally met Bob Taylor who just turned 90 and has been organizing this event for decades. His home is on the grass strip. Their Air Power Museum has a lot of memorabilia but just as impressive is their library which is very well organized and the basement is full of just about every aviation magazine you can think of – there were people down there immersed in their own world. One needs to be an AAA member to attend the fly-in but being “airplane less” is OK. Of interest also, is that the regional Ottumwa Airport had been the site of Naval Air Station Ottumwa, built in 1942, for primary flight training of Naval Aviators. There are quite a number of surviving buildings that are planned for restoration through donations and eventually an Air and Space Museum. Nice history display in the terminal so far.

For info, the next Sun-n-Fun Fly-In at Lakeland, FL is April 1-6, 2014. It's their 40th anniversary (1974-2014). I anticipate RUPA Day on Thursday 3 April



2014 at the OX-5 Clubhouse. I'll be attending this year (no competing air shows) and will provide more info as the date gets closer.

On a final note, one of the things I inherited from my parents was a cookbook entitled “Favorite Recipes of Mainliner Chefs” published in 1954 from the days when United had its own flight kitchens. I just started looking at this small cookbook. It has all the signs of an incredibly well used cookbook to the point that the pages are worn and food stained. My mother had been a former UAL stewardess (1940-42) and obviously indulged in using this treasure pulled together by the “Mainliner Chefs”. Little did I know that my sister and I were brought up on United culinary cuisine! Here's a photo of the cover.

I really enjoy everyone's letters and always learn much! Thank you for such hard work month after month! **Dot**CAPT, USN (Ret.)

JON ROWBOTTOM—Salinas, CA

The past year has been an eventful one for our family. Our son's family grew when a little boy was born in July. Jane and I drove to Santa Barbara to take care of their 3 and 5 year old during the delivery. It was a great delivery and we enjoyed welcoming the little guy into our family.

We had a fun winter skiing at Lake Tahoe as well as a fun summer there too. It snowed a lot in December and then the storms drifted away. Thankfully, Northstar has an excellent snow making system which kept conditions good through March. I bought a tandem kayak which Jane and I paddled on Lake Tahoe, Donner Lake and Boca Reservoir. In addition, we played a lot of golf, road my road bike and hiked the trails. We are thankful all our “parts” are functioning well so that we can enjoy all the outdoor activities.

I have just completed my first month as RUPA President with no regrets. I look forward to recruiting more volunteers to help administer things. If you heard from me please don't run away!

Jon, SFO Retired 2006

STAN SMILAN—Lake Worth, FL

Limping along on an arthritic hip at 82 going on 83; and, as Adams wrote to Jefferson at that age: “... inside there dwells the boy...the young man...the middle aged father...the aging grandparent...” The

quote is paraphrased, but the gist of it was that he was comparing his body to his farmhouse that had a leaking roof and missing shingles, amongst a long list of other deferred maintenance items. The message was that we remain a composite of all these things.

Running low on fuel, so want to say thanks for the adventure of working with such a diverse and talented group of people – there should be a PhD awarded for that kind of a priceless life experience. What a wonderful airline ‘Pat’ Patterson built for us to share.

Special thanks to Al Santmeyer for the B-Fund. And, my favorite captain – the ultimate gentleman – Harry Pascal. Unfortunately, having been diagnosed, simultaneously, with both early senility and late maturity I was never able to even come close to being anyone’s favorite captain. Fortunately, the two off-setting maladies still prevail and my main worry is which one will go into remission first.

In closing let me recommend: “The Price of Inequality,” by Nobel-prize winning economist, Joseph Stiglitz. The book is the most comprehensive account (*past, present and future*) of America’s financial dilemma. It’s available in audio-book format for ex-Capital pilots like me who never learned how to read. *Stan*

DON SOBEY—Tucson, AZ

Happy Birthday to me. Another solar orbit completed without too much trouble. The old feet are not as nimble, but it doesn't matter too much as I can't see them under normal circumstances anyway.

Golf is still only fair but I still manage to shoot my age once in a great while. The other times it feels as if I am going to shoot the temperature. Stupid game!

I follow with very little interest the pass policy changes as I have determined that I can drive anywhere I want to go. Besides, with the metal in my back and the disgust with the TSA in my mind, a trip to the airport would probably end up with me in the graybar hotel. At 81 my worries are more about the forthcoming "Death Panels."

Regards to all. Stay Calm. Try to Adjust! *Don*

ANDREW STEIDINGER—Pinehurst, NC
September is anniversary month. Anne and I celebrated again with Cleveland Crazyes, JoAnn & John

Pinter, married 3 weeks after we were in 1963 – yes, 50 years ago! Humor, good friends, and new adventures all feed the soul and seem to enhance long term relationships.

After 200,000 safe miles of motorcycle riding on 2 continents, we sold the bikes and moved to Pinehurst where I golf while Anne plays tennis. There is a top-notch community college which inspired me to take culinary arts and photography courses. (Retirement for Anne meant abandoning the kitchen). We enjoy living on the shores of Lake Pinehurst along with Tom & Sandy Race and the flying Ogdens, Rick & Ronnie, all formerly Cleveland based.

Two radio controlled model airplane clubs and an antique auto group provide macho entertainment. Ralph Ridge introduced me to motorcycles and Corvettes back in OH. Anne has taken up ballroom dancing and pickleball here. If the last sport is an unknown, look into it; a great equalizer between young-old, men-women, large-small. It requires little skill or instruction to get started and is easy on the joints.

Pinehurst #2 course will host both US Open Golf Championships in June 2014, the first time men and women have played back to back in the same location.

Travel, of course, figures in all our lives. The celebratory golden anniversary trip will be a month in four South American countries. As Helen Keller said, “Life is either a daring adventure or nothing at all.”

My best to fellow UAL retirees. *Drew*

CHUCK THOM—Goodyear, AZ

I retired the day before 9/11. Sandie and I enjoyed our retirement for the past 12 years, but it all caught up with us in March. My B Fund ran out, Sandie was hospitalized twice for severe electrolytic imbalance, and my Flight Instructor job dried up. We are forced to downsize our house, which we never dreamed we would ever have to do, but we will keep marchin'.

The good news? Kids and grandkids all well in life, and are helping big time in our new transition.

Thanks, Phyllis, old friend, for a job well done, as usual. Thanks too, to the RUPA staff for all you do, and especially for keeping the faith during the last five years of skimpy retirements.

It will be interesting to see how RUPA will integrate the Continental retirees into the mix. Keep Marchin'. *Chuck*

ERNIE THOMAS—Dataw Island, SC
Nineteen years along. Courting serenity, avoiding senility, maintaining utility, eschewing debility, still peripatetic. Check's in the mail... *ET*

BILL TREICHEL—Green Valley, AZ
I have completed 78 orbits of the sun, 55 married to Barbara.
We have used 12 passes this year including 2 round trips to Europe F/C for a total cost of \$0. What's not to like?
We and our 2 children and 4 grand children are healthy and well.
Cheeeers. *Bill* 1958 - 1995 YIP ORD DEN

PAGE WATSON—Scottsdale, AZ
Leon, please change our mailing address to 7810 east mariposa Dr. Scottsdale AZ. The recent flooding in Estes Park, CO damaged the sewer system so about 2,000 homes cannot flush their toilets and the town has placed Porta Potties in that section of the town. We were in the no flush zone so we are now in our Scottsdale, AZ townhouse that is in the flush zone. At 2 am with the temperature in the mid thirties and the wind in the mid 20s indoor plumbing is very nice, and it will be mid November before the system is repaired. *Page*

CHRIS WITTENFELD—Bonney Lake, WA.
Good Day, Hello, Greeting, etc etc. Slow down you move to fast, another year gone and past!
Nancy and I are in good health and enjoying life. Nancy spends time baby sitting our Grandchildren, playing games on her i-pad and doing bible studies. I had my 50 year high school class reunion, a real

The funny thing about Facebook is you can talk about one person and it makes 20 others think it's about them.

eye opener, gray hairs everywhere and 25% of the class had passed away!

On the brighter side; I am still alpine hiking and fly fishing on a regular basis, lots of big trout in them there hills! My summer adventure was spending 4 days and 3 nights on the Rogue River. It was a 10 bear trip with rain, wind and fire; Oregon was burning up! The river had been closed due to fire; our group was one of the first to run the river, many small fires were still burning on the river banks and hillsides. My custom designed Sotar inflatable kayak was awesome, ran every rapid clean. Now I am looking forward to another great ski season, already been up skiing at Chinook Pass, got 4 turns, 1 tumble and 20 survival turns in, never-the-less it was fun, breakable crust and all, date October 3.

Nancy and I are still waiting for our Preliminary Plate to be approved, attorney keeps saying next week, we will see. To add insult to injury to our 9 year delay, the county is now in the process of filing an eminent domain claim, right in the middle of 5 proposed lots. Nancy and I just keep smiling, hoping for the best.

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

IN MEMORIAM

JOHN BRENDAN HEALY

John Healy died at home, Westchester, Los Angeles, in his sleep on October 1, 2013 with family at his side.

John was born in Silver City, UT on June 4, 1920. He spent his formative years in Oakland, CA where he developed a fascination for radio and the promise of television. He took post high school training in electronics. One course was taught by a Naval Reserve Officer who required all his students to join the Navy Reserve. He joined the Navy Reserve and completed his training. With this training he was hired by United Air Lines in 1940 as an air/ground radio operator until he was called to active duty in 1941.

While on active duty during WWII he worked on experimental uses of airborne radar, radio and early television. He was sent to pilot training and returned to the experimental unit preparing for the

invasion of Japan. He flew a variety of Navy aircraft including PB-1 (B-17), JM-1? (B-26), Stearman N2S, SN-J, PB-Y, PB-M and DC-3.

Following the War he returned to United Air Lines and over his career he was domiciled in LAX, SFO, BOS and ORD and flew a wide variety of UAL airplanes. He retired on the B-747 in 1985. He enjoyed a retirement nearly as long as his career.

He married Mary Elizabeth Neiswanger (Betty), a UAL stewardess, in 1948 and they had three sons. JB was devoted to Betty throughout her life. After Betty's untimely death, he married Margaret Altergott in 1992. They enjoyed 20 years of great company, extended family and long life together.

He is survived by Margaret, his three sons, two stepchildren, and ten grandchildren. A Mass with Honor Guard was held at St. Anastasia's Catholic Church, and. A grave side service was held, at Pierce Brothers Memorial Park, Westlake Village, CA.

Regards, *Mike Healy*, 303-358-8136

ROBERT WESLEY HOWARD, JR.

Robert Wesley Howard, Jr. of Mesa, Arizona flew west on September 9, 2013 due to complications of prostate and bone cancer.

Robert was born May 12, 1929 in Wilmar, California, and was raised in McDonald, Kansas, moved to Denver as a teen, where he was a member of the Colorado National Guard, and joined the Navy to see the ocean. He was proud of his service with the U.S. Navy as a First Class Aviation Machinist Mate, flying 73 combat missions in the Korean War and receiving numerous Distinguished Service medals.

Robert was a raconteur, bicycler extraordinaire, sharpshooter, skier of the Rocky Mountain and Cascade ranges, boater of Puget Sound, and retired in 1989 as a Captain on DC-8's from United Air Lines after 41 years of service.

A widower, Robert is survived by two children, three stepchildren, and four grandchildren.

In lieu of flowers, Robert requested that any memorial gifts be made to the Lance Armstrong Foundation: P.O. Box 161150, Austin, TX 78716-1150.



BENJAMIN FRANKLIN MCKENZIE, JR.



Frank passed away peacefully while surrounded by family and loved ones on October 7, 2013 at his residence.

He was raised on a farm in Prince William County, where the family had plenty of farm animals to keep them busy. Following high school, Frank enlisted in the Navy. He

was assigned to the U.S.S. Hank as part of the electrical crew in World War II. He served our great nation with pride before being discharged in 1946. Frank started flying for United in 1956 and retired and retired in 1986 after 30 years with the company.

Frank enjoyed going fishing and relaxing at the beach. He also enjoyed immersing himself into a great project with his brother, Dick. Above all else, Frank treasured spending time with his family for whatever occasion or celebration it may be. Frank was a member of the O.W.L. Fire Department for over 20 years.

Frank was married for 51 years to the love of his life, "Bootsie," who preceded him in death. He is survived by two brothers, three daughters, grandchildren and great-grandchildren.

JOHN C. MOORE

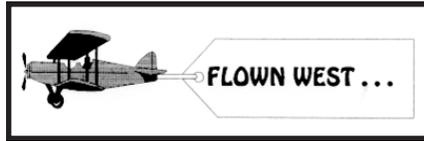
John C. Moore, 70, of Melbourne, FL passed away on September 22, 2013.

John was born September 7th, 1943 in Macomb, IL. He graduated from Peoria Central High School and Bradley University, where he ran track, played guitar, and sang in a folk band. After college he joined US Air Force, where he serving for over 20 years. John joined United Airlines in 1969 and retired in 2003 as a 747 Captain. More recently, he worked as an Airbus Instructor Pilot for JetBlue.

John enjoyed nothing more than a good joke and cheering for his beloved Chicago Bears. He was also an avid golfer, hitting an impressive "hole in one" five times.

He is survived by his mother, and two daughters.

The family requests that in lieu of flowers, donations be made in his memory to the Arnold Palmer Hospital for Children in Orlando, FL (by mail: APMC 3160 Southgate Commerce Blvd, Suite 50, Orlando, FL 32806



Robert G. "Jake" Jacobus	Jul. 30, 2013
*Robert C. Price	Jul., 2013
*Jerry B. Kennedy	Aug. 18, 2013
*Brian K. Gray	Aug., 2013
Robert Wesley Howard, Jr.	Sep. 09, 2013
Norton D. Eastment	Sep. 12, 2013
Rex H. May	Sep. 21, 2013
Robert E. Newton	Sep. 27, 2013
John B. Healy	Oct. 01, 2013
B. Frank McKenzie	Oct. 07, 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. Thomas Workinger, Treasurer
5614 Prairie Ridge Rd, Crystal Lake, IL 60014-4656

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Vineburg, CA 95487-0400



To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188
Tucson Toros (Jan. 22, 2013)—*Tucson Country Club* - Randy Ryan, 520-797-3912, randyryan40@msn.com

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - *Hacienda Hotel* - 310-541-1093
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747
San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
Thousand Oaks (2nd 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

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 Crazyes (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