
rupanews



Journal of the Retired United Pilots Association



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The renewal date for dues is your birthday and is printed in the back cover address box.

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E-mail: rupasectr@aol.com

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DO NOT forget to fill out the Post Office mail forwarding postcard!!

The P.O. will only forward the "NEWS" for 60 days, so tell everybody!

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

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

President's Letter

New Members Please welcome our 13 newest members to RUPA... Captain Michael Baida, Evergreen, CO, Captain Michael Oberbeck, Westminster, CO, Captain Jon Jennings, Cortez, FL, Captain Jeff Dotur, Denver, CO, Captain Bill Benton, Parker, CO, Captain Robert Michael, Holualoa, HI, Captain Eugene Homan, Fairfax, VA, Captain William Leech, Jr, Tyrone, GA, Captain Daniel McLaughlin, Brunswick, ME, Captain Dwight Cole, Springdale, AR, Captain Bill Delany, Evergreen, CO, Captain Myron Ashcraft, Lexington, OH and Captain James McMekin, Port Murray, NJ.

2015 Annual Benefits Enrollment As a reminder, in last month's President's Letter, I detailed changes to Retiree Benefits. Please refer to it for the details. To recap, ConU will mail a post card telling you Retirees have from November 3–14 to enroll in or change your benefits on Your Benefits Resources (YBR). The decision guide will be available online at Flying Together and also on the Your Benefits Resources (YBR) website. Following enrollment, retirees will receive Confirmation of Elections statement in the mail. Retirees can visit YBR for 2015 retiree costs and to review the updates for direct billing procedures. We also encourage retirees to go to www.unitedbenefits.ual.com and visit our Ask Alex Benefit Advisor module as well. There will be a plan compare available on the YBR website during annual enrollment. To log on retirees would go Flying Together>Employee Services>Your Benefits Resources (YBR). That will take the retiree to the enrollment website. There would be a box to click that says start here. Then there are details and steps describe to do the medical compare. The retiree can call the Benefits Center 1-800-651-1007 during annual enrollment time to elect the coverage or make the election online. The retiree would state they VSOP'd (Voluntary Suspension of Coverage Program) coverage and would like to elect coverage now. If they have further questions they can call the Benefits Center as well with those.

RUPA Donations The following is a list of Charities that RUPA has donated to in the past and our members might like to donate also. Any amount would be welcome. It is the time of the year to make your tax deductible contribution and all of these non-profit organizations have been vetted.

- 1) The first Charity that RUPA has donated to is the **Retired United Pilots Foundation**. The goal of the Pilots Foundation is to help pilots and widows in need, and right now, they are helping 6 UAL pilot's widows. Address for sending donations is: Capt. Thomas Workinger --Treasurer, 7261 E Rosslare Dr, Tucson, AZ 85715.
- 2) **The UA Historical Foundation**. Check out www.uahf.org, and send your check, payable to: UAHF, c/o Sheryl Schubert-Treasurer, UAHF, PO Box 414, Sedalia, CO 80135. Along with the UAHF, Captain William S. Arnott started two aviation Scholarships, one the Southern Illinois Scholarship Fund, and the Mount Sac Scholarship Fund. Those two are funded through the UAHF. If you donate to one of the Aviation Scholarship Funds, make a notation on the check, or send a note.
- 3) **The Jason Dahl Scholarship Fund**. Checks for the Jason Dahl Scholarship Fund should be sent to Alliant Credit Union, 11545 W Touhy St, Chicago IL 60666, Account # 23739539.
- 4) **Endowment to Honor Victor Saracini**, c/o Cheryl Pulaski, Director for Advancement, New Mexico Tech, 801 Leroy Place, Socorro, NM 87801.
- 5) **Able Flight**. Check out their web site, www.ableflight.org. Able Flight was created by pilots who believe that the life-changing experience of learning to fly is best shared, and designed the Able Flight Scholarships to enable people with disabilities to pursue that experience. Send your check to Able Flight -- Treasurer, 103 Dumbarton Ct, Cary, NC 27511.

RUPA Directory Updates In lieu of a January *RUPANEWS*, we send out our RUPA Directory. **Please take a moment to check your listing in the current directory and advise Sec/Tres Leon Scarbrough at rupasectr@aol.com by December 15th of any changes you need to update.** As always, RUPA guards this information and you can do your part in keeping everyone's information private by not sharing the directory with non-members, especially anyone who might want to contact members for commercial reasons.

Thanksgiving Holiday As summer gives way to fall our thoughts turn to family and friends as we enjoy the Thanksgiving Holiday. I wish you all a safe trip if you are traveling!

Jon Rowbottom, RUPA President

About the Cover

Virgin Galactic's White Knight II and Spaceship Two rendezvoused with a commercial flight inbound to San Francisco. Read Ted Simmons account in the *Dana Point Luncheon* write-up below for more info.

Dana Point RUPA Luncheon

One more beautiful day at the harbor. It has now starting to cool down to a pleasant mid 70's. When I arrived Bob Brockmeier and Walt Bohl had already found a seat on the empty upper deck before the 11:30 time. Great for visiting as our group assembled and visited before starting to settle down for Lunch. The rest of the RUPA group included: Barney Barnhouse, Bill Rollins, Bill Stewart, Butch Trembly, Carlos Berhard, Ed Ahart, Jerry Meyer, Joe Udovch, John Grant, Ted Simmons, Park Ames and Bob Fuhrmann.

Joe was able to drive himself to the meeting now that he has his new hip. Joe mentioned that the new hip slipped out of the socket but they were able to brace it back in. This has permitting him to drive again. Bob McGowan check in saying that he could not come to our lunch as today was his moving day. He has moved in to a new place in Mission Viego. His address is 21635 Paseo-Palmetto, Mission Viego CA, 92692. Cell 714 606 1367. This actual should make for a shorter drive to our RUPA lunch in the Dana Point harbor.

Of interest was the Video that is out on Virgin Galactic's White Knight 2. Can you imagine all the passengers in that plane all heading to that side to witness this! I found this description of what you'll see when I was trying to find more footage. When passengers boarded this plane bound for San Francisco, they never could've guessed what they would encounter near the tail-end of the flight. During the flight, just off the left wing - as visible in the video - there emerges a totally futuristic aircraft. What was it? Virgin Galactic's brand new SpaceShipTwo and its mothership plane, the White Knight II. Even more impressive, the aptly named SpaceShipTwo (it literally goes into space) executed a parallel landing with the commercial airliner."

(<http://www.chonday.com/Videos/jegalctospc2>) This site is well worth visiting. Cheers, *Ted*

San Francisco North Bay RUPA Luncheon

Thr first Wednesday of each month we gathered at the Sheraton Tolay restaurant in Petaluma for eats, drinks and conversation.

The first item of business was to have all of us sign a get well card for George Mendonca and his passenger who were injured in an aircraft accident when returning home from the Guppy Gathering.

George Hise, our medical guru, found an article that said the baby aspirin a day routine does more harm than good for most people. I think it had something to do with increased risk of dementia. Maybe I should quite aspirin. An article in Vanity Fair magazine regarding the lack of skill and understanding of the aircraft systems and computers caused the Air France AirBus accident over the Atlantic Ocean a few years ago. Makes for some very interesting reading.

In attendance: Wayne Heyrley, Don Madson, Gardner "Bones" Bride, Barney Hagen, Bill McGuire, Sam & Mickie Orchard, Tom Grey, Bruce Milian, Norm DeBack, Galen Wagner, Jules Lepkoesky, Deke & Merle Holman, Dick Hanna, George Hise, Bill Smith, Dan Bargar, Bob & Doris Donegan Your scribe

Bill Greene

How to update your personal Information!

Address changes, (Attention Snowbirds!!!!)

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

RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupasectr@aol.com

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

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

The 2014 Sonoma Guppy Gathering

On September 24th the historic Sonoma Plaza, in the heart of wine country, was the scene of the "Guppy Gathering"...a get-together of forty of those who worked together on the B737-200, (known to some as.."FLUF" ..Fat Little Ugly Feller"), during the 60's, and 70's, based in SFO.

This "airline within an airline" worked with the cooperation, and enthusiasm, of flight crews, mechanics, and station personnel, and produced many long term friendships. These informal, picnic-style gatherings are held every year or two, to allow a reunion of these folks who almost seem like family. Thanks to the work of Jan Wheadon and Leon Scarbrough, in keeping all in touch, this year's meeting was a particularly pleasant one. Also a "Thank You" to those who brought food and wine to share, particularly Tom Grey, and those platters of sandwiches!

Wandering between the chatting groups, one could hear tales of flying thru Elko/Ely and the "Modesto Mauler," ACV-MFR late at night, go-arounds in the valley fog, the ADF departure from MFR to a DME arc, etc. Also, of course, memories of good layovers, in places like EUG (Valley River Inn), MRY, PDX, GEG, etc. There were lots of tales of some of the more "colorful characters," both inflight, and on the ground and the dreaded 3:59 hr "practice layovers" scattered thru the schedules.

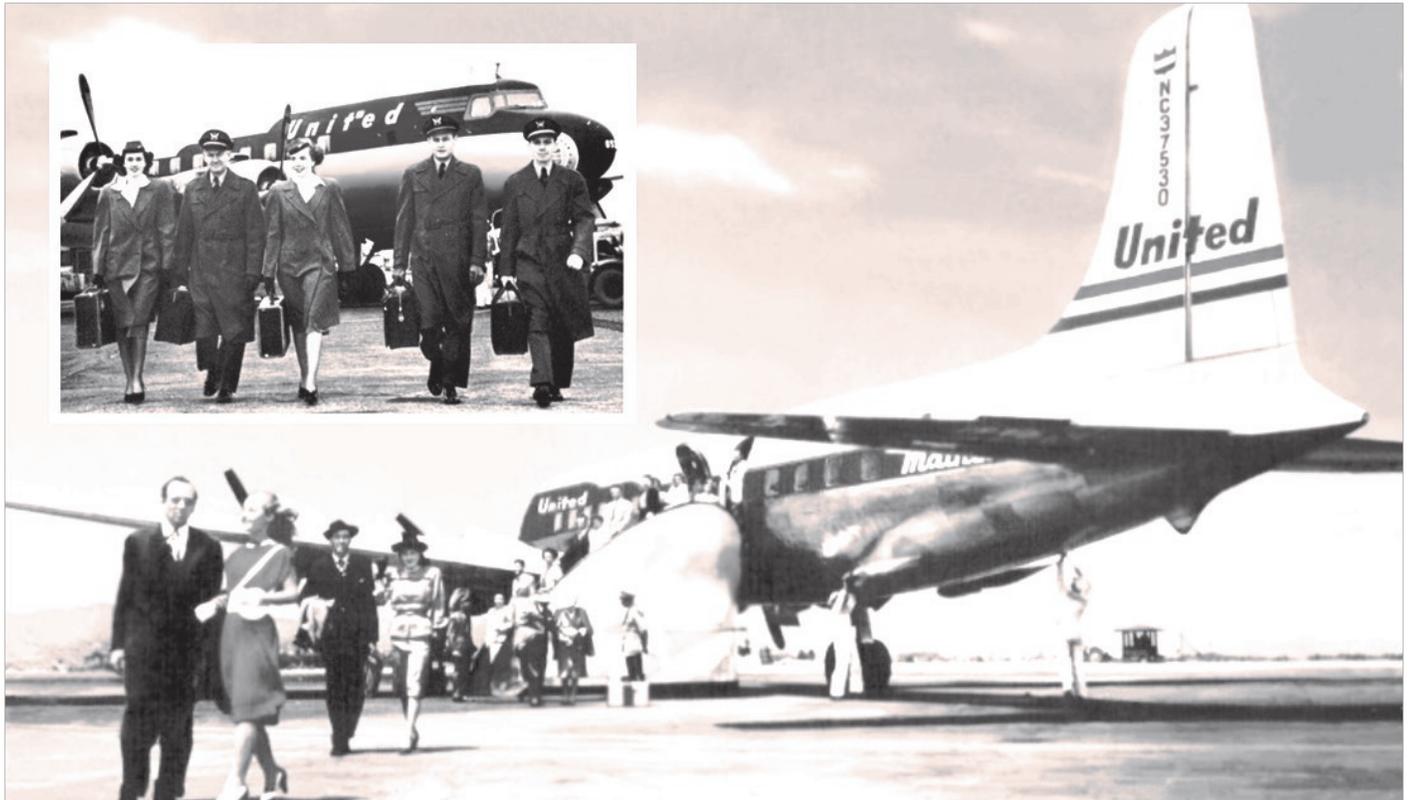


Will there be another "Gathering" next year? We can only hope so! From the sign-in sheet, those who attended: Phil Barmore, Jerry, Ann & Sean Blalock, Sheila & Gardner Bride, Bob Chaber, Father Donegan & Doris, Lynne & Terry Garrison, Thomas Grey, Dick Hanna, Ernie & Mary Henderson, Deke & Merle Holman, Doug Howden, Sunee & Milt Jines, Bob & Paula Lawrence, Bill McGuire, Jan McNaughton, George Mendonca, Al Milotich, Kim Mirea, D.G. Mitchell, Colleen Mundy, Barrie & Sharon Nelson, Vicky & Leon Scarbrough, Bill Smith, Gene & Carol Walter, Bill & Jan Wheadon, Larry & Dee Whyman, and Larry Wright.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



The pressurized DC-6s flew well above the loftiest mountain peaks at an altitude of three to four miles above seal level. The "Sixes" manufactured their own cabin climate with the aid of "Superchargers" bringing in the thin outside air and compressing it into atmosphere that passengers could comfortably breathe. The superchargers changed the cockpit and cabin air every five minutes and teamed with a heater that maintained comfortable temperatures even at high altitude.

In 1956, three decades after its founding, United had a fleet of 186 two and four-engine airplanes with more than 10,000 total seats. These planes flew an average of 2,000 miles per day. United's "employee family" was 20,000 strong. Employee paychecks and benefits totaled \$115,491,000 per year.

More than 6,200,000 passengers paid \$236,285,000 to fly on United Air Lines' "Mainliners".

1,760,000 passengers paid \$74,304,000 to fly Coach compared to \$161,981,000 paid by First Class passengers. 37 percent of United's mainland traffic and over half of its Honolulu flights were Coach passengers. The Coach passenger business was very seasonal, "booming" in the summer when seats were already in great demand. In the passengers view, there was too little difference in service to justify paying 30 percent more for a First Class seat.

Freight and Express shipments earned \$15,000,000 and Air Mail earned an additional \$7,500,000.

Compiled by Marvin Berryman, DENTK Retired.

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

Complaints Received By "Thomas Cook Vacations"

"They should not allow topless sunbathing on the beach. It was very distracting for my husband who just wanted to relax."

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

The WX Gods worked with us once again.....after some heavy early morning showers, the skies cleared up over Manatee Pocket and we had a wonderful Luncheon at Shrimper's. The additional good news is that if we can get thru about 6 more weeks without a 'H' we will have gotten thru the Hurricane season SCOTT FREE....we can see the light at the end of the tunnel, but we are not quite there yet...but we're hoping. At the same time, we can look forward to our Northern friends returning to SE FL for our 'Other' Season - the Good One!!!

Those who attended and contributed to our MANY - VARIED conversation were: Ted Osinski, Jack Boisseau, Dave Hoyt, John Pinter (just returning from OH), Jim Dowd (back from NY), Dave Damon, Dick Starita and myself, Bob Langevin. Everyone enjoyed their fine food that was timely served by Barbie.

Our Meeting at Shrimper's in November will be on the 11th and we expect that 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. 9th) is still TBD at this point. More info will follow in our next Newsletter. Meanwhile, enjoy the Autumn along with the excitement of the College and NFL Football Seasons. Till next month..... *Bob Langevin*, Scribe for the TC RUPA Chapter

S.E. Florida Gold Coast RUPA Luncheon

The SE Florida RUPA Group had the first lunch and meeting for the season on October 9th. The attendance was light because the real snow birds don't normally appear until November. Most of the conversation was medical, and I mean problems, not insurance. I guess we are all going to get by.

Present on Thursday were, Ed Wheeler, Terry Lewis, Bob Langevin, Stan Baumwald, Art Jackson, Murray Warren, Les Eaton and me, Jerry Bradley.

In November Ned will be back running the show and we usually get a large group. We are going to discuss changing our name from the Gold Coast RUPA Group to the name of one of our members who passed away during the off season who we all knew and dearly loved. I hope that note will bring some folks who may not have attended.

Lastly, and sadly, two of our long time members lost their loved ones in the last two weeks. Dave Dryer lost his Marsha to cancer and Ed Wheeler lost his long time girlfriend Betty Cook to a stroke. We all grieve for them. For Ned Rankin, *Jerry Bradley*

Seattle Gooney Birds Luncheon

The Seattle Gooney Birds Luncheon was held on September 18, 2014. It was a cloudy day following a shower and 18 members gathered for lunch and camaraderie.

The regular host was laid up with a bad back so Chuck Westpfahl took over the duties and took the roll of members present. The only announcement was the sad news that Tom Turner had Flown West.

In attendance were: Al Haynes, Neil Johnson, Alan Black, Dave Carver, Jack Brown, Herb Marks, Bud Granley, Fred Sindlinger, Bob Reid, Mark Gilkey, Rick Robbers, Ray Hanson, Jim Bleasdel., Keith Blue, Gerry Pryde, Howard Holder, Vince Evans, and Chuck Westpfahl.

Why Jack-O'Lanterns?



Have you ever wondered how the practice of turning pumpkins into Jack O'Lanterns was born? The origin is quite fascinating.

O'Lantern sounds Irish, and it is. The carved pumpkin faces that animate the Halloween landscape derive from an old Irish custom of creating lanterns from vegetables.

The Irish child's typical Halloween flashlight was a hollowed-out turnip or potato with a candle inside, and when the Irish landed in America in the nineteenth century, they were quick to spot the possibilities of using pumpkins for the same purpose.

Gary Cook's Leesburg, VA RUPA get-together

Today is Friday, October 3, 2014, and we got the round table! Not very big, but it made for good conversations! Some of the local RUPA reps in the Leesburg, VA area, gathered at Bob Evans Restaurant to celebrate the rite of a Fall Breakfast together. As usual, the first Friday of the month!



Pictured from left to right, standing, our wonderful server, Joanna, who remembers EVERYTHING, from month to month! Continuing, we have Stokes Tomlin (budding photographer) and seated, Charlie Schwab (PAA), Jim Turner, Gary Cook, Herb Petitt, Hugh Forsythe, Bob Gilbert (also standing), Bill Davis and Pierre Ney (who spent a lot of time in SFO). Thanks, *Stokes*

The Monterey Peninsula RUPA Lunch Bunch

We met on a warm and beautiful day for outside dining at Edgar's at Quail Lodge Country Club. As usual, member Pete and Donna Walmsley were our gracious hosts, but were unable to attend.

In total, 18 folks attended including; Milt and Sunee Jines, Ed and Pat Manning, Dave and Linda Mackie, Bob and Cindy Benzies, Carlos and Judy Quintana, Will and Fran Blomgren, Lee and Nancy Casey, Paul Olson and Jon and Jane Rowbottom.

We began with a moment of silent reflection for Paul Olson's wife Brigitte, who recently passed away. Brigitte will be deeply missed at our monthly gatherings.

Carlos and Judy Quintana will again be hosting our Christmas Luncheon at the Monterey Peninsula Country Club Beach House on December 10th. The seating is limited to 50 people and is by reservation. We will be emailing the information to our members shortly and please RSVP as soon as possible as we always have guests travel down from the Bay Area.

We discussed the UAL Benefits Open Enrollment period for retirees which will be Nov 3 thru Nov 14. All elections must be done online. A post card from UAL will be mailed to each retiree with information on how to make your elections. Our next luncheon will be at Edgar's Nov 12th at 1130. *Jon Rowbottom*

Tongue in cheek Bible lesson

According to the Bible Jesus was born in Bethlehem in Palestine. A country where people are called Mohammed, Abdul, Mounir, Aziz, Ahmed, Farid, Omar, Youssef, Mouloud, etc.

And he managed to find 10 friends called John, Peter, Paul, Phillip, Mark, Thomas, Luke, Mathew, Andrew and Simon who all drank wine!! Now that's what I call a miracle!!!

Ohio Cleveland Crazyies RUPA Luncheon

The turnout for our September meeting was the largest we have had in sometime. The conversation was lively and a good time was had by all.

We had Ken Wheeler start us off with a great story. Dick Sanders also brought some humor for us. And George Bleyle provided great information on the Cuyahoga Valley Scenic Railroad, and the vintage round house and train collection in Amish country near Sugar Creek, Ohio. Phil Jach reminded everyone of the speaker coming to our October meeting. He will tell his story of surviving the World Trade Center attack on 911. And Jim Burrill celebrated his birthday with us today. He and his wife Monica brought a wonderful birthday cake for all of us to enjoy and help him celebrate.



Those in attendance from left to right sitting are: Rich McMakin, Diana Zaleski, John Alden, and Charles Hamilton (guest).

From left to right standing are: Phil Jach, Harvey Morris, John Pinter, John Hockmann, Dick Sanders, Dick Orr, George Bleyle, Monica Burrill, Jim Burrill, Pat Morris, Ken Wheeler, Diana Johnson (guest), Vickie Getz, and Joe Getz. Cheers, *Phil Jach*

The San Francisco Bay-Siders RUPA Luncheon

We arrived for the October SF Bay-Siders' Luncheon on a day that gave us our first taste of Fall weather. As usual, Harry's Hofbrau was decorated appropriately in anticipation of Halloween. Our group of twenty-five always ends up breaking into several small groups discussing the topics of the day. Still, everyone seems to enjoy themselves and that's what counts.

Foremost on everyone's mind was that two of our members, George Mendonca and Jan McNaughton, were injured when George's Kit-Fox crashed. They had attended the Guppy Gathering in Sonoma and were flying home. Fortunately, from all reports, they are recovering nicely. Everyone signed get well cards for them.

Toward the end of our meeting, we were all excited to see the opening innings of the third playoff game getting off to such a good start for our local Giants.

In attendance were: Rich & Georgia Bouska, Bob & Roz Clinton, Sam Cramb, Gerry Delisle, Bob & Jill Ebenhahn, Rich & Cyndi Erhardt, Dave Forbes, Gloria Green, Bob Kallestad, Ed & Pat Manning, Kay Mazzola, Bob & Dee Norris, Craig Norris, Butch Pfeifer, Cleve & Rose Spring, Gene & Carol Walter, , Larry & Pat Wright.

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

Pilot truisms

An FAA investigation is conducted by a few non-flying experts who take six months to itemize the mistakes made by a crew who had six seconds to react to the emergency.

Denver Good Ol' Boys & Girls RUPA Luncheon

In accordance with past practice and procedure, our monthly meeting was held on September 16 at American Legion Post One. Social hour began at 11:00, and lunch was served at noon. There is a new caterer at the Legion. We were pleased with the filet mignon he served--a big improvement over the previous caterer.

After lunch Ted Wilkinson provided some humor. Jack Davis reported that Ken Ewing, who is having health problems, is moving to Texas to be near his son, a UPS pilot. Also, Bob Blessin is having trouble with hip arthritis.

Attending the meeting were Nick Hinch, Dick Kobayashi, Jim Krasno, Al Dorsey, Judy Meyer, Bill Hanson, Russ Ward, Mack Connelley, Ted and Rose Wilkinson, Phil Ecklund, Cliff Lawson, Bill Fife and daughter Claire, Steve Pahs, Casey and Gail Walker, Rick Bebee, Ed Cutler, Jack Davis, Bill and Eve Hoygaard, David Horwitz, Tom and Sue Johnston, Don and Christine Johnson, Tom Hess, Paul Schueler, Denis Getman, and Rick and Kaye Madsen.

Recently we have been featuring some of our senior members by having them give presentations on their aviation careers. So far we have had reports from retired Captains Mack Connelley, Ed Riehl and Bill Fife, nonagenarians all. As in the book "We Were Soldiers Once and Young" they were soldiers and military aviators once and young and United Airlines pilots to boot. All flew for The U.S. Army Air Force in WWII before joining United. Many of us have flown with our most senior pilots and heard anecdotes of their flying careers but never an extensive recounting. The extended stories prove to be very interesting indeed. As mentioned above, Mack Connelley was our first member to talk about his career back in June. At that meeting we only had time for him to go over his military flying so we had him back this last meeting to finish up with his career with United.

The following is a summary of some highlights of Captain Mack Connelley's military flying.

Mack joined the U.S. Army Air Force in January 1942, as an aviation cadet. After completing his pilot training, he attended combat crew training for two months at Boise, Idaho where he flew as copilot. After that Mack was given 3 takeoffs and landings in the left seat whereupon he was promoted to first pilot. He and his crew then completed combat crew training. Twenty one year old Mack and his crew picked up a B-17 at Kearney, Nebraska and flew it to England. Upon arrival in England, the B-17 which Mack had signed for at Kearney was taken for modifications, and he and his crew were assigned another aircraft. This was disappointing because in the best military tradition he and his crew had already been scrounging and installing parts for improvements to the first aircraft.

While based at Chelveston, England, Mack continued to serve as first pilot flying 31 combat missions. On a mission to a location near Bremen, Germany, in January 1944 the B-17 that Mack and his crew were flying was hit by anti aircraft fire. Despite battle damage, they continued on to their target. They were able to complete their mission but on the return to England were attacked by German fighters incurring further damage. They escaped the fighters by entering clouds, but the damage was severe. Eventually, the damage resulted in loss of three engines and they had to ditch about ten or twelve miles from the shore of Britain. Since the radio hatch was open in preparation for ditching, a lot of sea water entered the aircraft while it was partially submerged. The B-17 had two life rafts, one on the left side and one on the right side. When Mack deployed the one on the left it was too damaged from enemy fire to use so he grabbed the emergency equipment from it, and the crew deployed the right life raft. It took less than two minutes for the B-17 to sink. The lone life raft was over loaded with the crew of ten causing it to take on water requiring constant baling. The crew quickly became dangerously chilled from the cold and cold water. A search and rescue aircraft arrived on the scene, and the crew fired a flare pistol so the search aircraft could spot them. It continued to orbit their location, but when darkness fell, the orbiting aircraft didn't account for wind drift, thus drifting away from their location. When a rescue boat arrived in the dark, it went to the location of the orbiting aircraft which was too far away for the crew to get the rescue boat's attention. Mack said "when you are that cold, it is hard to think" but he eventually remembered that he had grabbed the emergency equipment from the damaged life raft which included another flare pistol. They fired the flare so the rescue boat could spot them. Mack said, "Our legs wouldn't work" so the rescue boat crew had to remove them bodily from

the life raft. After completing his 31 missions, Mack returned to the U.S. where, despite having flown 31 missions as first pilot, he was put through a transition course for first pilot on the B-17 since he had never had a formal transition, just 3 take offs and landings at Boise. After various assignments Mack was based at Sioux City Army Air Force Base in South Dakota to conduct combat crew training. While there he learned that a government policy had been instituted giving the airlines access to military pilots who had completed their combat tours. He had an interview and job offer with Northwest, and later with a United representative. He administered tests and interviewed pilots, twenty-two of whom were offered jobs with a formal letter. Mack was the youngest of the 22; therefore, when he accepted United's offer, he became the most junior in seniority. It took ninety days for the military to process the paper work for the group of twenty-two pilots and release them from active duty. After ninety days Mack, a new civilian, was hired by United August 17, 1945. He was to serve until his normal retirement date, September 20, 1982.

Copilots had no bidding rights. They were assigned to one Captain for six months during the winter months October through March, and one for each three months period from April to June and July to September maintaining the exact same schedule as the captain. There were no exceptions to this rule. This practice continued until the late 1940s. The airline, for pilot flying purposes, was basically divided into two groups, those who flew west of Cheyenne and those who flew east of Cheyenne. The putative reason for this division seems to be the western pilots were more current in mountain flying. Someone may have a better explanation for this arrangement. Mack mentioned that it might have had something to do with the fact mountain flying paid \$2.50 per hour more and the westerners wanted to maintain that for themselves.

In the early days he flew from several domiciles to include Chicago, SFO, LAX, DEN and LGA/JFK which was operated as one domicile. He also flew from EWR which was a separate domicile. He flew with some captains he described as interesting in a positive sense. Dick Bowman had been a WWI balloon pilot and an airmail pilot. Bud Gurney, a former airmail pilot, had barnstormed with Charles Lindbergh. Frank Morton was a former airmail pilot and father of retired Denver pilot Frank Morton Junior. First Officer Connelley flew a month with Captain Elrey Jeppesen. This had an unusual wrinkle. According to Mack, ALPA had a policy that if a pilot took a leave of absence over two years, he lost his seniority number. Jeppesen was in the process of building his business of providing aeronautical charts. United was supportive in that they would let him have a leave of absence for two years, then return and fly the line for a month, then take another two years LOA so that he maintained his seniority. It was for one of these monthly returns that Mack flew with Jeppesen on the DC-4. His comment about Captain Jeppesen, "Very amiable. He did a good job."

A situation I had never heard of was that in the late 1940s, after a series of fatal accidents and the behest of insurance companies, United conducted a review of every pilot's file intending to get rid of the fifty weakest ones. Eventually, thirty-five pilots were fired and offered ten-thousand dollars severance pay. \$10,000 in 1948 when adjusted for inflation would be worth \$98,693.78 in 2014 dollars according to an inflation calculator. About half accepted the money. The other half filed a grievance. About half of these prevailed, but the other half lost their case and were fired. This scared some pilots. Mack said he flew first officer for several months with a captain who never let him have a landing for fear he would make a mistake and cost the captain his job.

Captain Connelley served his fellow pilots as the ALPA Grievance Chairman at EWR, First Officer Representative at DEN and later as Council Chairman at JFK. In EWR he served in management working to help integrate the Capital pilots at the time United acquired Capital Airlines. After completing that assignment he continued as a Flight manager in EWR serving a total of six years in management there. In later years he served two years in flight standards at DENTK. After helping a friend overcome an alcohol problem, Mack was instrumental in establishing in Denver the program for pilots which United and the FAA had agreed to for pilots with such problems. He served in this program until bidding B-747 Captain in LAX for his last two years with United. He left the program in charge of the above mentioned Captain Fife, who had also been helping with the program. Your Co-scribe, *Tom*



The Big Island Stargazers RUPA Luncheon

Our small RUPA chapter on the Big Island has more than doubled in size since our first meeting in March, '14. Fifteen members and guests enjoyed libations and great food at our favorite restaurant--The Fish Hopper. We extended a warm welcome to Joyce Jordan (HNLSW Ret'd) who has joined our monthly gathering, and to new member Bob Michael (DEN) and his wife, Linda Chen. Regrets came from David Carlson who was back in Minnesota to attend his 60th high school reunion, and Sam Wilson who was still on his travel adventure.

In Hawaii we "talk story" and our recollections of our fearless flying careers get better every month. Of course, pass travel and lack of seniority are issues that we like to commiserate about with our comrades. Bob Michael has been playing ukulele for 10 years, and he is looking for anyone who would like to start up a band, so let us know if you are interested! He tried, without success, to get beginning uk players Grace Slinn and this scribe to participate.



Photo Caption: Standing Left to Right are Gerry & Joan Baldwin, Dick Slinn, Lurn & Bill Cochran, Don Diedrick, Linda Morley-Wells, Walt Wells, Joyce Jordan & Grace Slinn.

Seated Left to Right: Linde Rimkus, Beth Raphael, Al Rimkus, Linda Chen & Bob Michael.

If your travels bring you to beautiful Kailua-Kona on the third Thursday of the month, please join us at The Fish Hopper. *Linda Morley-Wells, Scribe*

Should black boxes on aircraft eject itself?

By Joan Lowy/Associated Press



The world's two largest commercial aircraft manufacturers are at odds over equipping airliners with black boxes that eject in the event of a crash, making them easier to find. Airbus is nearly ready to equip airliners with data and cockpit voice recorders that eject so that they can float to the ocean's surface instead of becoming trapped in wreckage, Pascal Andrei, the French aircraft maker's chief product security officer, told a forum of the National Transportation Safety Board on Tuesday.

Boeing, Airbus' chief rival, has no plans to include such recorders in its planes, Mark Smith, an accident investigator for the aircraft maker, told the safety board. Such recorders are prone to ejecting accidentally and creating a safety risk, he warned.

Black boxes are equipped with an emergency locator transmitter that would be easier to detect if they are floating on the water's surface.

Questions about whether airliners should be equipped with deployable black boxes arose after Malaysia Airlines Flight 370 disappeared in March. The Boeing 777 with 239 people on board still has not been found. The purpose of the safety board's forum was to explore new technologies that would better enable planes like Flight 370 to be tracked and found.

The Columbia River Geezer's RUPA Luncheon

October 8, 2014 was another beautiful NW day, sunny and mid-70's, part of the warmest and driest first week of October that I can recall since moving here in 1979. Eight of us put our landing gear down at the Clackamas Claim Jumper for our monthly luncheon and Council meeting.



From left to right in the picture are: Bill Park, Dick Ionata, G.P. "Sam" Richardson, Doug Howden, Rich Warden, Rusty Harrison, Benno Vyfvinkel and Tony Passannante.

The usual catching up on news started before we were seated and the conversations that I was either part of or able to listen in on covered current news about the recent final decision regarding the UPFJ (United Pilots For Justice) Benefits Appeal with PBGC, an added "vendor" (MyIDTravel) for purchase of ZED tickets and lots of anecdotes and advice relating to operating various general aviation aircraft.

The advice and anecdotes included, but were not limited to, the nominally controversial topic of running the mixture "lean of peak" and behavior of some notable types when operating at slow airspeed/high alpha and also spin characteristics of a few "bad boys" (in that particular area, that is). We had a font of information about this sort of stuff from today's group, most notably from Sam, Rich, Rusty and Bill.

That's it for this month, Ron was missing as he is on holiday in Europe on a Viking River Cruise.

Columbia River Geezers meet every 2nd Wednesday, including December, at the: Clackamas Claim Jumper, Sunnyside Road exit off I-205 @ 1100. Drop-ins always welcome. Best, *Tony Passannante & Ron Blash*

United Airlines names new Executive Vice President and CIO



CHICAGO, IL - United Airlines announced on 9/29/2014 that Linda Jojo will become its executive vice president and chief information officer, responsible for the development, implementation and management of technology strategy and solutions to support United's global business. information officer for Energy Future Holdings Corporation, Flowserve Corporation and GE Silicones.

Bob Edwards, United's senior vice president and chief information officer, earlier this year announced his retirement.

"Linda's significant experience leading IT organizations and running complex business and consumer systems will be a tremendous asset to United as we advance our technology to become more efficient and better serve our customers and employees," said Jeff Smisek, United's chairman, president and chief executive officer.

Jojo joins United from Rogers Communications, Inc., where she served as executive vice president and chief information officer. Previously, she served as chief

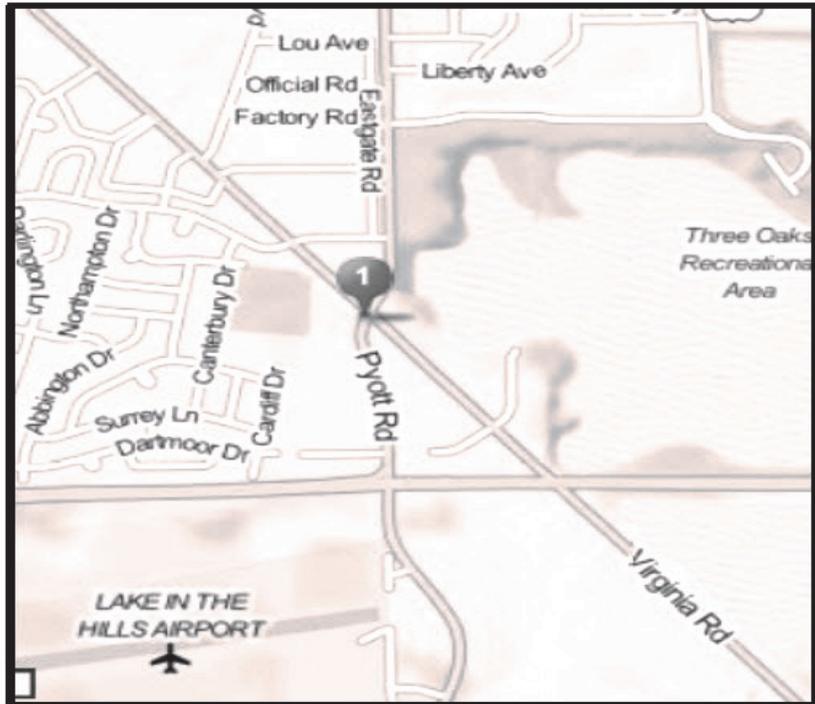
Jojo holds a bachelor's degree in computer science and a master's degree in industrial engineering from Rensselaer Polytechnic Institute. She will report to Smisek.



Nick's Pizza And Pub
856 Pyott Road
Crystal Lake IL
Ph.# 815 356 5550

Tuesday,
November 11, 2014
Social Hour 11:30
Lunch at 12 NOON
Order from Menu
CASH bar.

RSVP by Thursday Nov. 6th
buddyclaude@comcast.net
or 815-459-5314



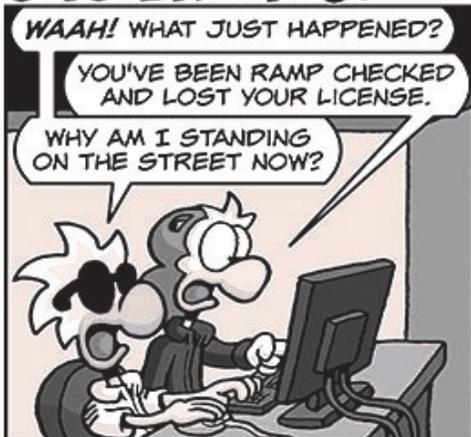
Fifi says:

Spouses and friends welcome!

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER

www.chickenwingscomics.com



RUPA 2015 PANAMA CANAL CRUISE



Have you ever wanted to travel through the Panama Canal? Now is an excellent time to plan that trip.

Embark next April with over 30 of your fellow RUPA members on what world travelers consider the thrill of a lifetime, cruising with Holland America, from the Atlantic to the Pacific oceans via the Panama Canal. Experience the sights and sounds of gently traveling through the famed locks that changed the course of history through the marvel of modern engineering. Land that once divided two continents and separated two oceans now, as it has for 100 years, gives way to the efforts of man,---and is known as the

Panama Canal. A trip through the Canal is 50 miles in length and requires about eight hours to travel by ship. Through the efforts of the locks, the ship will be lifted above sea level and then lowered back down at the end of the canal.

Christmas is approaching and you might want to consider this as a gift to you and yours. Join us on April 11, 2015 when we board the Holland America MS Westerdam in Fort Lauderdale, FL for a 16 day cruise through the Panama Canal to San Diego, CA. Learn about its history and enjoy the tropical beauty along the length of the canal. Ports of call, where you can disembark and experience the local color at each stop are: Half Moon Cay - Bahamas, Cartagena - Colombia, transit through the Canal, Puerto Caldera - Costa Rica, Corinto - Nicaragua, Puerto Quetzal - Guatemala, Puerto Chiapas - Mexico, Huatulco - Mexico, Puerto Vallarta - Mexico, and Cabo San Lucas - Mexico, before docking in San Diego. We invite all members of RUPA, their friends and family members to join us on this Voyage. We will have a get-together at the start of the cruise to meet one another, and two cocktail parties are for our group.

Pricing for this cruise

Suite SA.....\$7,299pp	Suite SB.....\$6,999 pp	Suite SC.....\$6,699 pp
Verandah SY.....\$3,999 pp	Verandah VB....\$3,299pp	Verandah VF....\$2,899pp
Outside C.....\$2,349 pp	Outside D.....\$2,319 pp	Outside E.....\$2,259 pp
Outside F.....\$2,229 pp	Inside L.....\$1999 pp	

This is a very popular cruise and cabins are booking up fast. Other categories and single pricing is available on request. Taxes are not included and are \$410.21 pp. The inside cabins at \$1,999 are a real bargain, that's just \$125 per night. Deposit is \$850 pp and is 100% refundable until January 26th, which is the final payment date. The Holland America website is showing sold out for our cruise, but Jerry is still holding group space in some categories and he can waitlist on others. It would be best to book an available cabin as soon as possible and wait list for your desired cabin before Holland recalls our unsold space.

Check out the deck plans, stateroom and itineraries on the Internet at www.hollandamerica.com. Go to Video & Virtual tours: choose the Westerdam to see the various categories on each deck as well as the cabin layout. All categories are available for booking subject to availability. Rates are subject to change until booked. If lower pricing or special promotions become available you will be rebooked to take advantage of the lower price or special promotion. Once final payment is made there can be no change in the cruise fare. 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.

The Rules of Chocolate

If calories are an issue, store your chocolate on top of the fridge. Calories are afraid of heights, and they will jump out of the chocolate to protect themselves.

United: How do we plan our fleet



We get a lot of questions from employees and customers about our fleet. How do we plan it to serve us for decades to come? How do we decide what planes to buy? How long do we keep them? Do we own our entire fleet? These are important questions, especially considering the money and planning required to buy and fly a mainline fleet of more than 700 airplanes. The fleet is always in flux, as well – between 2010 and the end of August 2014, we took delivery of 83 airplanes and retired 90. We took some of your questions to Fleet VP Ron Baur, whose job is to purchase the most economical planes to support our broad network while meeting our return-on-investment goals.

What is the goal of our fleet plan? The goal of our fleet plan is to make United more efficient while serving the needs of our network, to maintain flexibility to adapt to changing conditions and to balance our desire to replace aircraft with capital expense constraints. "That's been our fleet philosophy for many years," Ron said. "But realizing it can be complicated and challenging. New aircraft are very expensive, and, since we plan to operate each plane we buy for 20 to 30 years, we have to get it right."

Aircraft efficiency drives our fleet strategy. Newer planes typically have lower maintenance costs and consume less fuel. For example, our 787s burn 20 percent less fuel per seat than a similarly sized plane. And each 737-900ER we acquire saves us more than \$2 million per year compared with the 757 it replaces. As we've said many times before, a modern, fuel-efficient fleet is a pillar of our fuel-savings strategy as we work to trim \$1 billion from our annual fuel costs by 2017.

By "flexible," we mean that we need the ability to adapt to changing market conditions or changes to our network and needs of our customers. "We maintain flexibility by having strong order books with Boeing and Airbus that allow us to exercise options to acquire new aircraft when we need them," Ron said. "We also can retain existing planes in our fleet that we would otherwise retire or return to the leasing companies."

For example, we are investing in our Airbus A319s and A320 by adding slimline seats, Wi-Fi and larger overhead bins. These modifications have made the aircraft more cost effective and allowed us to extend the useful life of our Airbus fleet. We can also shrink if economic conditions require us to do so by returning leased aircraft back to their owners or selling our owned aircraft. A good example of this is the domestic 757 fleet – we have sold 30 owned aircraft to FedEx and are in the process of returning the remaining aircraft to their respective owners.

Finally, customer satisfaction factors into our fleet decisions. We use United Customer Satisfaction Score data to help us decide when to retire aircraft. If the data show a large investment would be necessary to improve an airplane's score, we are more likely to retire that plane.

United has a history of launching new aircraft types before rivals do. What are the risks and advantages of being an early adopter of an aircraft type?

We have a long history of launching new aircraft programs. For example, back in 1995, United was the first airline to fly the Boeing 777. The 777 is one of Boeing's most popular aircraft and the manufacturer has since delivered more than 1,200 of these popular widebodies. More recently, we were the first airline in North America to fly the revolutionary Boeing 787-8 and the stretched version of that plane, the 787-9.

"There are pros and cons to being an early adopter of new aircraft. It's an interesting decision that has to weigh reaping the benefits a new aircraft type can bring against the risk and complexity of adding a new technology that, in some cases, can be less reliable at the outset," Ron said. "But, in our view, the pros win out."

First the cons: Being an early operator of a new aircraft means that, in some cases, you have to endure teething problems sometimes associated with putting new-technology aircraft into service. For example, the 787 has had its share of high-profile delays and maintenance problems, but the reliability has improved significantly. Our Tech Ops team is focused on making the 787 even more reliable.

Now the pros: Early adopters are the first to benefit from new technologies. For example, we were among

the first airlines to derive the fuel savings the 787 offers. That plane's fuel efficiency and range enabled us to be the first airline to launch service in new markets like SFO-CTU (Chengdu, China) and DEN-NRT. Our customers were also the first to enjoy the 787's many unprecedented comforts. The 787 has the highest customer satisfaction rating in our fleet. "In addition to these benefits, as a launch customer, we also tend to get more of a say in the design of the aircraft," Ron said. "Plane makers consult us on everything from size, range and efficiency to the interior layout of the plane." For example, we worked closely with Boeing to change the aft galley of the 787 to make it more workable for our flight attendants. Boeing agreed with our suggestions, and this configuration is now on all 787s.

Do we ever buy used planes? We do, and we are keeping our eye on the used aircraft market to see if there are any aircraft being sold at attractive prices. This can be challenging because popular aircraft such as the 737-800 and A320 hold their value and because we already get attractive pricing for new aircraft from the manufacturers.

"It can be hard to make the numbers work since you have to add the cost to reconfigure the aircraft to United's specifications," Ron said. But we've made it work in the past. Several years ago, we acquired 12 757-300s when ATA Airlines went out of business. We already operated nine 757-300s at the time, so it was a logical addition to our fleet. Since the owner of the aircraft was eager to sell, we acquired the planes at a fraction of the cost of a new aircraft. "We are always keeping our eyes out for deals like this," Ron said.

United operated its first 787-9 revenue flight



Flight 1086 departed IAH at 2:40 p.m. on September 22 on its way to LAX, marking the first revenue flight for our new Boeing 787-9.

The aircraft (#950), a stretched version of the 787-8, will fly primarily between IAH and LAX prior to the launch of our LAX-MEL (Melbourne, Australia) service in late October. It will also operate NFL charter flights during its domestic flying phase.

The 787-9's fuselage is 20 feet longer than the 787-8's, enabling us to fly more than 30 additional customers. The aircraft's range is up to 350 miles further than the 787-8's, with the same exceptional environmental performance, including up to 20 percent less fuel burn per seat and up to 20 percent fewer emissions than similarly sized aircraft.

Earlier in September we became the first North American carrier to take delivery of the Boeing 787-9. We have 25 more 787-9s on order, plus 27 787-10s and one more 787-8, for a total 787 fleet of 65.

You can learn more about the 787-9 on our United 787 page on Flying Together. If you see the aircraft at your station, share your photos or stories with us via Share Your Stories.

Have you pass traveled on a 787? What was it like? What was your favorite part? Tell us in the comments section of the Lounge on Flying Together.

"After flying the 787, you don't want to fly anything else," said IAH Flight Ops Fleet Training Program Manager George Gamaldi. Other 787 pilots and flight attendants echo that sentiment from George, who helps run 787 fleet training at IAH. They all cite the performance, comfort and technological advances that combine to make the Dreamliner ... well, a dream to work on.

THE DUPLEX | Glenn McCoy



United's Deal With Uber Raises Concerns

By Joe Sharkey/The New York Times



United Airlines has been reprising its old advertising slogan about the "friendly skies?" But some airports think the airline was a bit less than friendly when it formed a partnership with the ride-sharing company Uber without seeking airport input. At a recent industry conference, Jeffrey T. Foland, United's executive vice president for marketing, was extolling the airline's promotions on friendliness, its profitable focus on high-yield passengers and strategic capacity reductions, and its initiatives in mobile technology - including an app in which passengers with iOS and Android mobile devices can book Uber rides when making United reservations.

One airport executive took issue with what some have seen as a unilateral move by United to link up with Uber, even as airports are struggling with whether, or how, to accommodate such rapidly expanding competitors to traditional taxi, limousine and other ground transit services. Why would United be so quick to welcome Uber when "a lot of airports in the United States are against Uber, also because the drivers are not vetted and not regulated?" Victoria Jaramilo, the marketing director at the Greater Orlando Aviation Authority, asked Mr. Foland at the Boyd Group International Aviation Forecast Summit in Las Vegas. "I was wondering if that question would come up," Mr. Foland said. He replied that United was merely responding to customer demands for mobile technology and "emerging views of the marketplace." With its Uber app, "we want to provide functionality. Our customers want it. They told us they like it and they're using the product," he said.

While Uber and other sharing services like Lyft may well be an irresistible force, airports say they do not intend to be an immovable object. For example, Nashville International Airport became the nation's first airport to officially recognize Uber and Lyft. The airport struck a deal in which the services must obtain permits and pay airport fees to pick up passengers curbside at designated locations. "Airports welcome anything that helps them provide better customer service," said Tom Devine, the general counsel for Airports Council International-North America, a trade group. He pointed out that airports don't refer to Uber and the like as ride-sharing services, but rather as "ride-booking services," to more precisely define the commercial nature of the upstarts.

There are 450 commercial airports in the United States, with widely varying ground-transportation services issues, including traffic congestion around terminals and potential liability for passenger pickup and delivery by nonregulated drivers. The airport trade group has a task force that is considering ways to accommodate and regulate app-driven services, Mr. Devine said. "Airports don't see themselves as pro-taxi or pro-ride-booking. We're trying to regulate evenhandedly," he added.

Revenue is obviously a big issue, since ride-share companies are operating in airport environments where ground-transportation services like taxis, limousines and shuttles pay fees. And that revenue has been rising. At many airports, money from concessions other than airline operations - restaurants and retailing, parking and car rentals, and ground-services fees - can account for half of total revenues. For example, at Los Angeles World Airports, the authority that operates Los Angeles International and Ontario International airports, airline landing fees accounted for \$227.7 million in the 2013 fiscal year - compared with \$328.6 million from concessions. Of that concession pot, \$9.3 million came from fees on taxis, buses and limousines, up from \$8.9 million in 2012 and \$6.9 million in 2011.

Major airports have been blocking Uber, and in some cases Uber drivers even have been arrested for operating at airports without permits. "Airports want to make sure that everybody in ground transportation pays their fair share," Mr. Devine said. Uber contends that it is catering to consumer demand. "Taking Uber to and from the airport is the safest, most reliable and affordable option around," said Lane Kasselmann, a spokesman. "We welcome the opportunity to show airport administrators how Uber can reduce curbside churn, eliminate deadhead trips and end long taxi cues."

The huge growth of Uber's airport service, part of its lower-cost UberX tier, underscores the dissatisfaction many travelers have with existing ground-transportation options at many airports. Complaints include high prices, long waits and taxi service where technology is unavailable even for credit cards, let alone employing tech like Uber's. You'll have your own examples, as do I. For example, take the taxi lines at LaGuardia at 9

am. on any weekday. (Please.)

Fierce opposition from the taxi industry is understandable, said Clayton Reid, the chief executive of MMGY Global, a travel marketing strategy firm. He pointed out that in New York City; a taxi medallion costs more than \$1 million. "If I can come in and start driving and not have a dime invested in it other than the ongoing expense of my car, of course it's a threat to the traditional medallion operations," he said.

Airports and political authorities have for decades legislated on who can and who cannot operate commercial services at airports, he pointed out. "I think they'll continue to have that hammer," he said. "The pressure will be, will they find common ground between the traditional transportation providers and the new disrupters?"

Pilot attrition accelerates at Allegiant Air



Pilot attrition is accelerating at Allegiant Air as pilots, even senior captains with many years invested, have been leaving in increasing numbers for companies luring them with better and safer operations, better working conditions, better schedules and increased compensation and benefits packages. A significant number of pilots have recently left and more indicate they are planning to leave Allegiant Air in pursuit of greener pastures. Flights have been cancelled and Allegiant Air continues to deploy sub service due to a lack of crews to fly their airplanes. The airline's management and investors should equally be concerned with pilot attrition, as it has a direct impact on the operation.

Not only is Allegiant Air having trouble retaining qualified pilots, but the management team is struggling to replace the losses by attempting to hire from a dwindling pool of qualified candidates who, once exposed to the realities of employment at Allegiant Air and the difficult relationship with an anti-union management team, often elect to leave as well. Even as the number of new hires replacing former pilots at the airline is steadily climbing, some new hires elect not to show up for training.

The accelerating loss of pilots is not a sustainable model for the company, it's not favorable for shareholders, and it certainly doesn't offer perks for the remaining pilots on payroll. Already flying full schedules, some of the remaining pilots are finding themselves forced into covering additional flights, keeping them away from home for weeks and even months at a time.

The pilots, and the union representing them, are urging the management team to address the underlying conditions at the root of the crew shortage. "Addressing several key issues would go a long way towards stemming the company's losses," said Teamsters Local 1224 President Daniel Wells, speaking on behalf of the Allegiant Air pilots. "The Teamsters have presented the company with a comprehensive proposal, to which they have refused to reply. The proposal addresses key and legitimate concerns held by the Allegiant Air pilots. An honest effort by the company to reach an agreement during contract negotiations would have a positive effect, stem the unsustainable losses they are experiencing, and allow the company to succeed going forward."

In August 2012 the pilots overwhelmingly voted for Teamster representation. Following the union vote, working conditions at Allegiant Air began to plummet. Many pilot benefits were reduced below prior negotiated levels, resulting in a lawsuit and a court-ordered injunction against the company which directed Allegiant Air to restore benefits to previous levels. "We want to work with the management team at Allegiant Air to build an airline where pilots will want to come and stay," said Wells. "It's time to stop spending money fighting in Federal Court and blaming government regulatory agencies for operational challenges."

The pilots have taken their concerns to management and repeatedly extended their assistance to help Allegiant Air become a sustainable, successful airline. However, offers for a team effort and support from the pilots are met with disregard and disdain.

The union has begun surveying pilots who are leaving Allegiant Air in order to best identify and trend the causal factors leading to a pilot's decision to leave. As soon as enough statistical data has been documented to ensure sound statistics, the pilots intend to present the data to their management team in another effort to stem meaningful change.

Taking the Bump Out of Turbulence

In Search of Calmer Skies, Airlines Embrace Ever-Improving Weather. Technology

By Jad Mouawad



The Aviation Weather Center where meteorologist use stronger computers and improved technology to make their forecasts.

Just a few years ago, airlines got their weather reports by telex. Pilots pored over reams of paper and compared the forecasts with their flight plans. Once airborne, they depended on radio communications and rudimentary radar to avoid bad weather. Now, pilots download detailed flight plans and weather reports full of intricate graphics onto tablet devices. Flight dispatchers track aircraft in real time and provide up-to-the minute weather data. New generations of airplane radar systems allow for easy in-flight adjustments. The result? Fewer of the bumps, jolts and spilled drinks that have been a part of flying ever since the Wright Brothers.

"The secret sauce is how you use the information" said Tim Campbell, senior vice president for air operations at American Airlines. "Fundamentally, it's only a forecast and it's still weather." Stronger computing power, improved satellite and radar technology and more sophisticated scientific models have all given airlines a more detailed understanding of flying conditions. This means they can better plan their operations before flights - for instance by canceling flights early and avoiding stranding passengers at airports. During flights, they can better navigate around storms and avoid turbulence.

Weather accounted for 36 percent of all airline delays in 2013, down from 50 percent in 2003, according to the Bureau of Transportation Statistics. "Our seven-day forecast today is about as accurate as a three-day forecast was 10 years ago," said Michael Pat Murphy, a meteorologist at the Aviation Weather Center in Kansas City, MO, a unit of the National Oceanic and Atmospheric Administration. Meteorologists at the center provide detailed weather reports to the airline industry. Every two hours, they hold a conference call to give airlines and the Federal Aviation Administration's central command center their latest storm and rain predictions. They also come up with a global forecast every six hours that is used by airlines around the world, and they are responsible for issuing alerts for dangerous conditions like lightning storms or icing in the United States.

There are about 50,000 flights in America every day, and around 8,000 jets in the air at any given time. It does not take much to disrupt operations. A storm over the northeast corner of Pennsylvania - where much of the air traffic from New York's three big airports flows - can cause widespread delays all the way to the West Coast. Turbulence poses a particular challenge because it cannot be seen by satellite or radar. But meteorologists use complex weather models as well as reports from pilots to predict areas of heavy turbulence. Sensors on some planes operated by Alaska Airlines, American Airlines and Delta Air Lines can automatically relay turbulence information to dispatchers to look for alternative routing for later flights.

An average of 36 people have been injured as a result of turbulence each year since 2002, according to the F.A.A., which records only the most severe cases. Recently, an Allegiant Air jet hit a patch of rough air over Florida, injuring three people; the experience felt "like a bad roller coaster ride," one passenger recounted, with people jumping up and down as if it were a scene from a movie.

"We can reliably identify potential areas for turbulence:" said Tom Fahey, who heads a team of 27 meteorologists at Delta. "Where it gets difficult is identifying exact locations at a given instant, since by definition turbulence is in motion." Some experts also believe that the frequency and intensity of turbulence could increase because of climate change. A study from professors at two British universities, Paul Williams of the University of Reading and Manoj Joshi of the University of East Anglia, found that by the middle of the century the strength of turbulence over the North Atlantic could increase 10 to 40 percent. "Our results suggest that climate change will lead to bumpier trans-Atlantic flights," the authors wrote in a paper published last year.

Getting the weather right is just half the story. Planes are also delayed by congested airspace, limited runway capacity or mechanical problems, even on clear days. Just 76 percent of all flights landed within 15 minutes of schedule in the 12 months through June, down from 79.4 percent a decade ago, according to the Transportation Department. And airlines can still get the weather wrong. On Aug. 9, forecasters thought a storm over Denver's airport would be short-lived. The storm lasted three hours; planes that were holding in the air were getting low on fuel and were diverted to nearby air ports in Colorado Springs, Cheyenne, Wyo., or Provo, Utah. Cleaning up the mess after such storms and getting planes and crew back on schedule and passengers to their intended destinations takes time, something Gene Kim, the dispatch director at Southwest Airlines, calls the "two-day hangover." "Forecasting weather is a very unforgiving practice," Mr. Kim said. "When you miss the mark, a lot of people come barking at you."

Southwest Airlines recently outfitted 87 of its 600 Boeing 737s with sensors that measure water vapor in the air to determine the location of fog, cloud formation and cloud ceilings. Hawaiian Airlines is developing real-time weather maps in the cockpit to give pilots access to the same detail of information available to dispatchers on the ground. Airlines are also putting more emphasis on anticipating events, not just reacting to them.

When Hurricane Sandy came up the East Coast in 2012, airlines started to cancel flights several days in advance, giving passengers ample warning, rebooking them on later flights or offering refunds. "Our goal is when you have to hit the customers and cancel a flight, hit them early, hit them when they are at home and give them rebooking options early," said Dave Holtz, who heads Delta's operation control center.

The forecasting process is constantly evolving. The National Weather Service uses a supercomputer in Reston, VA, known as Tide, that has a capacity of 213 teraflops - meaning it can make 213 trillion calculations a second. The computer was recently upgraded from 90 teraflops, and the agency is seeking funding from Congress to increase it to 1,950 teraflops. Meteorologists also expect that new satellites, to be launched starting in early 2016, will give them a better reading of low-ceiling clouds and low-visibility environments, one of the biggest causes of fatal accidents for private pilots and general aviation.

Places like San Francisco might benefit. Morning fog often restricts traffic to a single runway, instead of two. Getting a more precise sense of when the fog will break would help airlines know when to direct flights to San Francisco without risking delays.

"The more observation, the better the model," Steve A. Lack, a meteorologist with the National Weather Service, said of the new generation of satellites. "And this one is a game-changer."

Airline pilots and crews Cancer Risk



Airline pilots and crews may be at increased risk for melanoma, a new review has found. Melanoma is a deadly form of skin cancer that starts in the melanocytes, the cells that produce skin pigment. According to the National Cancer Institute, there are about 76,000 cases and 10,000 deaths a year in the United States.

The analysis, published in JAMA Dermatology, used data from 19 studies that included more than 266,000 subjects. It found that airline crews had about twice the incidence of melanoma as the general population, and a melanoma death rate 42 percent higher.

The authors acknowledged that the studies were observational, and mostly retrospective. In addition, they did not account for skin type; it may be that fair-skinned people, who are more subject to melanoma, are more likely to work in flight-related occupations.

The reason is unclear, but ultraviolet A radiation exposure, twice as great at 30,000 feet as it is on the ground, is a risk factor for melanoma, and airplane window glass blocks it only minimally. "At 30,000 feet, the amount of UVA radiation that gets through is considerable" said the senior author, Dr. Susana Ortiz-Urda, a co-director of the melanoma center at the University of California, San Francisco. "Sunscreen protection is important, and skin checks once a year should be a part of health screening."

New NASA technology helps pilots over remote Alaskan territories



WASHINGTON, DC - NASA has formally delivered to Alaskan officials a new technology that could help pilots flying over the vast wilderness expanses of the northernmost state. The technology is designed to help pilots make better flight decisions, especially when disconnected from the Internet, telephone, flight services and other data sources normally used by pilots.

S. Peter Worden, director of NASA's Ames Research Center in Moffett Field, California, and Thomas Edwards, Director of Aeronautics at Ames, met with Alaskan officials Monday to deliver the software innovation known as the Traffic and Atmospheric Information for General Aviation (TAIGA). This aviation technology, a collection of algorithms, concepts and data, is the result of a joint effort between Ames and the State of Alaska.

Over the vast expanses of Alaska, with its mountainous terrain and extreme weather events, pilots often are disconnected from vital navigation aids and communication. Taking on these factors, NASA developed a satellite-based communication method through which regional data is sent only to that specific region. The customized data sets can be downloaded quickly and plugged into a mobile application.

NASA has developed only a conceptual version of the mobile software application, which includes full 3-D terrain visualization. The algorithms, concepts and data are available as an open-source project for further development by industry and the aviation community into an end-user system. The 3-D terrain visualization software will be made available separately.

"We are excited to lend a helping hand to general aviation pilots in Alaska," said Worden. "With the TAIGA app, Alaska pilots will be able to remain independent, but with a dose of safety when needed."

In a recent test at Ames, data from a satellite-based messaging system was successfully received on the satellite receiver and viewed on the concept version of the mobile app while in flight. Since sending data via satellite can be expensive, NASA also developed a method for tightly bundling the data to be transmitted, thereby decreasing the cost of satellite data transmission using this technology.

"Each data broadcast will go only to the areas that are appropriate for those data," said Joseph Rios, TAIGA engineer at Ames. "Once a pilot receives a data broadcast, it will be available for viewing on their iPad."

The next step in development of the TAIGA concept will be for engineers with the State of Alaska to take the NASA concept and develop it to an app that meets the specific needs of Alaskan pilots. Ames will continue to investigate new functionalities, and Alaskan officials hope to distribute a production prototype app to general aviation pilots for testing early next year.

Ames is a leader in developing decision support tools that help air traffic managers maintain and enhance the safety and efficiency of the National Airspace System (NAS). NASA's Next Generation Air Transportation System (NextGen) is a comprehensive transformation of the NAS, which includes all components, such as airspace, facilities, equipment, services, workforce and procedures that enable the nation's air transportation system.

Part of the NextGen effort, TAIGA specifically focuses on increasing safety for pilots in Alaska. The technology is the product of a Space Act Agreement between Ames and the State of Alaska to collaborate on space exploration, advanced aviation, scientific research, and science, technology, engineering and mathematics education initiatives.

Retiree Parking Permits At LAX

The location of the office to sell permits has moved from the airport 2 to over by the lots on Jenny Street...from 96th street, turn onto Jenny Street, cross Westchester Parkway, and on the right side you will see a couple of trailers where they are now selling the permits....park on Jenny Street....the Filipino ladies who previously sold them appear to be gone....there is a new very helpful staff....the permits are currently \$55.

I used to always get these permits way ahead of time. Now that the location is so close to the lot, you can probably buy your permit the same day you fly unless it is a very early flight. Walt Bohl

Southwest to purchase low carbon renewable jet fuel



Southwest Airlines has signed an agreement with Red Rocks Biofuels LLC (RRB) to purchase low carbon renewable jet fuel, made using forest residues that will help reduce the risk of destructive wildfires in the Western United States. The airline's agreement with RRB covers the purchase of approximately three million gallons per year. The blended product will be used at Southwest's Bay Area operations with first delivery expected in 2016.

"Our commitment to sustainability and efficient operations led us on a search for a viable biofuel that uses a sustainable feedstock with a high rate of success," said Bill Tiffany, Vice President of Supply Chain at Southwest Airlines. "Red Rock Biofuel's

technology, economics, and approved use made entering into an agreement for purchase a win-win situation."

RRB's first plant will convert approximately 140,000 dry tons of woody biomass feedstock into at least 12 million gallons per year of renewable jet, diesel, and naphtha fuels. RRB's CEO, Terry Kulesa said "From the outset, we have sought to build the best possible team of project partners. A conversation we started with Southwest on the premise of providing renewable jet fuel at cost parity with conventional jet fuel has evolved into a great partnership. We're happy to help Southwest diversify its fuel supply."

Southwest is a long-time member of Commercial Aviation Alternative Fuels Initiative (CAAIFI) which is a government and industry coalition for the development and deployment of alternative jet fuel for commercial aviation. As a member of CAAFI, the airline has followed the progress of alternative fuel technologies. Red Rock Biofuels is the first viable opportunity the airline has found to meet its financial and sustainability objectives.

Emirates' First Female Fighter Pilot Led Mission in Syria



When fighter jets from the United Arab Emirates took part in airstrikes against the Islamic State in Syria on the night of September 22, the mission was led by a woman, the country's ambassador to the United States said. The pilot, Maj. Mariam Al Mansouri, was among the first women to graduate from the Emirates' air force academy after it began to admit women, and became the nation's first female fighter pilot. "She is a fully qualified, highly trained, combat-ready pilot, and she led the mission," the ambassador, Yousef Al Otaiba, said on the MSNBC program "Morning Joe." When American tanker-jet pilots contacted the flight to arrange for midair refueling, Mr. Otaiba said, they paused for about 20 seconds after hearing a woman's

voice in reply.

While women do face barriers in the conservative Islamic society of the United Arab Emirates, Mr. Otaiba said the debate over the role of women in society showed a crucial difference in the divergent visions of moderates and extremists in the Muslim world. "I think it's important for us moderate Arabs, moderate Muslims, to step up and say this is a threat against us," Mr. Otaiba said of the Islamic State, also known as ISIS or ISIL.

The United States-led coalition that mounted airstrikes against the Islamic State on Syrian territory included the United Arab Emirates, Bahrain, Qatar, Saudi Arabia and Jordan, The Associated Press reported.

Major Mansouri, 35, was profiled in The National, an Abu Dhabi newspaper, in June. She said she wanted to become a pilot since high school, but had to wait until women were permitted. She earned an undergraduate degree in English literature and worked for the armed forces in other capacities.

She graduated from Khalifa bin Zayed Air College in 2007, the newspaper reported. She now flies the Block 60 model of the American-built F-16 fighter jet.

In the newspaper profile, the major offered some advice for women who wanted to follow in her footsteps: "Be prepared, as it is a time- and effort-consuming field that requires a great deal of passion."

Pan Am Boss Juan Trippe Revolutionized Air Travel

By Scott S. Smith/For Investor's Business Daily



Juan Trippe went the distance with lower prices and jets. In 1927 he launched Pan American World Airways as a mail carrier ferrying passengers between Key West, FL, and Havana. By the time he retired four decades later, Pan Am had 40,000 employees serving 7 million passengers a year flying to 86 countries. In the process, Trippe: Invented the modern airline industry. Introduced cockpit electronics to fly in any weather. Ordered aircraft that were far beyond what builders thought they could produce. Forced the world to open its airports to affordable tourism. "Trippe was an unrivaled visionary and the greatest missionary of the jet age," William Stadiem, author of "Jet Set," told IBD.

Trippe (1899-1981) was born in Sea Bright, N.J. His father was an investment banker who took him at 10 to watch Wilbur Wright fly around the Statue of Liberty. "From then on young Trippe yearned to become an aviator," wrote Robert Daley in "An American Saga: Juan Trippe and His Pan Am Empire." "About 17, his father sent him to the Marconi School to learn Morse code, together with what little was known about radio at the time. After that, his father sent him to the private Curtiss Flying School in Miami." In 1917, Trippe entered Yale, but dropped out when World War I exploded, joining the Navy to learn to pilot seaplanes. Before he could see combat, the war ended and he returned to Yale, co-founding its Aero Club and making friends with students with names like Vanderbilt and Rockefeller.

Trippe's father died just before graduation in 1922, leaving a bankrupt company. The son helped pay the family bills working as a bond salesman, but was bored to death and at 24 quit to form Long Island Airways. "It was the Roaring '20s, so it was easy to raise money because flying was the high-tech startup of its time," said Stadiem. Trippe bought seven junked seaplanes for \$500 each, stripped them and installed a more powerful motor for two passengers. The planes gave rides from beaches and flew the rich to parties, but failed to bring in enough revenue.

Undaunted, Trippe organized Colonial Air Transport and landed a license to deliver mail between New York and Boston starting in 1926. Then he ordered two cutting-edge planes from famed designer Anthony Fokker. Together they flew to Cuba and convinced the country's new president to give Colonial exclusive landing rights. Since the firm's board didn't know about the trip, it fired Trippe. Undaunted still, he set up Avionics Corp. of America, which became the holding company for Pan Am. In October 1927, Pan Am delivered the first bags of mail to Havana.

"Pan Am thrived on Trippe's almost clairvoyant grasp of the future, his determination to find aircraft to fit that vision, his laser eye for the small print, his discernment of talent, his ruthless extermination of competition and his stealthy lobbying for U.S. mail licenses," wrote Harold Evans, Gail Buckland and David Lefer in "They Made America."

In 1928, Trippe married Elizabeth Stettinius, a relationship that produced four children.

In July, Trippe announced to his staff that Pan Am would be flying mail and passengers around the Caribbean in six months. Impossible, they told an answer-ready boss: They were stretched to the limit preparing for daily flights from Miami to Havana in two months, and what was the rush? He replied that competitors were already planning to fly to the same destinations. How is this possible, when their Fokker planes had a range of just 100 miles? Trippe had ordered the new Sikorsky S-38. How could they land in other countries when it would take months or years to get permission? He was working on that, backed by licenses from the Post Office. Who wanted to fly to these exotic locations? He responded that many rich Americans would love to escape Prohibition and winter to sip rum on a beach.



“Tripple exhibited exquisite patience and let everyone talk for eight hours without a break, until they began to feel ashamed,” wrote Evans, Buckland and Lefer.

Tripple was also about to unleash his secret weapon: He had recruited a radio engineer, Hugo Leuteritz, who would design transmitters and receivers so Pan Am could let its pilots fly blind.

Tripple then mounted a campaign to open up Central and South America, a staggering challenge that involved bringing in construction crews by burro and canoe to hack out landing strips from jungles.

“Tripple was a one-man diplomatic corps, outmaneuvering the Germans in South America and the British for trans-Atlantic routes,” said Stadiem.

Another edge was Pan Am’s rigorous training. Tripple made sure mechanics and pilots had mentors to grasp every emergency. Thanks in part to that program, Pan Am completed 99% of its flights. Tripple then created Pan Am’s luxury Martin M-130 Clipper planes, for which he had built airports in Hawaii, Wake, Guam and Midway to reach Asia. The first flight from San Francisco to Manila in the Philippines left in 1935, costing each of its 18 passengers \$850 one way, \$14,000 in today’s money. He demanded that aircraft companies push plane capabilities further. Secretly, he signed a contract with Boeing for six of the planned 314 planes, which would have twice the power of the Martin and carry 77 passengers. When the board found out in 1939, it demoted Tripple for a few months, then had to restore him as World War II loomed and no one else knew how to shift gears to military transport. Pan Am would carry Allied troops for 90 million miles.



After the war ended in 1945, the monopoly on international destinations for Pan Am ended, yet it was not allowed domestic routes. Tripple was so sure an explosion in mass tourism was coming, he built hotels in key cities and developed a computerized system to book airline and room reservations.

The International Air Transport Association, a cartel that kept airline prices high, resisted his efforts to lower them. At a time when the minimum one-way ticket from New York to London cost \$5,500 in today’s money, Tripple announced a tourist-class round trip for what would be \$2,600 now. By 1952, he had convinced IATA to lower prices — and demand skyrocketed.

Tripple’s next revolution was the jet engine. Other airlines were happy with the new generation of turboprops and considered jets noisy, expensive and too big for many airports. Tripple wanted jets that could carry 180 passengers, though Boeing, Douglas Aircraft and Lockheed were not ready to build them. He played them off against each other while pushing Pratt & Whitney to sell him its J-75 engine, which it had secretly developed for the government and which Tripple wanted to power his new aircraft. He ended up paying \$269 million for 45 giant Douglas DC-8s and in 1958 inaugurated America’s one-stop trans-Atlantic service. The rest of the industry scrambled to climb on the jet bandwagon.

In 1966, Tripple prodded Boeing to develop the 747, which could carry 400 passengers. He paid \$525 million (worth \$3.8 billion now) for 25 jets and installed the new Pratt & Whitney J-75. The 747 made its maiden flight in 1970 and became the mainstay of aviation into the 21st century.

Tripple startled everyone when he announced he would give up the presidency in 1968, at age 69, remaining on the board. He died 13 years later at age 81.

In 1985, President Reagan awarded Tripple the Medal of Freedom, the nation’s highest civilian honor.

U.S. airlines were deregulated in 1978, bringing Pan Am more international competition yet letting it acquire National Airlines for domestic routes. The merger went poorly and Pan Am went out of business in 1991.

“Juan Tripple’s story is a great example of the entrepreneur who follows a passion and takes big chances, no matter how unlikely,” said leadership expert Margot Morrell, author of “Shackleton’s Way,” “then does the networking and management of the details to turn this dream into world-changing success.”

Boeing to increase 737 production rate to 52 per month



RENTON, WA - Boeing announced that it will increase production on the 737 program to 52 airplanes per month in 2018 in response to strong market demand from customers worldwide. Once the increase is implemented, the 737 program is expected to build more than 620 airplanes per year, the highest rate ever for the world's best-selling commercial airplane.

"The 737 Next-Generation and 737 MAX airplanes offer our customers unparalleled efficiency and reliability," said Boeing Commercial Airplanes President and CEO Ray Conner. "Whether for fleet growth or for replacement needs, the 737 enables market success for carriers due to lower operating economics and by providing a better passenger experience."

Boeing currently produces 42 airplanes per month at its Renton, Wash., factory, and the company previously announced plans to increase the production rate to 47 airplanes per month in 2017.

"This increase is a recognition of the teamwork that achieved record level production rates while improving safety, productivity and quality," said Beverly Wyse, vice president and general manager, 737 Program, Boeing Commercial Airplanes. "Strong efforts by Boeing employees, our suppliers and community support allow us to continue to build these fabulous airplanes in Renton for years to come."

The 2014 Current Market Outlook, Boeing's long-term forecast of air traffic volumes and commercial airplane demand, projects a need for more than 25,000 single-aisle airplanes over the next 20 years, worth \$2.56 trillion total market value. "For over a decade we have seen resilient demand for the 737 and a rate increase to 52 per month reflects the appetite for airplanes like the 737 MAX and Next-Generation 737," said Randy Tinseth, vice president of Marketing, Boeing Commercial Airplanes. "Our thorough analysis tells us the single-aisle market continues to expand and is the fastest growing, most dynamic segment of the market."

Boeing's highly efficient and reliable 737 family is the proven market leader. To date, 266 customers worldwide have placed more than 12,100 orders for the single-aisle airplane – including more than 6,800 orders for the Next-Generation 737 and more than 2,200 orders for the 737 MAX. Boeing currently has more than 4,000 unfilled orders across the 737 family.

The Chicago airline hub turnaround



Chicago's department of aviation commissioner, Rosemarie Andolino, outlined the turnaround strategy in her presentation to delegates in 'Chicago: Reinventing the global hub' in a session at this year's World Routes Strategy Summit. The vision she says was on increasing the service offering, providing a world-class passenger service, investing in and around airports and sustainability into everything at Chicago O'Hare and Medway airports.

Chicago now handles 81 million passengers a year through both gateways, while 1.4 million tonnes of cargo passes through both. Andolino explains O'Hare had suffered from a lack of investment in its infrastructure post-2009 and needed extensive development, but is now committed to providing the best services and facilities for passengers. "One of the world's biggest airports had become constrained. Maintaining infrastructure is essential to our success," she adds.

The Chicago commissioner says 40 new routes have been created, six new international carriers welcomed since 2013, and the investment has created economic benefits to the region, and passenger capacity has been increased. She explains that in 2015 Chicago O'Hare's new air traffic tower will open, which has sustainability at the heart, and one of the keys to success of the hub has been to have a long-term strategy on developing infrastructure.

The environment has been at the centre of the Chicago revival with the sustainability airport manual guiding development, and new projects have included the world's first airport aeroponic garden, and green concession policies.

Aviation in 2044 – the rise of global carriers?



This year is a landmark year for commercial aviation, marking the centenary of the first commercial flight and the 70th anniversary of the Chicago Convention, the document which kick-started the transformation of aviation into the modern, global sector that it is today. An excellent opportunity for the Strategy Summit to ask: what will aviation look like in 30 years, the one hundredth anniversary of the Chicago Convention?

In his talk with Mike Miller of Routes during the World Routes Strategy Summit, John Byerly, Former Deputy Assistant Secretary in the US State Department predicted that the industry will see “global carriers rising” over the coming years.

Byerly played a pivotal role in Open Skies negotiations throughout his career, including the US-EU and the US-Japan Open Skies Agreements. He believes that governments’ focus on their national carrier is likely to diminish further: “Governments were all about defending the interests of their national airline. That has changed remarkably over the last 30 years and I think we will see the same trajectory in the future. There will be a phenomenon over the next 30 years that is competition; between airlines, airports, and governments.”

He contrasts the situation in countries which consider aviation as a strategic asset such as The Netherlands, Singapore, Chile or Turkey, with states which make choices that do not promote aviation and economic growth. “In the future we will see much more competition between governments when it comes to structuring the framework for aviation in a way that the industry can thrive,” he says. Markets with a good infrastructure would undoubtedly benefit, while the industry could be facing difficulties in Europe and elsewhere due to high taxation, infrastructure constraints and night-flight bans, often triggered by anti-aviation sentiment.

He added that today airlines need global scale and scope to meet customer expectations. Because regulation often prevents them from merging, they go for the second or third best option, which are alliances. “There is a lot of talk of seamless alliances, but we all know they are not seamless. That’s one of the reasons why we will see global carriers rising like Emirates, Etihad, Turkish Airlines, or LATAM,” he notes.

Despite the regulatory challenges, Byerly expects more cross-border mergers in the future, referring to the creation of LATAM in the Americas and a swath of cross-border mergers in Europe such as BA-Iberia or Air France-KLM. Asked what Governments and the industry should prioritize, he stated that “we need to lay the foundations, need to pour cement, need to modernize ATC, and need to stay vigilant in terms of safety and security. Overall I’m positive, I’m optimistic.”

Doors are to blame for these strange memory lapses.



Ever walk into a room with some purpose in mind, only to completely forget what that purpose was? Turns out, doors themselves are to blame for these strange memory lapses.

Psychologists at the University of Notre Dame have discovered that passing through a doorway triggers what's known as an “Event Boundary” in the mind, separating one set of thoughts and memories from the next. Your brain files away the thoughts you had in the previous room and prepares a blank slate for the new locale.

Thank goodness for studies like this. It's not our age, it's that damn door!

MythBusters: Airlines Are Boarding Their Planes All Wrong!



Ever feel like boarding the plane is taking much longer than it should? If so, you aren't alone. The guys at MythBusters have thought about it so much that they devoted a whole segment of their popular Discovery Channel show to the topic.

In an empty hangar, MythBusters built an airplane interior with 173 seats and staffed the mock aircraft with actual cabin crew to facilitate boarding. The show then tried a variety of boarding methods to determine which procedure is the quickest. Each method of boarding was also evaluated by passengers, with points given or taken away based on their impression of the boarding technique.

The show found that the familiar back-to-front boarding method is, by far, the slowest method, with a time of 24.29 minutes. On the other hand, boarding with no assigned seats and no assigned order proved to be the quickest way to go, at 14.07 minutes.

However, according to the passengers, this free-for-all style was the least pleasant boarding method.

In the end, the team found the methods using the so-called "WILMA" method - in which window passengers are boarded first, followed by middle-seat flyers and finally travelers sitting in aisle seats - to be the most effective.

The best combination of speed and consumer enjoyment came from the "reverse pyramid" method, which notched a time of 15.10 minutes and a satisfaction score of 113. This approach boards the aircraft from the back to the front and from the window seats in.

Air traffic control plan fails to include drones



WASHINGTON - Designers of the ambitious U.S. air traffic control system of the future neglected to take drones into account, raising questions about whether it can handle the escalating demand for the unmanned aircraft and predicted congestion in the sky. "We didn't understand the magnitude to which (drones) would be an oncoming tidal wave, something that must be dealt with, and quickly," said Ed Bolton, the Federal Aviation Administration's assistant administrator for NextGen,

as the program is called.

Congress passed legislation creating NextGen in 2003, and directed the agency to accommodate all types of aircraft, including drones. The program, which is not expected to be completed for at least another decade, is replacing radar and radio communications, technologies rooted in the early 20th century, with satellite-based navigation and digital communications.

The FAA has spent more than \$5 billion on the complex program and is nearly finished installing hardware and software for several key systems. But the further it progresses, the more difficult it becomes to make changes.

Government and industry officials have long maintained that drones must meet the same rules that apply to manned aircraft if they are to share the sky. That is changing, however, said Chris Stephenson, who represents the National Air Traffic Controllers Association on several U.S. and international unmanned aircraft committees. "It's becoming painfully apparent that in order to get (drones) in there, there is going to have to be a fair amount of accommodation, at least in the beginning," he said.

Michael Whitaker, the FARs deputy administrator, acknowledged that drones "weren't really part of the equation when you go back to the origin of NextGen." The NextGen plans for the next five years do not address how drones will fit into a system designed for planes with pilots on board, but the agency will have to consider whether to do that, Whitaker told a recent meeting of the NextGen Institute, a nonprofit association sponsored by the FAA so that industry can assist with research.

Americans will waste \$2.8 trillion on traffic by 2030



Traffic is actually more detrimental to our wallets than our patience, a new study shows. In 2013, traffic congestion robbed the US economy of \$124 billion. Without significant action to alleviate congestion, this cost is expected to increase 50 percent to \$186 billion by 2030. The cumulative cost over the 17-year period is projected to be \$2.8 trillion – the same amount Americans collectively paid in US taxes last year.

The new report by the Centre for Economics and Business Research (Cebr) and INRIX, Inc., a provider of real-time traffic information, transportation analytics and connected driver services, is the first of its kind to quantify the direct impact on drivers in terms of wasted time and fuel as well as indirect costs to US households resulting from businesses passing these same costs on to consumers in the form of higher prices for goods and services.

"The report reveals an ominous forecast for the US if traffic continues to impede the flow of people and commerce to the degree it does today," said Kevin Foreman, INRIX General Manager of GeoAnalytics. "As the economy grows and more people live in urban areas, greater demand is placed on our roads. Until we evolve our approach to how we manage our transportation networks, the individual and societal costs are only going to get worse."

Other key findings of the research include: The annual cost of traffic for each American household is \$1,700 today. This cost is expected to rise approximately 33 percent to \$2,300 in 2030. The monetary value of carbon emissions caused by vehicles idling in traffic in 2013 was \$300 million. By 2030, this is expected to rise to \$538 million, totaling \$7.6 billion over the 17-year period. As the city with the nation's worst traffic, Los Angeles accounted for nearly 20 percent of the total cost of congestion in the US last year. Gridlock cost LA drivers \$23.2 billion in 2013 and is forecasted to grow more than \$15 billion to \$38.4 billion in 2030.

Population and GDP growth are predicted to drive US increases in traffic congestion, as well as fuel costs and vehicles on the road. The study predicts 281 million vehicles on U.S. roads by 2030 – an increase of 30 million.

"The key to deterring these cost predictions is developing long-term solutions that enable more efficient usage of our roads," Foreman said. "This means creating greater connectivity among vehicles and engineering smarter cities to support this connectivity."

INRIX, which collects real-time data from drivers and devices across four million miles of road in 40 countries, works with leading automakers – such as Ford, Toyota and BMW – and 40 state transportation departments to harness insights that inform intelligent transportation solutions. This INRIX data enables city and state governments to make smarter investment choices in road and transit improvements, informs transportation policy, and powers smart cities applications, including:

Multi-modal navigation services that inform consumers of the fastest mode of transportation to their destination and provide drivers with the ability to navigate the next closest bus or train departure to their destination when traffic or other delays prevent them from completing their trip by car on time. Navigation services that help cities direct drivers to the closest available parking to their destination, least expensive gas station or available EV charging location quickly and safely. Broad adoption of real-time analytics services at the city level that communicate with in-car and smartphone navigation applications, intelligently route vehicles using all available roads and advanced signal timing systems that reduce delays and resulting emissions from stop and go driving. Building the infrastructure to support autonomous vehicle technology that maximizes throughput by enabling vehicles to all travel at the same speed during peak times.

The report also examined the cost of traffic in the UK, France and Germany, and the most congested cities in each of these nations.

Relatable Post #1931

I have come to the conclusion that dryer lint is the cremated remains of all of my missing socks.

Airlines urged to stimulate emotional response from passengers



Delegates from across the international travel sector have gathered for the launch of The Passenger Experience Conference, which has taken place in Seattle, in conjunction with the renowned Aircraft Interiors Expo Americas. Held on Tuesday 14 October at the Washington State Convention Center, the conference presented expertise from the market's leading players on methods to identify and enhance the holistic experience of passengers - from browsing for trips to boarding planes and collecting luggage.

Proceedings began with Event Director, Katie Murphy, who paid tribute to the innovation and expertise of the audience as well as to the eminent speaker panels, before introducing the opening plenary entitled Tomorrow's World in Air Travel.

Using the evocative 'paradox of the chocolate chip cookie' Jeremy White, Head of Transport at Seymourpowell, highlighted the fundamental significance of 'emotional ergonomics' when appealing to consumers. Recounting how the former regional carrier, Midwest Airlines deployed free inflight cookies to the delight of its passengers, White emphasized the importance for brands to differentiate themselves by "trying to create an emotional response to [what the customer] is using, interacting with or directly experiencing".

This involves tapping into the anthropology of what people subconsciously feel by tweaking their environments to create a "positive reinforcement [of your brand] in the emotional psyche". White describes, for example, how the 'theatre lighting' of Boeing's Dreamliner aircraft has been cleverly designed to simulate dawn, naturally triggering an emotional - and physical- response in all. Similarly, the smell of baked cookies invokes happy memories for airline passengers - a 'feel good' factor which combined with unexpected generosity, he argues, will motivate them to choose that service again.

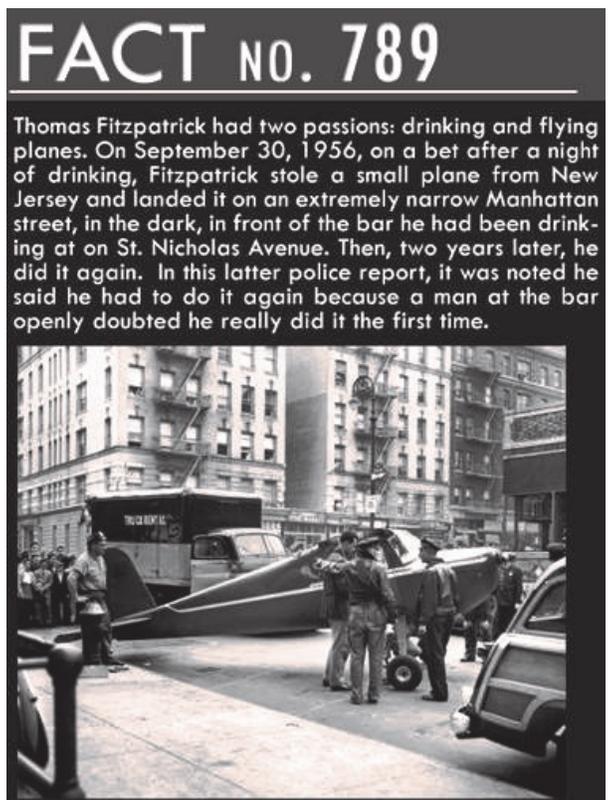
With many years' experience working with airlines and travel agencies, James Seidman, Senior Account Executive, Google Travel provided delegates with a unique insight how developments in the digital domain and connectivity will help people engage more easily with the wider world, especially when travelling.

This, he argues, is due to three main trends: firstly, the accessibility of information. It was not so long ago that internet browsing primarily took place on computers, however the number of airline bookings made on personal mobile devices doubled in 2013 and doubled again this year. Seidman forecasts similar figures for 2015, meaning that passengers have more connectivity and can actively reach information wherever they are.

This shift, from the passive consumption of data to almost unrestricted connectivity, also provides increasing opportunities for engaging with customers and enhancing passenger experience. In-flight entertainment, for example, can be streamed through a United Airlines app, providing passengers with the familiarity of their own device and ease of use throughout their journey.

Secondly, the ability for the industry to connect with its customers in an expedient, more intimate way, further enables it to develop the content that meets specific "passion points" and proactively address particular passenger concerns. British Airways, Seidman explained, uses Google Glass technology to store client histories including any past complaints or preferences, providing passengers with seamless, united service through check-in, gate and boarding.

Lastly, the ongoing digital evolution has provided the travel sector with 'cues' or insights into passenger needs based on data. Speaking of the future, Seidman suggests that "there is still quite a bit of runway between this point onwards", but with the rapid pace of developments each passenger will soon become accustomed to receiving an increasingly integrated and personal experience.



Thomas Fitzpatrick had two passions: drinking and flying planes. On September 30, 1956, on a bet after a night of drinking, Fitzpatrick stole a small plane from New Jersey and landed it on an extremely narrow Manhattan street, in the dark, in front of the bar he had been drinking at on St. Nicholas Avenue. Then, two years later, he did it again. In this latter police report, it was noted he said he had to do it again because a man at the bar openly doubted he really did it the first time.

Geraldine Mock - 1st woman to fly solo around world

Los Angeles Times



Geraldine Mock - dubbed "the flying housewife" - was a pilot on a quest to make aviation history. On April 17, 1964, after a 23,000-mile journey that included some perilous situations, she became the first woman to fly solo around the globe. Her historic feat came at a time when female pilots, including Ms. Mock, still had to put up with guff from male counterparts. But she ignored them. "Nobody was going to tell me I couldn't do it because I was a woman," she told the Associated Press earlier this year.

Born Geraldine Lois Fredritz on Nov. 22, 1925, in Newark, Ohio, she took her first flight at 7. "It was so nice to look down at the houses," she said in a 1994 interview with the Columbus (Ohio) Dispatch. "I decided that would

be the way to see the world." She studied aeronautical engineering at Ohio State University, but left in 1945 to marry fellow student Russell Mock, a pilot. She earned her pilot's license in 1958, and they took part ownership of a single-engine Cessna 180 airplane.

Ms. Mock enjoyed trips from their home airport in Columbus, but she pined for more adventure. Her childhood hero had been aviation pioneer Amelia Earhart, who disappeared in the Pacific along with her navigator, Fred Noonan, while trying to fly around the globe in 1937. Ms. Mock had taken it for granted that since then, a woman pilot had accomplished an around-the-world solo flight. "When I discovered that none had," she told the Dispatch, "I was rather disgusted that women were so backward." She began planning her round-the-world flight in 1962. Three extra fuel tanks, an autopilot system and special radios were installed on the 11-year-old Cessna. Ms. Mock made the flight in a skirt, because "she thought it would be socially acceptable, especially in the Middle East," said Wendy Hollinger, publisher of "Three-Eight Charlie," an account of the flight. Preparations for the flight were hastened when Ms. Mock found out that Joan Merriman Smith of Long Beach was planning a solo round-the-world flight. "It became a race," Ms. Mock told the Dispatch. Ms. Mock took off from Columbus on March 19, 1964, two weeks earlier than expected, heading to Bermuda. Then came a 2,200 mile leap to the Azores in the North Atlantic, where the first serious trouble arose - ice on her wings. After anxious moments, she got above the clouds and the ice melted. Another crisis was born of a blunder - reaching Egypt, she thought she had landed at Cairo's airport. But instead, she was on a military base, and armed soldiers surrounded the plane. Perhaps in part because they were surprised to find that the pilot was a woman, they simply directed her to the right airport. Not long after, when she landed in Dhahran, Saudi Arabia, soldiers searched the cramped plane. "They thought I had a man hidden behind the gas tank," she told the Dispatch. When it was determined that she didn't, she got a round of applause. The most serious situation was a burning wire Ms. Mock spotted while in flight. That could have been disastrous in a cockpit laden with extra fuel, but she was able to extinguish it. Ms. Mock landed in Columbus to a cheering crowd of thousands, far ahead of the competing pilot, who had mechanical trouble.

She was invited to the White House, where President Lyndon Johnson congratulated her, and she was interviewed on the "Today" show. Her national fame was brief, however, and after going on to set several speed records, Mock eventually gave up flying because of the expense of keeping up a plane. But she never gave up her love of flying. In 2004, she told the Dispatch that she and friends were going to celebrate the 40th anniversary of her flight by going to a small airport near her Florida home. "I'm going to watch some airplanes," she said, "maybe take a ride." A statue of Ms. Mock was unveiled earlier year at Ohio's Port Columbus International Airport.

Ms. Mock, 88, died October 3, 2014 at her home in Quincy, Fla., of natural causes, said her sister, Susan Reid. In addition to her sister, who lives in Newark, Ohio, Ms. Mock is survived by a daughter, 12 grandchildren; and 13 great-grandchildren.

Rules of Golf for Seniors

Modified PGA rules negotiated by Dr. Hannum

Rule 7...G.15 (z) There is no penalty for a ball in a water hazard, as golf balls should Float. Senior golfers should not be penalized for manufacturers' Shortcomings.

Vets Helping Heroes

By Capt. Bob Engelman (UAL Ret)

Many people ask me what I've been doing in the year since I retired from United Airlines, besides doing a little traveling, working on my 1967 Corvette and a lot of reading. The answer is two things. I've been the membership chairman for RUPA due to the request of our president, Jon Rowbottom, whom I went to college with. The other is that I am a member of the board of directors of *Vets Helping Heroes*.

My family had given me a book, *Until Tuesday*, for my birthday a couple of years ago. It was written by an Army captain who was disabled as well as suffering from PTSD after serving in the Middle East wars. Until he got his Golden Retriever, named Tuesday, his life was spiraling down the tubes. Reading the book gave me some real insight into what service dogs can mean to disabled veterans.

It wasn't long after I had read the book that fellow United pilot, Captain Paul Barreto (ret.), put me back in touch with a mutual friend I had flown with in the Air National Guard, General John van Blois. Then they told me all about Vets Helping Heroes, founded about seven years ago by Irwin Stovroff, a WW II prisoner of war, shot down in a B-24. There was an opening on their board of directors and they asked me to submit a resume and interview for the position. I thought about it, and it just seemed that having read *Until Tuesday*, and being a contributor to other veteran support groups, the timing was perfect and it was something I believed in. So...I interviewed with the board almost a year ago. I was kind of stunned that this group of highly successful business people, including a Vietnam-era POW, then asked me to join them.

Last year, *Vets Helping Heroes* raised just under half a million dollars, and we've placed a hundred dogs with vets who truly need them. The dogs are bred, raised and trained to be service dogs, and they cost from \$10,000 to \$60,000 each, depending on what kind of need they're going to fulfill. There are dogs who spend their days in VA hospitals, comforting patients, guide dogs for the blind, dogs who are trained to turn on lights, open doors, etc, and others who are trained to warn someone that he or she is about to have a seizure. Obviously, they do way more than just act as companions. We have agreements with several facilities that do the training, and they've been carefully screened. The veterans who receive dogs are brought to the facility to train for several weeks with the dogs they are being given. All veterinary care is included and no costs are borne by the veteran.

There is such a great need for these dogs for veterans, of all eras, and the government does not fulfill it. Right now we are losing twenty-two veterans a day...to suicide. Irwin Stovroff, after his successful business career, had been a volunteer at a VA hospital for many years. When he saw what a huge difference a dog made to several vets there, he decided more needed to be done and he was the one to do it. We're all volunteers and *Vets Helping Heroes* has only one paid employee, our administrator, so well over 80% of the funds raised goes to providing dogs for veterans. That's something I'm particularly proud of. We receive grants from some large businesses, but contributions from individuals are of the utmost importance. To learn more about Vets Helping Heroes go to our website, www.vetshelpingheroes.org. You'll see more about Irwin, and the new book that recently came out about him and his experience as a POW in Stalag Luft I, *An Extraordinary Life...Gone to the Dogs*. When you consider contributing to a worthy organization, please think about Vets Helping Heroes.

The following is just one of our stories: "Dustin and Service Dog Honors"

Dustin serves with the U.S. Marine Corps and was injured during his first combat tour to Afghanistan in 2009 when an Improvised Explosive Device (IED) hit his convoy. As a result of the blast, Dustin suffers



Dustin and his dog Honors

from severe Traumatic Brain Injury and has seizures. In August 2011 Dustin was successfully paired with a dog named Honors. Honors helps Dustin by alerting him and others to oncoming seizures. Honors also assists him with his severe balancing problems. To the general public his balancing problems make it appear as though he might be inebriated. Because of this common confusion, he carries proof of his balancing injury if ever police inquire about public drunkenness. Honors helps him maintain his balance though and protects Dustin from falling – particularly when encountering any inclines or declines such as stairs. Honors also assists Dustin by protecting him from unseen hazards such as when he crosses a busy street without looking or walking into a dangerous situation.

“Thank you for everything that you have done for me and other service members like me. It really means a lot to me,” said Dustin.

Latest data confirms travel's vital role in US growth



WASHINGTON, DC - David Huether, senior vice president for research and economics at the US Travel Association, provides analysis on today's US employment and exports numbers. The Labor Department announced that the U.S. economy added 248,000 jobs in September while the unemployment rate dipped below six percent to 5.9 percent for the first time since July 2008.

"The travel industry continues to power our nation's employment recovery, adding 8,700 jobs in September, four percent of overall non-farm employment added last month. A model of consistency, travel has added jobs 11 of the past 12 months and has expanded payrolls by 129,000 over the past year. Travel employment now stands at 7,998,000 direct jobs—just shy of eight million workers.

"Travel continues to be a leading force in getting Americans back to work. After losing close to half a million jobs in the Great Recession, the travel industry has added 771,000 jobs and has outpaced job creation in the rest of the economy by 38 percent since the employment recovery began."

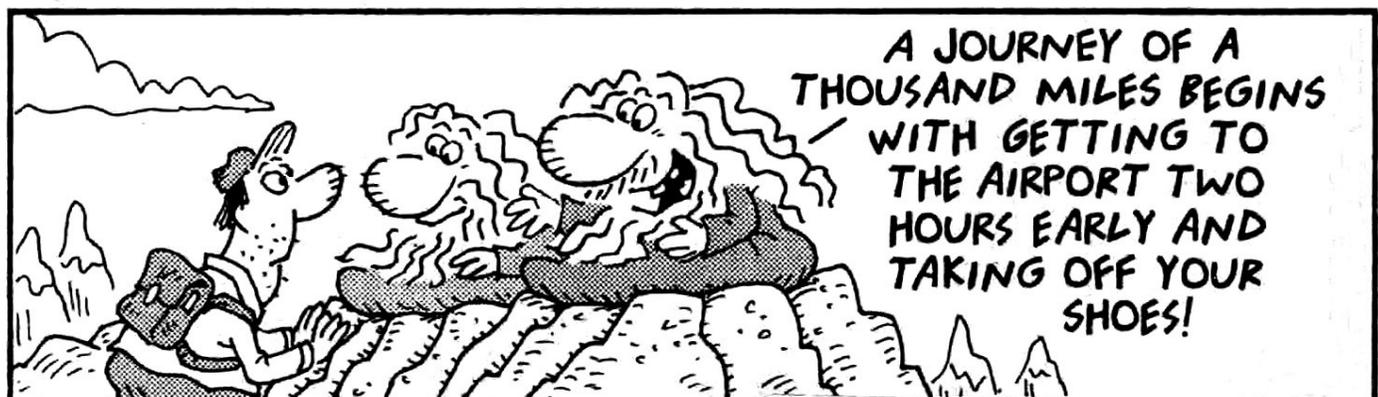
Separately, the U.S. Department of Commerce reported today that travel exports increased to \$19.2 billion in August, up \$0.2 billion from July. Travel continues to be a major force in overall export growth for the economy.

"Through August, total U.S. exports are up \$49 billion compared to the first 8 months of last year, and travel exports accounted for 17 percent of this increase. Moreover, so far this year, travel exports have increased by 5.5 percent compared to last year, which is 84 percent faster than other U.S. export growth.

"These numbers without a doubt confirm that welcoming more international travelers to our shores is a powerful engine of economic growth for our country that will create more American jobs."

As documented in U.S. Travel's latest research report on Travel Exports, robust growth in travel exports has been a central reason why travel is responsible for creating jobs faster than the rest of the economy in recent years. Every \$1 million in travel exports supports 6.6 American jobs.

FRANK AND ERNEST | Bob Thaves



Ever More Elusive Upgrades

By Billy Witz/The New York Times



Paul Dougherty flies more than 100,000 miles each year on United Airlines, which places him in one of the top tiers of the airline's frequent-flier program. This entitles Mr. Dougherty to early boarding, free checked baggage and spiffy luggage tags. What his special status as a Premier 1K member does not always do these days, though, is provide him with a favorite perk for frequent fliers: a complimentary upgrade to first or business class. Instead, United first tries to sell him the upgrade, for several hundred dollars. "I kind of feel like it's something they should comp me on," said Mr. Dougherty, a lawyer from Santa Monica, Calif., who has flown close to two million miles on United. "It used to be pretty common, but getting upgrades now is so challenging."

As planes fly closer to capacity, leaving fewer seats available for upgrades, and as airlines, with an increasing assortment of fees, do everything but shake loose seat cushions in their search for more revenue, perks like complimentary upgrades to the front of the plane are no longer handed out like steaming washcloths in first class.

Elite status is not what it used to be. Now, it is only for the ultra-elite. "It's kind of like the economy - the rich get richer, and the poor get poorer," said Brian Kelly, author of *The Points Guy* blog, which follows the travel industry's loyalty reward programs. "Airlines are identifying who their top customers are and saving the perks for only the very best." Airlines, he added, are now selling the perks that once came free with the lower elite statuses.

Some airlines, like United - which declined to detail how its Premier 1K members receive upgrades - offer upgrades for a fixed price rather than giving them away. Others, like American Airlines, put unsold front-of-the-plane seats up for bid online. The idea, according to analysts, is to squeeze more revenue out of each trip by getting customers who have already bought a ticket to spend more on their seat.

"You're not incurring any costs; it's pure profit at that point," said Tim Winship, the editor and publisher of *FrequentFlier.com*. "From the airlines' standpoint, it's low-hanging fruit." The danger, Mr. Winship noted, is not delivering enough of the perks that airlines' best customers have come to count on, like free upgrades. If that happens, a short-term profit is in danger of becoming bad for long-term business. "It's a tricky tightrope to be walked there," Mr. Winship said.

Delta Air Lines understands this. Last March, it announced that it would no longer offer complimentary upgrades on its transcontinental Business Elite routes from New York to Los Angeles, San Francisco and Seattle. Diamond Medallion members, who fly at least 125,000 miles a year on Delta, could get upgrades by using miles or redeeming a certificate.

As frequent fliers watched from the back of the cabin as first-class seats sat empty, outrage quickly built. Delta has since changed its policy, loosening restrictions. "We definitely got feedback from customers, who were seeing seats not being filled up front," said Anthony Black, a Delta spokesman. "We made an adjustment. There were specific rules about when you could upgrade into those seats. Now, how people are upgraded is based a lot more on availability." Mr. Kelly said Delta's backpedal was not surprising. "Airlines push, push, push," he said. "Until people push back."

The change in how airlines award up-grades is part of a broader overhaul of the industry's rewards program, which is shifting away from being based on miles traveled toward one that rewards customers for dollars spent. It is a model that Southwest Airlines and JetBlue Airways have long used for their rewards program. Delta and United have announced that they will do the same beginning Jan. 1, and there is speculation that American could do the same once its merger with US Airways is completed. These changes could shift how airline loyalties are viewed.

Bethaney Davies, who lives in New Zealand with her husband and young child, is an itinerant traveler and does not belong to any airline's reward program. Instead, she shops for low fares on all airlines, which gives

her greater flexibility. And with so many airlines making upgrades available for purchase, Ms. Davies seeks out inexpensive routes to the front of the cabin. Sometimes that is through a low-priced upgrade offer. Other times it is a smart bid on a flight that has plenty of open first-class seats. They got one recently, with first-class upgrades on a flight from Maui to Seattle for an additional \$150 per ticket. "We don't do business travel, so it makes sense for it to be this way," said Ms. Davies, who writes a blog about her family's travels. "We'd never have been able to collect enough points to get an upgrade." But for the customers who spend the most with airlines - the one-percenters, as it were - perks of all sorts remain on offer.

When Akio Tagawa, a recently minted member of United's invitation-only Global Services club, arrives at an airport, he goes through a dedicated boarding line. And other than when he had to make last-minute switches, he cannot remember a flight this year - he has taken 106 so far - in which he was not upgraded to first class. If he wants to get on an overbooked flight, someone else will be bumped. If he is running late for a connecting flight at a large United hub, like in Houston or Newark, an attendant in a Mercedes S.U.V. whisks him from one terminal to another. Mr. Tagawa, an information technology consultant in Washington, said that while some of the perks are small, he does take notice. "It is quite a different experience," he said.

Power of Attorney Is Not Always a Solution

By Paul Sullivan/New York Times



For millions of people over the decades, the power of attorney has been an inexpensive way to give someone the right to act on another person's behalf. But its power is not always absolute and when it fails, the consequences can be nothing short of disastrous. Take the cautionary case of Christine, a 62-year-old Connecticut woman, who agreed to tell us her story so others might learn from it, but asked that her last name be withheld to protect her and her family's privacy.

After a difficult time sorting out their parents' estate, Christine's older brother promised his sisters he would set his own affairs in order so they would not face the same messy process. He drafted a will, titled accounts to transfer to them on death, listed where everything was and drew up a health care proxy and a power of attorney should he become incapacitated. He used an experienced lawyer and sent copies of what he had done to his sisters. In other words, he did everything right. Almost.

That was in 2010, and Christine did not think about it again until she received a call this spring from Greenwich Hospital in Connecticut, saying her brother had been taken there after being pulled over for driving the wrong way on a street. A day later, she learned that her brother, who is 73, had severe dementia. "He thinks he's in 1964 and he just got out of the Air Force" she said. "The last 50 years have disappeared pretty much."

Her brother, who never married or had children, had done well financially, so unlike many people there would be no problem paying for his care indefinitely. But when she looked at the power of attorney, she noticed that he had used her legal first name, Carol, which she had all but abandoned in childhood, not the middle name she had used instead. She didn't think much of it until she went to the first of the many banks he used. She presented the power of attorney, explained the situation and waited. Instead of getting access to his accounts to pay for his care, she was told the bank would not honor her power of attorney because the name was wrong. "They said 'Go get your marriage certificate,'" she said, but that didn't have her legal first name on it either. So she returned with a host of forms to prove her identity. "I had my birth certificate, passports, a driver's license. But they did not have the name my brother had on that form."

Lawyers, advisers and estate planners said her experience was not at all uncommon: A power of attorney is not as powerful as many people think, and banks routinely try to deny the appointed person any right to have access to accounts. "They can say it's not written on blue paper, or it's not written on our paper, or it's more than five years old" said Michael Delgass, an attorney and managing director at Sontag Advisory, which manages \$4.2 billion.

There is a valid reason for banks' hesitancy: A power of attorney can be used to commit elder fraud. And

banks have been sued for giving someone access to accounts without properly checking the person named in the power of attorney. On the other hand, there's nothing really in it for them to let the money go. For someone like Christine, who has a legitimate power of attorney that a bank is rejecting, pleading and meeting the bank's demands is about all she can do, short of a full-blown and expensive legal proceeding, advisers said. "You have no stick," Mr. Delgass said. "All you have is carrot, but you don't really have the carrot either because the bank won't let you move the assets. If you say 'I'll move my assets elsewhere,' they'll say 'You and whose army? We don't recognize YOU.'"

In an odd twist, problems with banks' and other financial institutions' accepting of a power of attorney is a product of the instrument's popularity. Heather Flanagan, a lawyer and senior wealth planner at PNC Wealth Management, said powers of attorney were initially a basic, low-cost way for someone without a lot of money to do some planning. "It's become quite a standard document," she said, far less expensive and onerous than another alternative, guardianship, which requires a court appointment. Yet the very ubiquity of powers of attorney has led to fears of fraud. Anthony D. Marshall, son of Brooke Astor, was convicted in 2009 of misusing the power of attorney granted by his mother to give himself an extra \$1 million. Mr. Marshall was 85 at the time of his conviction. Mrs. Astor died in 2007 at the age of 105.

One type of power of attorney-people might be tempted to set up if they are worried about being defrauded is a "springing" power of attorney. It can be drafted to spring into effect when a doctor determines a person is incapacitated. However, Mr. Delgass said, getting a doctor to sign off on someone's incapacity can be difficult. "Once you get really sick you have a million specialists, but no generalist," he said. "You have a neurologist saying, 'I'm responsible for this part of the stroke.' And the internist is saying, 'I'm doing this.' But the generalist is saying, 'This guy isn't under my care.'"

With either one, Ms. Flanagan said, people can always make a video when they're healthy to show that they understand the powers that they're giving to someone else. And those powers can be tightly defined, she said.

A better option all around might be a revocable trust. It allows people to put their property in a trust while they're still alive and use it as they normally would. Mr. Delgass said people who set them up can be their own trustees and designate co-trustees like a spouse and other trustees—like financial advisers and lawyers—for when they're gone. "Banks are more comfortable with this because you're funding it now while you're competent," he said. "What you're doing is getting a jump on the legal system designed to handle these things." Provisions can also be written into revocable trust documents that allow future trustees to put in assets that were forgotten when the trust was set up, he said.

Nina P. Silfen, an estate and trust lawyer, said a revocable trust was particularly useful for a single person who might not have a spouse to review what is happening. "If one day I'm incompetent, my co-trustee will notice that someone is writing \$20,000 checks to the hairdresser," she said.

Even a revocable trust is not foolproof in the face of financial institutions fearing a lawsuit. "If my wife goes to the bank and says I'm disabled, the bank says, 'Prove it,'" Mr. Delgass said. Still, he added, these trusts tend to be more detailed and better drafted. In addition, the person setting up a revocable trust notifies financial institutions in advance that accounts or other property are held in a trust. That advance notice does not occur with a power of attorney.

For someone like Christine and her brother, who has been in a full-pay skilled nursing facility for five months, these aren't options. "I feel like an Airbus 380 crashed into my life," she said. "I tell everyone the good news is he has lots of money; the bad news is he had it in 25 different accounts." She said she has lost countless hours from work and her own family sorting out payment for his care. After supplying a pile of documents, the two that seemed to have helped were an affidavit from her brother's lawyer saying that Christine is the person he wanted to have control over his affairs and a document from the Social Security Administration that was the missing link for the various iterations of her name.

She has been able to move some of his assets into a trust for his care, yet she remains baffled by a process that is far from over. "It's insane!" she said. "He was all buttoned up with all the documents you needed. But he could outlive me, which is going to be interesting. Then what happens

US warned: Invest in travel and tourism or else...



The United States received a stark warning from one of the world's most influential travel and tourism organization – World Travel & Tourism Council (WTTC). According to the London-based organization's president and CEO, David Scowsill, weaknesses in the current state of travel and tourism infrastructure in the US "pose a threat to travel and tourism growth in the country and could cost the US in terms of jobs and a reduced contribution to the economy."

The WTTC released a report revealing that the poor quality of US ground transport infrastructure could see the country fail to meet its demand growth predictions, lose ground to other advanced economies and miss out on social and economic benefits from travel and tourism. The report, "Travel & Tourism investment in the Americas: will the region's infrastructure and investment constrain or support future industry growth?" claims that US travel and tourism infrastructure is of a comparatively high quality and capacity overall. "However, its ground infrastructure is weak."

Given the outlook for travel and tourism investment and demand over the next decade, raises cause for concern, according to Scowsill. He added: "The United States does not rank favorably for 'tourism supporting' infrastructure, to transport tourists domestically and internationally. This is compared to other advanced economies within Asia and continental Europe. Roads, especially in the major cities, are heavily congested. Rail networks are slow, compared to their high-speed equivalents in other countries. Flight delays and cancellations are common, with inadequate air traffic control infrastructure. No domestic or international tourist wants to spend time in road traffic jams or in lines at airports. Major improvements are needed."

According to WTTC, the forecast annual average growth of travel and tourism investment over the next decade for North America is 4.4 percent and is expected to grow by 3.6 percent annually. Against this backdrop of strong demand growth prospects and an increasingly competitive marketplace, the WTTC report claimed "the US is at risk of complacency."

WTTC boss said it is essential for the US to make significant investment for the ongoing development and growth of its travel and tourism sector. "WTTC fully supports the Build America Investment transportation initiative announced this summer by President Obama. It is certainly promising to see the recognition for infrastructure improvement and the funding being put behind the initiative. However, the government must ensure it delivers the right level of investment to effect change. Most importantly, industry and government need to work in partnership to see through these critical improvements. This includes the need for the air traffic control system to be upgraded to the NextGen program, which is so desperately required to keep competitive and to improve airline performance for climate change needs".

Further, Scowsill said: "The US needs to ensure that travel is as seamless and hassle-free as possible. Bottlenecks need to be removed in the air and in road and rail networks, especially in areas with high population density. It is essential that ground transportation connects directly to airports and urban centers and that there is more point-to-point connectivity. A NextGen air traffic control system would enable airlines to fly more efficient routes and would cut down on flight delays, cancellations, aircraft noise and emissions. Only if the US makes a step change in the level of investment will it achieve the projected levels of demand growth over the next decade and maintain its current industry competitiveness ranking. If it does not make the investment, there will be fewer travellers which will cost the U.S. heavily in terms of economic contribution and jobs."

"The market is ripe for investment," Scowsill said. "The economy is now stable. The tourism-supporting infrastructure is recognized as weak, which means there is an unequivocal case for major upgrade work. There is a real opportunity for private investors to seize and to work with the US government to ensure these improvements are realized."

Scowsill's advice for the US? "The US needs to ensure that travel is as seamless and hassle-free as possible. Bottlenecks need to be removed in air and in road and rail networks, especially in areas with high population density. It's essential that ground transportation connects directly to airports and urban centers and that there is more point-to-point connectivity. A NextGen air traffic control system would enable airlines to fly more efficient routes and would cut down on flight delays, cancellations, aircraft noise and emissions. Only if the

US makes a step change in the level of investment will it achieve the projected levels of demand growth over the next decade and maintain its current industry competitiveness ranking. If it does not make the investment, there will be fewer travelers which will cost the US heavily in terms of economic contribution and jobs.”

Released today in London, WTTC’s report outlines that investment is essential for a number of reasons; to ensure current infrastructure is maintained to a good standard; to adapt and upgrade current infrastructure and to expand capacity to prevent supply-side bottlenecks.

“The US is the biggest tourism economy in the world,” WTTC added. According to its 2014 US Economic Impact Report, the total contribution of travel and tourism to GDP was 8.4 percent (US\$1,416.0bn) and visitor exports generated 8.4 percent of total exports (US\$190.1bn) in 2013, (including direct, indirect, and induced).

Survey: Most of Americans prefer watching movies at home



PLANO, TX - In celebration of National Popcorn Month, movie critic Ben Lyons and Smartfood Popcorn went to the polls with a survey on American at-home movie and TV-watching habits, honoring America's go-to popcorn eating occasion. Among the interesting results, the survey revealed more than two-thirds of respondents are staying home and prefer a movie night from the comfort of their couch over a night out at the movie theater, and 70 percent of respondents indicated they prefer to pace themselves rather than marathon-watch a television or movie series. Additionally, when asked when they would most likely reach for the popcorn while watching a movie, 78 percent of respondents indicated they get a hankering for the snack during exciting or happy moments, as opposed to only 22 percent during sad or scary moments.

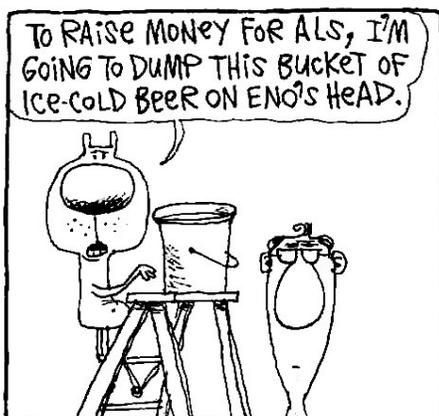
"Throughout the year I spend lot of my time at film festivals and big movie premieres, but the truth is, I also love a relaxing night at home enjoying a good movie or my favorite TV shows," said Ben Lyons. "I'm not surprised that in the survey, Americans agreed that buying the right variety of snacks is the best way to make a movie night at home feel special. So, a fun way for movie fans to celebrate National Popcorn Month is to stay at home with some Smartfood popcorn and enjoy a great film."

Additional survey results revealed: Not feeling nostalgia: The all-important decision between watching a new movie or an old favorite swayed in favor of the latest and greatest, with 62 percent of respondents indicating they most often watch new movies versus old ones.

Book vs. movie - A battle of the sexes: With so many literary works turned into movies, men and women stand divided on what should be enjoyed first – the book or the movie. Sixty-two percent of women say reading the book is a must before watching the movie version, compared to 53 percent of men preferring the move first.

Slow and steady beats marathon viewing: When choosing to binge-watch movies or a television series, the average number of episodes enjoyed per sitting is a whopping seven, however, 70 percent of Americans indicate a preference to pace themselves rather than taking on a marathon session.

THE DUPLEX | Glenn McCoy



The Woman's Heart Attack

By Martha Weinman Lear/The New York Times



In medical circles, they call it the Hollywood Heart Attack. You've seen it: grimace of agony, clutching of chest, sudden collapse, the whole purple-prose panoply.

For my husband, Harold Lear, a doctor who became a patient just that suddenly, it was the first stop in a five-year medical odyssey, one cardiac crisis after another, ending with the ultimate stop in 1978. Through all the years that followed, it remained my assumption that the Hollywood Heart Attack was it: the paradigm, the norm, the way heart attacks are supposed to happen.

I was relieved of this assumption two years ago, when I had one of my own. Mine went like this: altogether well one moment, vaguely unwell the next; fluttery sensation at the sternum, rising into the throat; mild chest pressure; then chills, sudden nausea, vomiting, some diarrhea. No high drama, just a mixed bag of somethings that added up to nothing you could name. Maybe flu, maybe a bad mussel, maybe too much wine, but the chest pressure caused me to say to my second husband, "Could this be a heart attack?" "Of course not," he said. "It's a stomach bug."

Still, that pressure, slight but there, nagged at me. I called my doctor and reported my symptoms. The mention of diarrhea, almost never a presenting symptom in heart attacks, skewed the picture. He said, "It doesn't sound like your heart. I can't say a thousand percent that it's not, but it doesn't seem necessary to go racing to the emergency room with the way you feel now. Just see it through and come in for an EKG in the morning." The pressure eased. I slept, and woke the next morning feeling well. I went for the test mainly because I had said that I would, fully expecting to be told that I was healthy. First the EKG and then the echocardiogram told a different story: a substantial heart attack, "less than massive," my doctor said, "but more than mild." We were both stunned. Suddenly I found myself living in a sequel: same hospital where Hal had worked and died, same coronary unit, same cardiologist, same everything; different husband wheeling me in my wheelchair through the corridors where I had wheeled Hal in his. Ghosts in every corner. With a stent implanted in an occluded artery, I recovered fast and was cleared to leave in four days, but a bad hospital-acquired infection kept me there four weeks - time enough for a revelatory education about women and hearts.

Surprise No. 1: The biggest killer of American women is not breast cancer, as many people believe. It is heart disease. Should I have been surprised? Of course not. The American Heart Association keeps telling us about our hearts and we keep not listening, possibly because we are so fearful of cancer that we have no fear to spare, as we lie on our beds dutifully palpating ourselves for the lumps that we pray not to find. Our hearts kill more of us than all kinds of cancer combined.

Surprise No. 2: I learn that Hal's attack and mine are textbook illustrations of how vivid the gender differences can be. I learn that men more typically have "crushing" pain; women, nausea. That women are likelier to have early warning signs, such as unaccustomed fatigue or insomnia (unaccustomed: That's the key word here). That we are likelier -- this spooked me and kept me, for months, glued to calendars -- to die within a year of a heart attack. That our symptoms can be so varied and nuanced that we feel no fear, seek no help, and possibly die - which may be why, although more men have heart attacks, a greater percentage of women die of them.

All these gender distinctions strike me as marvelously curious. I begin, as I did during Hal's many emergency admissions, interviewing doctors and nurses and keeping a journal. A nurse practitioner offers a graphic tutorial. Big, broad, a Valkyrie, she plants herself at the foot of my bed, puts one hand beneath her nose, as though in salute, and the other at her pelvis, and says, "In women, from here to here, anything could be a symptom" Thus encompassing jaw, neck, throat, back, shoulders, chest, arms, diaphragm, abdomen. "That's terrifying," I say. "It's just information," she says. "It's good to be informed, not terrified."

The question looms: Why should such differences be? Answer: Nobody knows for sure. There are theories. Many. It may be because a woman's arteries are narrower than a man's, or because her microvascular system functions less efficiently, or because her heart beats faster (verging, this, on metaphor), or because it takes longer to relax between beats, or... But if it is not well understood, we do have one good - bad - reason it is

not well understood. The reason is gender bias.

Until shockingly recently - in fact, until this millennium - there was minimal research on women's heart attacks because of widespread belief in the medical community that women did not have heart attacks. (When the American Heart Association introduced its Prudent Diet in the 1950s, it issued a pamphlet titled "The Way to a Man's Heart." Research studies commonly used all-male subjects. Men with abnormal test results were treated far more aggressively than women with the same results. Women reporting the same symptoms as men were at least twice as likely to receive - no surprise here - a psychiatric diagnosis.

In a 1996 national survey of doctors, two-thirds were unaware of gender differences in symptoms and warning signs of heart attacks. Medicine did not begin cleaning up its act until 2001, when a study from the United States Institute of Medicine analyzed masses of data, confirmed a prevalent gender bias in all areas of medical research, and urged reform. So now there is improvement, though women still make up only 24 percent of all participants in heart-related studies. Just recently, the National Institutes of Health announced that it will distribute \$10.1 million in grants for scientists to include more women in clinical trials, which should give us more information.

What we already know is that nearly a half-million women are stricken annually by heart disease. That it is crucial to get help fast. That symptoms may include neck pain, shoulder pain, back pain, belly pain, et al. But what we are still not told is how to know when back pain, that endemic American complaint, is a possible warning sign, and when a cigar is just a cigar?

Here my own doctor supplies a missing nugget of common sense: "Don't be reporting every little kvetch. Use discretion. But if it is a symptom unlike any you have experienced before, make the call. Get a reality check."

I think of my Valkyrie: It's good to be informed, not terrified. It sounds like something cross-stitched on a sampler. In my mind's eye, it is a sampler, hanging sweetly, safely, on the wall by my bed.

Martha Weinman Lear, The author of "Heartsounds" and "Echoes of Heartsounds"

Aspirin regimen isn't for everyone

By Dr. Janice B. Schwartz/San Francisco Chronicle



An older woman asked me if she and her husband should continue to take an aspirin a day. As I considered my answer, I realized just how complicated the issue of whether to take an aspirin a day can be. The best answer depends on someone's medical history, current medical conditions, allergies, drinking habits and medications. It's a relatively straightforward "yes" for people who have already had a heart attack or stroke but less certain for healthy people who are trying to prevent heart attacks and strokes.

It was not until 1980 that it was unequivocally demonstrated that blockage of an artery caused by the formation of a clot was the immediate cause of a heart attack. This led to an exciting era of clot-busting drugs and catheters to open arteries and restore blood flow in patients after a heart attack or stroke. It also led to research to see whether heart attacks or strokes could be prevented by treating people with drugs that would block the formation of clots.

Scientists learned that cells circulating in the blood called platelets were essential to forming arterial clots. It was known that one of the oldest drugs, aspirin, could stop platelets from sticking together. Putting this knowledge together, clinical trials compared giving aspirin to giving a placebo in people after a heart attack. The results showed that people who took aspirin had fewer additional heart attacks than people who did not, and a small aspirin dose -81 milligrams - worked as well as higher doses. Similar studies of people who had strokes showed they also benefited from aspirin. Today, physicians and hospitals are monitored to make sure that aspirin is prescribed after a heart attack unless the patient is allergic to aspirin or has conditions that aspirin may worsen. Some evidence has emerged that taking an aspirin a day might also help to prevent cancers of the gut or adenocarcinomas.

Neither the woman who asked the question nor her husband had had heart attacks or strokes. She wanted to

know whether taking an aspirin a day would prevent a heart attack or a stroke. It's a question that's being debated. Some studies of men, middle-aged and older, have concluded that aspirin prevents heart attacks, but others of mostly women have found no benefits. In studies reporting favorable effects, on average 72 major cardiovascular events - heart attacks, stroke or death from these - will be prevented if 10,000 people take daily aspirin for 10 years. About 46 to 48 people will have bleeding that requires a transfusion or causes death, and 117 to 182 people would have less serious bleeding in the esophagus, stomach or bowel over the 10 years.

Logically, people at higher risk of heart attack or stroke would be most likely to have a net benefit from taking daily aspirin. Those at very low risk would be unlikely to have appreciable reduction in heart attack or stroke risk but may have bleeding. Risks for bleeding are higher in people with ulcers, or who take non-steroidal anti-inflammatory agents like ibuprofen or naproxen or clot-preventing medications such as warfarin (also called Coumadin); dabigatran, prescribed as Pradaxa; rivaroxaban, prescribed as Xarelto; or apixaban, prescribed as Eliquis.

The balance between potential benefit and risk differs in individuals as do preferences about acceptable risk to prevent something that might or might not happen in the future. The woman who asked the question has a very low risk of cardiovascular disease and decided to stop the aspirin. Her husband will continue his aspirin a day. *Dr. Janice B. Schwartz is professor of medicine and bioengineering and therapeutic sciences at UCSF and visiting research scientist at the Jewish Home in San Francisco. E-mail: janice.schwartz@ucsf.edu*

CDC offers new advice on flu shot options for all ages

It's time for flu vaccine again and while it's important for the whole family, this year health officials have some different advice for different ages: Certain kids should opt for the ouchless nasal spray. Seniors, expect to get a new kind of pneumonia shot along with that flu jab. And too many young and middle-aged adults are skipping the vaccine altogether, said the Centers for Disease Control and Prevention - even though there are more options than ever. "The best way to protect yourself against the flu is to get a flu vaccination," said CDC Director Dr. Tom Frieden, before rolling up his sleeve to get his own flu shot.

The government recommends a yearly flu vaccine for nearly everyone starting at 6 months of age. Yet only about half of Americans get one, a number Frieden called unfortunate. On average, the CDC estimates, flu kills about 24,000 Americans a year.

Vaccination rates last year were highest for children under 5 - 70 percent - and for seniors - 65 percent, the CDC said. But just a third of healthy adults ages 18 to 64 got vaccinated and, surprisingly, last year hospitalizations were highest among that age group. About 55 percent of school-age children were vaccinated. Parents need to realize that flu vaccine is crucial even for otherwise healthy children, said Dr. Paul Offit of the Children's Hospital of Philadelphia. At least 100 U.S. children died of flu last year, only half of whom had lung conditions or other illnesses that put them at high risk and most of whom weren't vaccinated. About half of pregnant women get vaccinated. The shot can be given during any trimester, and also protects the baby during the first few months of life, said obstetrician Dr. Laura Riley of Massachusetts General Hospital.

About 150 million doses are being shipped this year, with no signs of shortages or delays, Frieden said. About half will protect against four strains of influenza instead of the usual three, he said, as U.S. manufacturers move toward vaccines with that extra bit of protection. CDC doesn't recommend one over the other.



LETTERS

DARREL ANKENY—Highlands Ranch, CO
Fall and time for a note. Health is generally good for a 13 year retiree. Spouse is doing well also.....we're blessed.

This turned out to be the year Trish and I decided to do what so many of you have done.....Downsize! We moved from our big house in the Ozark Mountains of Northwest Arkansas back to the Denver metro area after an 8 year absence to attend to an elderly parent.

The move was not easy. Packing, getting rid of, preparing a house for market, checking on the new build long distance and the list goes on and on. It's still going on. After moving in during early January we had the typical cosmetic write-ups. I'm writing this letter from a hotel room where my wife and I are spending a few days while the builder re-stains our flooring. Yes, the floors had to be redone! Nothing like moving in and getting settled only to have to move everything on the hardwood out after a few short months. Oh well, this too shall pass. We finally have our "toes up" house with everything on the main floor and a basement for all that stuff we didn't get rid of prior to the move.

No great trips to report on since most of last year was spent traveling to Denver from Rogers, Arkan-

sas from time to time inspecting on the progress of our house. We want to go to Normandy sometime in the near future and experience the accomplishments of the "greatest generation." I would be interested in any recommendations of tours, accommodations, etc.

Recently I drove to an area near TK to a meeting. I drove the same streets I used to drive when on the way to TK and it seemed eerily familiar and slightly uncomfortable when I thought of the many times I drove those streets on the way to PCs. Some feelings don't leave easily.

The move has allowed me to attend the Denver RUPA lunches and reconnect with some of the great guys I flew with for so many years.

Like most of you I look forward to the *RUPANEWS*. It's a great read with informative and entertaining articles. It's also good to see letters; some from familiar names like Sam O'Daniel, Harry Tyree, Bob Haygooni, and Bill Eads to name a few. Bill has written a new book so check it out on Amazon.com.

Many thanks to the RUPA staff for all the effort, all year long to keep the "News" coming.

Darrel, DEN, HNL

MURIEL BERGSMA—McHenry, IL

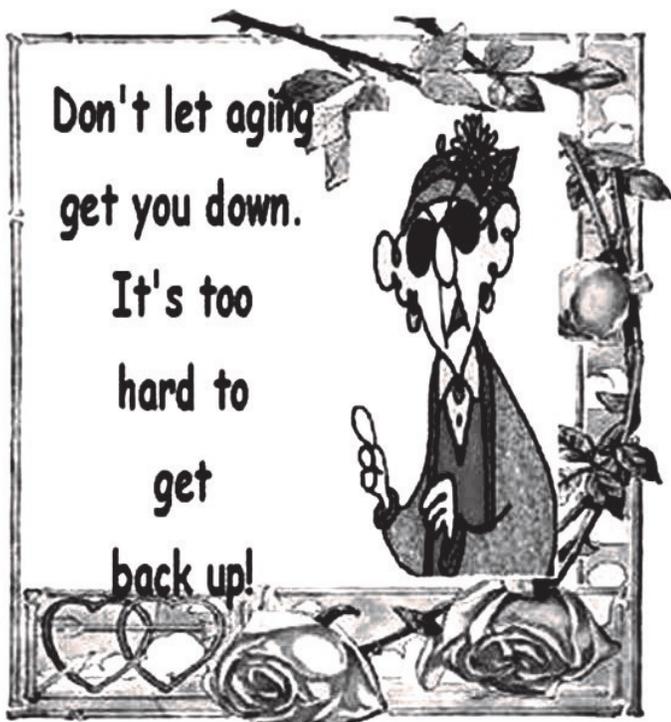
Enjoy keeping abreast of the latest with the retirees I worked with during my days as an Administrative Coordinator at ORDFO, prior to retirement in February 1999. My how the time flies!

The *RUPANEWS* is a valuable source of informative articles relating to the current operation of UAL-CO, along with fellowship gatherings of the various system-wide groups. Many of the faces and names bring back memories of days of yore.

In my letter of 2012, I made mention that I would hopefully get my dues submitted in a timely fashion. Obviously, hoping didn't do the trick! Sure don't want this magazine to go by the wayside. Thanks for all that you and the other RUPA officers/directors and committee/representatives provide to the membership.

Hopefully, I won't be more of a "flake" when I turn 73 in two years - but, can't promise the aging process will be any kinder at that time. Take care.

Sincerely, *Muriel*



NEIL BRETTHAUER—Marco Island, FL
It's time again for my annual attempt at boring my fellow Ruparians with a recap of the year gone by.

Actually, things have been pretty quiet with Vicki and me. We enjoyed the Cleveland "Crazies" reunion in early June, almost immediately after returning from a wonderful cruise on the Saone and Rhone rivers in France.

There is a new addition to the family. I finally caved in to Vicki's desire to have a dog, and we now are madly in love with Rocky, a seven-month-old Yorkie. Talk about a life-changer!

Like last year, we returned to Marco to find that the final phase of our condo remodel is still not finished! At least, this really will complete the project and all will return to normal for the foreseeable future.

My "Thanks" again to all of those who volunteer their time and effort to make RUPA the great organization it is. The RUPA magazine is truly a source of reading pleasure. Dues are on their way via snail mail.

All the best, *Neil*

BOB HELFFERICH—Bristol, WI
Cleve and all, The big 75---yesterday. As everyone else says, "If I'd have thought I was going to live this long, I'd have taken better care of myself! Still getting around without too many aches and pains. Managing to fill the days and weeks with no problem whatsoever.

Still flying the Challenger 600 periodically with Carl Eberle, though not as often as we'd like. Still managing to fly my Cardinal, for Gail's business, Angel Flight Central and most vacations. I don't ride the airline, domestically, unless it's West of the Rockies.

Gail threw me a wonderful surprise birthday party, with the help of my brother and Carl Eberle. Truly a complete surprise. Didn't even suspect it until everyone drove in the driveway all at once. My daughter and her husband came in from California and my brother from Florida. They stayed for several days, so we were able to catch up. Bill, my brother, even went along on an Angel Flight to Hannibal, MO with me.

Not much else. I'm very satisfied with life. I enjoy every day, with a bike ride, a swim or getting in an airplane and going somewhere. Just a walk in the

back yard, watching the deer, small animals and birds isn't bad, either.

The check's in the mail and the lights are always on for anyone passing this way. I'm in the book.

Thanks to all who keep the paper going.

Bob, ORD, CLE

RON HUFFMAN—Enumclaw, WA
Ron continues improving from his knee replacement. The recovery was more difficult since the opposing leg (from 1985 stroke) is paralyzed. We are rather healthy and happy and enjoy hearing other retirees' news and updates.

We were able to visit college friends in AZ, our usual HI time share and 1st class stand by on Emirates Airline to Dubai! Emirates knows how to treat passengers! We were celebrating Barbara's 75th birthday. (Our son in law is a Captain on Emirates and we qualify for their "passes") :-)

Granddaughter #1 had a baby boy in Feb. who joined 2 year old sister.- live in VA. Granddaughter #2 was married in Jan. to a Naval officer- live in San Diego. Granddaughter #3 is a sophomore at Gonzaga University, Spokane, studying computer science and math. The remaining 7 grandchildren range in age from 9 through 16 and, of course, are involved in many activities.

Thanks for publishing the *RUPANEWS!*

Ron & Barbara

GEORGE (FRED) HUNTER—Lake Holiday, IL
Sept 30th, only 6 days late this year. With my memory that is good.

79, still golfing and fishing, health is still good. Not a banner year, enjoyed our 2 months in Florida. Arriving home 1st of April, my bride of 55 years was complaining about her back and legs so an MRI was taken. Radiologist noticed a scar on her kidney, this was followed up with a Cat Scan. A problem with her pancreas, this was followed up with an endoscope. Cancer was diagnosed but fortunately it was small and had not metastasized. 9 sessions of Chemo, if it can be shrunk enough then it will be removed. She still has the pinched nerve in her back and her leg still hurts, but had it not been a problem the outcome might have been much different.

This year we will get to enjoy the beauty of our lake in the winter. I may even buy a snow blower.

I do enjoy *RUPANEWS* and all the interesting articles.

I forgot to mention that I was able to spend a day at Oshkosh. Night time show was incredible, formation aerobatics in the dark and flaming planes.

Fred, LGA, DCA, ORD, LAX

GEORGE JOHNSON—Seattle, WA

Hi All, Another year another ten cents! Last October the company I flew Lear's for closed their doors, another forced retirement. Did some contract flying until March when I stumbled into the ideal "job", Flying a Hawker 4000 for a Chinese family based at KBFI. Well, if it sounds too good it generally is. They decided to sell the airplane this August and should close this week. Forced retirement number three! Back to contract flying. One of these days "I" will decide it is time to retire.

Meantime had lots of free time to enjoy the greatest summer in Seattle since 1967.

Veronica's new knee is doing great and now back to kicking my butt with the other foot!!!

Veronica & George

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

CLYDE LUTHER—Burke, VA

Hi To All. Well another year and just celebrated the big 85 on Sept 11. It was a good year, and I've recovered nicely from my 2013 health problems. I



worked about 15 Golf Championships this year. The big one was the USGA Junior in Houston. That was a big trip. Claudette and I drove to her home in Nashville with visits to family and friends and then our daughter Sandy flew in from Bentonville, Ark. She then drove us to Bentonville to see her and husband's new home. The highlight of that portion of the trip was a visit from our grandson, wife and 6 month old great granddaughter. From there our daughter drove us to Houston to the US Junior Golf Championship and then she drove us back to Virginia. Great trip.

Have really enjoyed the many tournaments that I worked this year. Still Head Golf Official for the Atlantic Coast Conference, 23rd year. Also, several American Junior Golf Association Juniors as their Senior Rules Official, a number of Virginia State events and a couple of College events. A busy summer.

The family is all doing well. Our daughter Lisa, a retired Customer Service agent from Orlando and husband David Leighty retired 777 Captain are doing well. Lisa has received several awards for her volunteer work with retired and wounded veterans. Then son Mike still on the A-320. He and his wife, along with two boys, doing very well. Our son Mark, the Ass't Athletic Director and past Baseball Coach of the year in Virginia, and wife with 2 very athletic daughters also doing well.

Last but not least is my wonderful wife, Claudette. At my age I don't know what in the h--- I would do if she were not here to feed me and take care of all that is to be done in a household. And Oh Yes, We celebrated our 60th anniversary this year. Big Year!

Thanks to all who make things happen at RUPA. It's not an easy task to do all that is done to keep things running.

Thanks! Thanks! *Clyde*

PAUL MATTSON—Frisco, CO

I just turned 61 and I am retiring at the end of October. I have always been a big fan of retiring at 60 and was planning on doing that anyway when the offer of an early retirement bonus appeared in the contract. I leaped on that like a 'fat kid on a Twinkie.' The early retirement bonus was capped at 60 months so I did well by getting 59 months of that. The only kicker was that UAL got to determine the retirement date and, although I requested as early as

possible, they delayed me a year. I still love the 777, the Copilots I fly with (mostly), and the places we fly, but it is time to do other things in life while I still have the vitality, health and motivation. There are some long bicycle tours on the horizon. The first, hopefully, a three month, 3,000 mile circumnavigation of the Baltic Sea, starting in Copenhagen and ending in Berlin for next summer. Then there are many hills to ski, mountains to climb, hikes to take, wines to enjoy. I am looking forward to playing a lot more music too, pickin' anna' grinnin' with all of my Bluegrass friends, festivals, jams and workshops. The schedule is already filling up!

I won't stop flying entirely either. My fly-fishing guide/retired UPS Pilot friend and I are heading up to Idaho and Montana in my Cessna 185 next Spring for a few weeks of bush flying, camping, fishing with probably whisky and cigars thrown in. Returning to Alaska for some more hunting and fishing in the 185 is planned for the future as well. 1000' AGL is fine and I never talk to ATC unless I absolutely have to. I fly the Pawnee and the Super Cub for the Soaring Society of Boulder towing gliders, plan on learning to fly gliders myself so my daughter and I can trade places and she can tow me for a change. I don't know when I find time to go to work now!

So the end of over 28 years at United is approaching. I have been based in: ORD, DEN, DENTK, SFO, LHR, GVA, HNL, LAX, ANC, IAD and flew: 727, 737, 737-300, 747-100, 747-SP, 747-200, 747-400, DC-10, 777, (never flew the 757/767 or the A-320).

I think I might go take a nap....*Paul*

DAN MC LAUGHLIN—Brunswick, ME

Dear RUPA: Please find enclosed personal check, amount \$125.00 - payment in advance for 5-year subscription.

Living in Maine, we are not likely to attend many, if any, RUPA ongoing events, but are appreciative of the service you provide to the retired-pilots community.

Dan flew many aircraft types, in all three seats (you remember when there WAS a "third seat"!) during his 36-year career with what we used to think of as the best airline in the world. Fast forward -- our beloved United is a shell of its former self in countless respects.

Nonetheless, we are grateful for the career opportunities United Airlines provided my husband. We only wish the "New" United was equally grateful for the dedicated service and sacrifices made by its pilot ranks over the decades, which produced much of the economic value the "suits" wish to exploit. Unfortunately, the signs aren't good.

We realize the challenges airlines face when trying to attract new hires: it is simpler to offer benefits and "perks" upfront as enticement, than it is to cultivate a cadre of people who know they have something special to work towards - to earn. Which comes first: the instant-gratification mentality in the populace, which must be satisfied by the employers; or the instant-rewards from employers (often at the expense of senior or retired employees) to entice people to work? Either way, the message is clear: Employees who have given much, for a long time, upon retirement become annoyances and cost units. Employees who have not yet learned the value of patience and delayed-gratification will not have the opportunity to learn it. Zero loyalty either direction traverses and takes hold in the consciousness. There becomes a self-fulfilling prophecy of cynicism, disposability and lowest common denominator mentality. It's a sad testament to the so-called modern realities of commerce.

In the past decade, and more since the Continental merger, we haven't seen any cognizance of the accumulated value our employees have created, or the sacrifices they have made. Besides many of the points expressed in your Sept 2014 President's letter, I'll share a few particular gripes.

Short notice, unwieldy registration procedures and reduced medical insurance benefits at much higher cost; general disregard for retirees' years of service (and/or seniority) on travel passes...the list goes on. Outsourcing ZED/ID 90 program to a centralized conglomerate under guise of "convenience for users" effectively separated the airlines from connection with employees, created a revenue stream for others, and effectively removed the PRIMARY benefit of the old system(s): FLEXIBILITY for the pass-riders.

Active employees, especially pilots and flight attendants, and many if not most retirees, truly valued the convenience and flexibility to utilize offline travel privileges similarly to intracompany ones. The previous program(s) included the ability to pur-

chase "open tickets" typically usable anytime within 90 days, without having to "book" a particular date or flight(s). The system easily accommodated very short notice or changeable circumstances.

This alleged "enhancement" is merely another example of program management that is not designed to be user-centered, especially in regards to flexibility.

If specialized corporate retiree organizations would all take advocacy as seriously as huge ones (like AARP) one wonders if more people would see the big picture? Preaching to the choir is great, but who else hears the sermon? In sum, your President's letter (Sept 2014) noted that retirees cannot be an afterthought. He is right, of course. Too bad the horse may already be out of the barn!

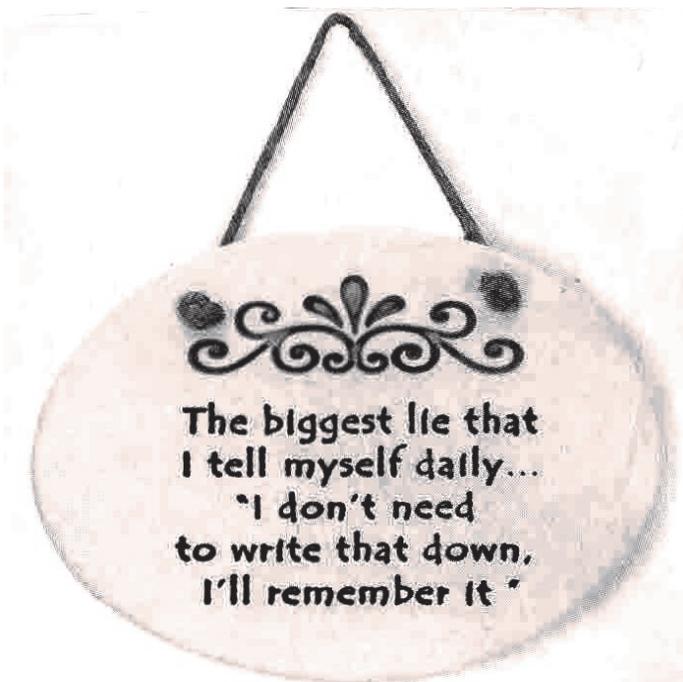
So, there -- I've said it. My husband, like many former-military and commercial aviators never complained or whined, willingly made those 2 AM call-outs to cover, always went the extra mile for "his company" -- probably wouldn't write a letter like this.

So I'm doing so, on behalf of him, and all of you "guys and gals" who are just like him!

Yours truly, *Suzan Wilson* Captain Dan's wife!

PAUL MILLER—Mechanicsburg, PA

It is hard to believe that another year has gone by and I will have my 95th birthday on 10/25 and mark my 35th year of retirement. My family likes to point out that I have been retired longer than my airline



career lasted.

This has been a year of many difficult changes for me. For health reasons, I had to adjust first to home care aides coming in to assist me and then deal with a couple of stressful hospital admissions, including a severe bout with pneumonia. As a result and due to my physical instability, I have been a resident at a skilled nursing facility since March. My family was not comfortable with me living alone in my old home any longer. This is a very good facility, the staff does their best to take good care of me and although I am getting used to life here, it is not home. There are so many adjustments to make.

The better news is that my granddaughter and her husband have purchased my home and are busy making plans to do some renovations and move in there this fall along with their three children. It does make me feel better to know that the old place where I was born and raised and which I have lived in and cared for since 1971 will stay in the family and be cared for and enjoyed by them.

I continue to take life one day at a time and hope and pray for the best. One or the other of my two daughters, who are both still employed with full time jobs and live close by, are able to visit with me just about every day. My son comes up from Richmond regularly as well. I also have friends from the neighborhood and church who visit. A visitor is always the highlight of my day. It was just terrific to have my DCA RUPA friends come here last May. Bud Ruddy, E.K. Williams, Herb Petit, Ed Miller and Bill Nolan are a great group of guys and we always enjoy our time together with lots of good memories and laughs. Roger Hoover and Jim Handshaw have also visited. I have received cards and some phone calls from former co-workers and appreciate their thoughtfulness.

Many thanks for the work you do putting out this publication. I look forward to it every month.

My address is: Messiah Village Donegal Room 84, 100 Mt. Allen Drive Mechanicsburg, PA 17055.

With best regards, *Paul*

JIM NIST—Littleton, CO

My 84th year seems to have gone by too quickly.

Since my stroke three years ago we have taken very few trips, but find other things to do at our Erickson Retirement Community.

Sorry for the delay. *Jim*

SUSIE ROBERTSON—Dallas, TX

If any of our RUPA members have or know of a Piper Cherokee 6 PA 32-260 or Cessna 182 for sale, please let me know. Older models with some fairly recent avionics installed would be preferable, but am willing to know what's out there and available outside of www.Trade-A-Plane.com, and www.controller.com which I'm able to check on-line. Would consider a Cessna 172 as long as it's not been used as a trainer and doesn't have umpteen hours on it.

At least two of my six grandkids have expressed an interest in being a pilot. I believe it's less expensive having one's own aircraft rather than paying for flight instructions at an FBO, which is about \$210 per hour around here. My two sons are both pilots....SWA and AA....so the plane could be used by family as well. The info below is what I'd like to be put in the RUPA magazine, not what's above this line!

Thanks! *Susie* susieualfa@gmail.com

C. A. RYAN—Coeur d' Alene, ID

Annual Greetings! Celebrated the BIG 90 this September, time flies.

Still flying the Cessna with the Sno-Birds. Coeur d' Alene in the summer and Oceanside, CA in the winter. Not too many World War II pilots still actively flying.

Best regards to the remaining 89's from MSP and the old gang from LAX. DC-3 - 747

C. A. Ryan'49-'84

GINO SALEGUI—Surfside, CA

To the Magazine Producers—great job, thanks!

19 years and cruising, Class of 22 Aug, 1966.

My goal this year is to check-off another item lingering on the ole bucket list. The last item cleared (2011) was a hike up to the Dalai Lama's palace (Potala Palace--he isn't there). Got there by train from Beijing—took two nights.

Now, a big one for me (3rd attempt) is to complete a segment of "The Camino de Santiago", or Way of St.. James." It is a medieval pilgrims' routing (many others) ending at the Cathedral in Santiago de Compostela in the northwest of Spain. Since walking is a bit of a challenge for me (pd), my complex routing will merely be from the Parador (my hotel) at one

end of the plaza over to the Cathedral -est. 100 yds. Because it always rains in this (Galicia) area, timing is important and noting cloud formations dictates the quality of the walk (gray-black is potentially bad, black-gray is really bad or if the ground is wet). Probably some wine may be needed to complete the effort.

Avoiding the East coast weather by flying from LAX to LHR using U/CON and Vueling Airline to Santiago. Hopefully workable at the end of the year. Stay healthy, *Gino*

BILL SIMMONS—Seattle, WA

Janette and I are still in SEA and loving it. My 8 year tour with Boeing has ended since they closed the training center here.

We now have 5 grand children and divide our time between here and northern Minnesota. My time with Boeing allowed us to somewhat recover from the retirement fiasco but it could have been much better for all. We still play music and enjoy life as always.

Thanks to all who keep this magazine going.

Best Regards, *Bill*

AL SNOOK,—Parker, CO

Can't believe that I am coming up on 14 years of retirement (except for the fact that I have lost 14 years of seniority on my passes).

I took a "sojourn" from RUPA for health reasons, but finally got done with all the chemo and radiation and lost a few parts in the process so thought I would get back in the mainstream of life again. Became a "friend of Bill W." which may have accounted for some of my health problems, and lead a much healthier life.

I had forgotten how much I enjoyed reading the *RUPANEWS* which has really become quite a magazine while I was gone.

I volunteer for six different organizations, and three of those get me outdoors, where I still like being the best, so I feel blessed to be able to help others and have fun doing it. It kind of reminds me of my days on the MEC Training Committee. I am kidding, really.

Thanks to all who make this *RUPANEWS* a reality. I appreciate your efforts. *Al*

DAVE SPECHT—Surprise, AZ

Hi Cleve. Well, I managed to get my membership check in the mail in September but, as usual, forgot to send my news. Although tardy, I hope you can manage to squeeze my info into an upcoming *RUPANEWS* issue.

After retiring from United, I moved to Sun City Grand in Surprise, AZ. For the last twelve years, my wife Sandy and I have been enjoying great weather, very little humidity and constant sunshine.

During our Arizona years, I had the opportunity to work as a sworn Surveillance Officer of the Superior Court, Arizona State Judiciary, assigned to Maricopa County Adult Probation Department, Domestic Violence Unit. I worked in this capacity from 2003-2008. The time I spent as a surveillance officer turned out to be an enlightening experience ... a time for me to "give back."

Unlike the attitude of many court officers who were prone to view offenders as: "Once a perp, always a perp," I found myself taking a rehabilitation approach. I felt good about many of my experiences with my probationers. One highlight comes to mind: I was off duty one evening when I received a call from a highly agitated offender on my caseload

**"TACT IS
THE ABILITY
TO TELL
SOMEONE TO
GO TO HELL
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THAT THEY
LOOK FORWARD
TO THE TRIP."**

WINSTON CHURCHILL

who called me on my work cell phone to inform me that he was barricaded in his apartment. He had broken his parole and beaten up another guy in a fight. At the time of his call, officers from the Peoria Police Dept were outside his apartment demanding he come out. My offender had called me in a panic to tell me that he had weapons, he was not going to come out alive and would kill anyone who forced their way into his apartment, as he was not going back to jail! I instructed the probationer to stand down, make no more threats to the police. I told him I was going to hang up because I needed to contact the on-scene officer in charge and ask the officer to try not to escalate the situation, as I was on my way to their location. When I arrived on scene, I immediately located and identified myself to the OJC. I stated that I believed I could talk the probationer out of the barricade situation without anyone getting hurt. I said I would like to give this a try with his approval. The OIC said: "Let's do it." For the next two hours I was on the phone calming my probationer down and trying to talk some sense into him, while at the same time trying to get him to also speak to the police negotiator and to my supervisor. He would agree to talk to these individuals, but after a few moments would demand that they put "Dave" back on the phone. Eventually, because he trusted me, I was able to diffuse the situation and get the probationer to agree to come outside under police direction and to surrender to them peacefully. Don't know if my years of experience as a United captain enabled me to successfully resolve this situation, but I like to think so. My team partner told me after the event: "Dave, it looks like you saved a life tonight."

On a lighter note ... If anyone is in the market for a unique gift idea, my wife has just published a one of a kind book. *Sun Sign Birthday Poetry and Other Zodiac Rhyme...* This fun, quick read book is a Celebration of YOU and the special wisdom each birthday sign provides. You might want to check it out on Amazon books in paperback or kindle. My best regards to all. Stay healthy. Stay safe.
Dave

CHUCK THOM—Litchfield Park, AZ

The past 12 months have been a huge transition (Sound Familiar?). We are now renting, fighting mental and economic issues, and are still kicking, but the journey is continuing.

One bright light: Last October, at the Navy Tailhook Convention, I was able to fly the F-35 simulator. Wow! While most of the active duty Navy guys went after multiple "Bad Guy" kills, I went for carrier landings. Two out two successful traps later, I was absolutely dumbfounded by the ease of just following the heads-up display. Transition to the sidestick controller was painless, easy. The old mantra, "meatball, lineup, airspeed, is still the boss, also rapid scan and small corrections, early, are still paramount. But instead of pilot perception of the inputs needed (tired, night, pitching deck, etc.), all you have to do is "follow the yellow brick road." Result: the meatball is virtually eliminated from the scan, leaving just lineup and airspeed to adjust. The thrust lever has a detent with obvious tactile warning. Forward of the detent too long and you will go supersonic. For carrier ops, stay below the detent, unless full power is required for waveoff of bolter. Hopefully, F-35 training will require old fashioned practice if the heads-up display fails. In other words, basic stick and rudder skill using the old Mark I eyeball, basic situational awareness, and proper/timely control inputs using the meatball. More next year! *Chuck*

SIDNEY TIEMANN—Dundee, IL

Earth has orbited the sun 83 times since I was born in Royalton, Minnesota, a little farming town with a population 300, a clear water river, and a mill pond where I learned to swim before I can remember. It was Lake Wobegon country where everyone knew each other, and many of my 50 first cousins lived within a few miles, and--but I digress.....

Cleve--Thanks again for your good work for RUPA, and thanks to all for being such good company all these years.

Louise's voice is as good as ever, and she remains the senior member of the Elgin Choral Union. We skied with friends and family in Utah in February. Skiing has gone,----well,--- downhill. I cannot find moguls flat enough or slopes green enough to be terror free. Fencing is my standby refuge;-- 65+ years now. My original coach was excellent and I owe him so much. The sport has been a passport for me in any club in any country where I have chosen to play. Competition now is recreational and I find enormous pleasure in coaching. Louise and our daughter, Denver Capt. Pickner, visited Paris this

year;- They said they had a great time. Our five grandchildren's ages range from 5 years to 26 years, with the youngest now old enough to hold a good conversation. Of course, visiting them is a great pleasure.

We enjoy the RUPA letters;- so, to all, thank you for writing.

Best wishes, keep smiling, *Sid*

DONALD LEE TRUNICK—Escondido, CA
Presently I am staying at a Health Center. I fell down and broke my hip but got it fixed. Next came some problems with my feet so I could not walk for a month. I am now taking therapy to improve my body strength, and hopefully, I will be able to walk with a walker soon.

I am celebrating my 90th birthday on October 30.

I really miss flying very much and working for the great company. I sent six log books to the United Airlines Historical Foundation. It covered every flight I have ever flown. *Don*

JOE UDOVCH—Laguna Hills, CA

Birthday number 78 coming up on 13 November. It has been an eventful year for me, most of which has been spent in Hospital, Rehab/Physical Therapy Facility, or sitting around my own home in various stages of recovery and home physical therapy for one thing or another.

First of all, I take pride in the fact that up till now, I have been in pretty good physical shape for the old codger that I am. As a matter of fact, two weeks prior to my bicycle accident in March, I was on the slopes at Mammoth, enjoying a few days skiing, and doing rather well (the "Old Codger" caveat applies).

Since I was a regular on the bicycle here in South Orange County, I didn't think anything of taking a not particularly challenging local ride in my neighborhood, but that turned into the severe fall I took off my bicycle, for which I have absolutely no recollection of the circumstances. I just know that the persons who found me, bleeding from my head on the ground, called 911 and I was whisked off, Code 3, to the local Hospital Emergency/Trauma Center. Although I was wearing my bike helmet, I think I suffered a severe concussion, but the Trauma Neuro Surgeon also felt that a Subdural Hematoma (Blood on the Brain) could have occurred, and pro-

ceeded with treatment for that. As I later found out, it is something that can cause death, and is nothing to ignore. Besides the head injury, I also suffered a broken left hip, and a torn left shoulder rotator cuff.

All of that was good for a month in Hospital, and then transfer to a Rehab/Physical Therapy Facility for another month, prior to release to home. Physical Therapy for recovery from the broken hip reached a plateau, and it was decided mutually, between the Doctor and myself, that I should have replacement hip surgery in order to fully recover use of that left hip. Back to the Hospital (not as long as before) for surgery. I now have a new Ball and Socket: Ball (Femoral Head) at the top of the thigh bone (Femur), and a rounded Socket (Acetabulum) in the Pelvis.

While in recovery, I missed a few of the Dana Point Luncheons, which I have tried to attend regularly, for the same reasons that most of us go, and that is to share all the common experiences we have gathered over our working careers. We have a particularly attractive venue for our get-togethers, and if you like fish, the Wind and Sea restaurant does a bang-up job. I managed to get to a few luncheons in while in my first recovery, and I actually managed the October 14th meeting.

Though it may sound trite, the usual thanks to all the officers and editor are in order.

The check is in the mail to Leon. *Joe*

JOE WILDBERGER—San Francisco, CA

Hi Cleve, Leon and All: I really meant to be on time - even early - this year but here it is almost three weeks past my birthday and I'm just now getting my check and update off to you. I guess that's what happens when you reach the three-quarter cen-

So I'm sitting here, and the whole F----- thing explodes!
I'm just as surprised as you are.



ture mark. Oh well, at least I'm still able to find my way home and I do eventually get these things done.

Not much to report this year. Health is good (as far as I know) and travel has been limited to a couple of trips to Maui and a couple to the East Coast. I've found that Economy Plus is the new employee first class. I usually (but not always) manage to snag one of the "roomy" seats - just takes a little time on Flying Together looking at seat maps to see what the odds are.

Thanks for all the work you all do to keep us up to date. Best, *Joe*

CHRIS WITTENFELD—Bonney Lake, WA.

Hello Retired Ones. WOW slow down father time, can't be another year gone, not ready for winter; but alas it is approaching fast. The year has flown by like a jet that streaks across the sky, white flakes of the contrail will soon be covering the hills.

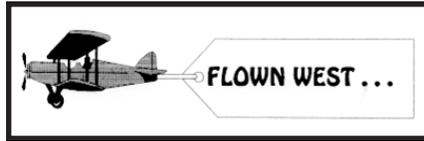
I am still out fly-fishing, did a little spin casting too, caught half dozen 2.5 and 3 pound Rainbow trout, along with two large Cutthroat, a Brown trout all over a pound and half. The fishing adds another element of fun and enjoyment to my alpine wilderness cross-country hikes; it has been a wonderful northwest summer.

My big adventure this year was a 5-night 6-day Inflatable Kayak trip on the Middle Fork of the Salmon in Idaho, the last week in June. It rained 3 days, 2 nights one with howling wind; fortunately the rains stopped long enough to set up, take down camp, and at meal times. Several days of sunshine followed, great whitewater, good fishing, scenic country, and a fantastic support crew made for a wonderful fun carefree trip.

Nancy and I finally, after a decade of trying, got our Preliminary Plat approved by the county, on the property where we live. We now have 5 to 7 years to sell or develop the lots ourselves. We also settled our eminent domain case the county had against us, out of court; not great, but two and half times more than the county originally offered.

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





*Roy F. "Whitey" Gant	2000
Gary H. Meyer	Sep. 17, 2014
Brian C. Betsworth	Sep. 18, 2014
Daniel E. Jessup	Sep. 30, 2014
*Richard F. Shimer	Oct. 07, 2014
Dean V. Weihe	Oct. 10, 2014
*D. M. "Mike" Taylor	Oct. 12, 2014

**denotes RUPA non-member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. 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
9550 W Higgins Rd, Rosemont, IL 60018

November, 2014 Edition

From:

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



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

To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - *Hacienda Hotel* - 310-541-1093
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747
San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590
San Francisco East Bay Ruparians (2nd Wed. 12:30 PM)—*Black Bear Diner*, Pleasanton, CA, Call 925-846-8436
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
Thousand Oaks (2nd Thursday on odd months)—*Sunset Terrace, Janns Mall*, Thousand Oaks, CA 805-497-4847

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.) - 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*
Big Island Stargazers (3rd Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*, 808-315-7912 or 808-334-1883

Illinois

Greater Chicago Area Group (2nd Tuesday, March, July and November)
(Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL)
The Joe Carnes 31North-Illinois RUPA Group (2nd Tuesday, January, May and September)

Nevada

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

New York

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

Ohio

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

Oregon

The Columbia River Geezers (2nd Wednesday 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