
rupanews



Journal of the Retired United Pilots Association



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President's Letter

By now we hope all Ruparians have received their 2016 edition of the RUPA directory. As a reminder, this is for members only, so please respect the privacy of fellow members.

Going into the first Quarter of 2016 we are pleased to announce RUPA is growing and very healthy financially. With many new members and some past members rejoining. We have added several new local lunch groups as well as a Facebook group that was recently approved by your Executive Committee.

For those who enjoy social media, the new Facebook group (pictured right) is a place where members and interested parties may post pictures, articles or comments that might be of interest to fellow Ruparians. As with the *RUPANEWS*, please no political or controversial posts.

The page is listed as "Retired United Pilots Association" and is open to any retired, or active UAL pilots, and "pilot friendly," UAL Flight Attendants. Our hope is this will give more exposure to our Association and encourage more of our brothers and sisters to join RUPA.



We are also pleased to announce a new RUPA Membership Chairman, Capt. Larry Wyman (SFO Retired). Thank you Larry for stepping up and volunteering to take on this important task and relieving our former chairman and now VP, Capt. Bob Engelman.

Welcome to RUPA, our newest members:

Virginia Dunn "Ginger" Allison (DCA active) Annapolis, MD, Capt. in Shawn A Bickford (SFO active) Auburn, CA, Capt. James R. "JR" Chatfield (SFO) Austin, TX, Capt. Joseph "Joe" Doniach (SFO active) Palo Alto, CA, Capt. William "Bill" Gander (EWR) Ponte Vedra, FL, Capt. William P. Hale (ORD) Lake Geneva, IL, Capt. Robert Boyd Hamilton II (EWR) Gaylordsville, CT, Capt. Wendell E. Jelm (ORD) Chicago, IL, Capt. Roger L. Moore (ORD) Louisville, KY, Capt. Roger Odiome (SFO active) Coronado, CA, Capt. George R. Rayl (EWR) Grand Junction, CO, Capt. Greg L. Reinhardt, Rancho Palos Verdes, CA, Capt. H W "Bill" Shepherd, Jr. (SFO PAA) Reno, NV, Capt. Myron C Swenson (ORD) Onalaska, WI, Capt. Mark S Swint (ORD) Henderson, NV, Capt. David Locke Webster IV (SFO) Issaquah, WA, Capt. Paul R. Whiteford (ORD) Hobe Sound, FL.

Welcome back to RUPA:

Capt. Allan Benson (SFO) Santa Rosa, CA, Capt. Kenneth H. Roberts (JFK) Newton, NJ

Until the March edition all the best. Regards, *Cort*

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|  | <p style="text-align: center;">—Or—</p> <p>You can also pay by Credit Card by going to www.rupa.org and click on the Membership tab and then click on</p> <p style="text-align: center;">Pay Dues Online</p> <p>Please don't send your checks to the <i>RUPANEWS</i> Editor Update your personal Information, such as address changes, (Attention Snowbirds!!!!) by sending them to: RUPA PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupasectr@aol.com</p> <p>The Post Office will forward the <i>RUPANEWS</i> for only 60 days. We can keep two addresses in the database for each member. Check your RUPA Directory to make sure we have your Correct Information Always include your file number with any communication</p> |
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Vice President's Letter

Another month has flown by. Actually, it's two months, since there was no News Issue in January when the new 2016 Directory was sent out. I hope everyone had a wonderful holiday season. This was the first one for me and Diana with only one of our two kids home. Our daughter graduated from college last May and now lives in North Hollywood, CA, trying to break into the movie/TV industry. I don't think I'll be able to removed her from the payroll for a while, but she's following her dream, just as many of us did when we started flying.

This is probably a good place to bring up the change to CVS/Caremark for prescriptions for those who have Aetna medical plans through United. I received a letter from United about the switch in December, and it said we'd receive a package in early January. I did receive ID cards from CVS/Caremark last week, and I had to call to request two for my kids, and I got them today, January 15th. One nice thing is that even though my wife and kids have a different Aetna ID number, we're all on the same one for CVS/Caremark. You'd think they'd automatically send four, however, since I have four people covered. Of course, I had to do the same with Aetna, who also sent only two cards. I called to order two more and was told that they only send a maximum of three. I pay over \$400 a month just for my wife and kids, and they can only send me two cards for the three of them? WTF?

Meanwhile, I got a call from RUPA member Tom Losasso about a CVS/Caremark problem. Rather than trying to paraphrase our conversation, the following is an email Tom sent us, used with his permission:

"Gentlemen, I am writing this merely to inform you of the problems that I have experienced with the transition from Express Scripts to CVS Caremark. I am not asking for assistance, as I have been in touch with CVS and United Benefits on several occasions.

My wife takes a specialty (expensive, restricted) medication for her Multiple Myeloma, a form of blood cancer. She has been taking this medication for several years and her Myeloma is currently in remission. The co pay for this medication has been \$49.33 / month through Accredo, which is a specialty pharmacy of Express Scripts.

I received a letter from CVS Specialty saying that her prescription would be handled by them and that no action was required, by me. this couldn't be further from the actual experience. The prescription has to be filled on a monthly basis with an interview from a nurse and a pharmacist each time before filling. The medication is taken on a three week on, one week off regimen. Because I had not heard from CVS last week, and my wife was on the last week of her current regimen, I began calling CVS to alert them of the requirement of needing the medication by the 19th of January. I basically got nowhere. CVS said that they had not received a complete listing of covered people, but it should be arriving this week. I have not, at this point, received a card from CVS, and my AETNA card has no medication information on the back as it did when Express Scripts was the carrier.

The nurse from the Doctor called this morning saying that the specialty pharmacy from CVS had denied coverage, but the Doctor had to complete some more forms and FAX them back. I called CVS and was told that the medication would be covered by another specialty pharmacy, the co-pay would be \$2000.00 plus, but if I made less than \$100,000 / year, Celgene (manufacturer) would assist with the cost. I called United Benefits and after some explanation of my dilemma, was transferred to an Advocacy department and an account was started. I should hear from them no later than the close of business tomorrow, the 14th of January.

I hope that this an isolated incident, and not one that any person requiring restricted, specialty medication has to get resolved on their own. I am still relatively able to handle these situations, but I am sure there are members who have a great deal of difficulty dealing with these sorts of complications. Tom Losasso HNLFO"

Tom updated me the next day... "Bob,

To keep you up to date, United Benefits assigned an advocate to check on and hopefully resolve the co-pay issue I wrote about yesterday. I received a phone call this morning saying that the co-pay would remain the

same as it was with Express Scripts. Good news and quick resolution by United Benefits. As an aside at least one other person had the same problem to be resolved.

Still no card and am not sure how regular prescriptions will be handled, but will wait a few days to see if the promised card does arrive. Tom Losasso"

And then today... "Bob,

That was yesterday, Thursday. Today I received a call from CVS Specialty and was given the same co-pay amount as indicated in the earlier email, \$2000.+. I called United Benefits (Hewitt) and talked, again, to my advocate who said she would follow up with her contact at CVS Specialty. Two hours have passed and have not heard from CVS. My wife requires the special meds on this coming Tuesday. They can ship it overnight, if this co-pay gets resolved. The advocate says that it appears that CVS is having problems with specialty medications and the co-pay and seems that they have to treat each case on an individual basis.

I'll keep you updated if you are interested. Tom Losasso"

The FAT Flyers (December) RUPA Luncheon

The FAT Flyers met for breakfast on Friday morning, Dec. 11. Our group has picked up two new members - Errol Mullins, retired United, and Mark Cannon, private pilot, ace mechanic and friend from Clovis Rotary. A reminder that our group is not exclusively United retirees, but rather a group of Old Aviators, including current and retired United and Continental pilots, and other aviators of "good cheer" as we'd say in QB's. A little history in the photo: the day we met, Dec 11th, was my 71st birthday. It was also the 71st anniversary of Wayne Thompson's first of 30 missions over Germany as a radar bombardier in B-17s. Then a young and healthy 21-year-old, Wayne is now a young and healthy 92-year-old.

Since I first shared my contact info via a RUPA post, I received two incredible phone calls. One from Art Littlefield who was hired in 1942 and fondly remembers my dad, Ed Nibur, as his "training copilot." In those days they used experienced guys on the line to give training to the new hires. (My dad was hired in 1940 with 10,000 hours and a brand new instrument rating!) We had a great time talking about the old days, memories I recall from my childhood. I also heard from Oak Porter who I flew with in my days as a B-737 S/O. Fun memories.



Pictured clockwise from the left: Wayne Thompson, yours truly Paul Nibur, Mark Cannon, Errol Mullins, Randy Bushore, Stan Rosenthal, Scott Gjerman and Richard Jordon. *Paul Nibur*

The FAT Flyers (January) RUPA Luncheon

The FAT Flyers met for breakfast on Jan 9th. We're showing our age – only 3 showed up. One called in and claimed he overslept, another called in and said some "stuff" came up last minute. One guy had his PC at TK. But we had a nice visit with just the 3 of us! *Paul Nibur*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

The "Jack Webb Special." A United crew welcomes Jack and wife Mary Webb aboard at the start of a 27,000-mile tour promoting "Pete Kelly's Blues." The Webbs covered 31 cities in 38 days. In the photo are Mary & Jack Webb, First Officer Bob Elliott, Captain Don Smith, Stewardesses Phyllis Blundell & Mary O'Connor and Chief Passenger Agent Ward Dietrich.



Jimmy "the Schnozz" Durante was greeted with an "Aloha" by Stewardesses Debbie Rierson (left) & Jackie Dutcher at New York International Airport.



Other "famous flyers" of United Airlines in 1955 were Victor Borge and two "friends" arriving in Denver; Desi Arnaz & "Lucy" arrived in Merced. United Stewardess Jane Boran welcomed Tyrone Power aboard in New York after he completed Central Park scenes in the "Eddie Duchin Story." Marilyn Monroe enplaned at New York for a flight to Bement, IL for a Centennial celebration. Jane Russell & Jeanne Crain were in New York to begin appearances promoting "Gentlemen Marry Brunettes." Jack Misselhorn, United District Sales Manager - NY, presented 100,000 mile plaques to the McGuire Sisters. United also flew eleven "Hollywoodites" and producer Paul Gregory to Des Moines for the premiere of "Night of the Hunter."

By Marvin Berryman DENTK A/V Retired - Excerpted from the October 1955 "United Air Lines News."

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. Visit our website at www.uahf.org

The Intrepid Aviators of South Oregon (November) RUPA Luncheon

November arrives and our group once again gathers at the Pony Espresso in Jacksonville. Once again I had to miss as I'm dealing with the recent retinal surgery. But, thanks to Harvey, here's the smiling 😊 faces.



From the left, Scot Lee, Banjo Bob Keasbey, behind, Michael Bennett (enjoy your winter digs in Florida Michael...we look forward to seeing you once again come spring), Harvey Saylor, Jim Jaeger, Leeann and Steve Fusco and last but not the least Dan Kurtz, he of the very large Angus bull fame.

I hope that the Holidays were good for all our United family. See ya all next month, **Bob**

The Intrepid Aviators of South Oregon (December) RUPA Luncheon

Not sure how many of the group would venture out given the weather but a good group....but then, how can it be otherwise? Warm weather has beckoned some too far places such as Harvey Saylor as he enjoys the condo on Kauai, Bill Monfort and Michael Benett catching the rays at their Florida digs. Ah, but the hardy group remaining. Bugs and sniffles caused some to pass but a good group came. And, best of all, a great grandchild who is absolutely delightful and....a major cookie monster. She, the great granddaughter of Bud and Mary Berlingheri.



The Pony was busy, but we caught a fellow waiting in line and pressed him into photo duty for the day. The result, seated from the left: Cheryl Jaeger, Leeann Fusco, Mary and Bud Berlingheri and to Bud's left their granddaughter and great granddaughter, Jim Jaeger and Steve Fusco. Standing: Bob Niccolls and Scot Lee. Scot drove the hour plus coming up over the high pass on I-5, which demonstrates pure dedication! (I know, all you in Colorado might argue on that 'high pass' idea, but you get the idea)

From the Rogue Valley we send the very best wishes for a wonderful new year to our brothers and sister in RUPA land. Cheers, **Bob**

S.E. Florida Treasure Coast Sunbirds (December) RUPA Luncheon

Our last RUPA Luncheon for 2015 was held on Tuesday, Dec. 8th at Spoto's, a terrific water front Restaurant in Stuart, just East of the Roosevelt Bridge. As usual in December (and February as well for Valentine's Day) we wanted to make our Luncheon SPECIAL (and UPSCALE as well) in honor of the CHRISTmas Season and the fact that our wives or lady friends were invited to join us. We had our own Private Room and I'm sure that we'll be returning there in the future. The food and service was OUTSTANDING in every way. Everyone left FULL and Pleased!!! 🍷



Seated (Left to Right): Linda Collins, Barbara Duplisea, Lulu Cole, Hellevi Osinski, Laura Jane Jefferson,

JoAnn Pinter, Ellie Hoyt and Zsuzsa Starita mostly cut out of the picture.

Standing (Left to Right): Bob Langevin, Dick Baese, Denny Keast, Connie and Jim Dowd, Skip LaRocque,

Bill Cole, Ted Osinski, Don Jefferson, John Pinter, Dave Hoyt and Dick Starita.

As per the usual, in January, we will be returning to our normal location, which is Shrimper's.....which our members love as well. A 'phantastick' (primarily) seafood Restaurant that sits on Manatee Pocket which has just about the most beautiful Water and Yacht view that you could ever imagine. Maybe some of our Northern members will have returned by that time and will join us once again (and who knows, maybe a few of our FLL/Pompano friends will come up for the occasion as well. 🍷

We took advantage of this rare opportunity to go around the entire table to give each RUPA member an opportunity to introduce himself and wife or lady friend and to say a little bit about themselves and their background, etc.. THIS TURNED OUT TO BE VERY POPULAR with those who attended and I'm sure that we'll be doing it again in the future.

Those who attended were: Ted & Hellevi Osinski, Bill & Lulu Cole, Dave & Ellie Hoyt, John & JoAnn Pinter, Dick Baese and his friend Linda, Skip LaRocque and his friend Barbara Duplisea, Don & Laura Jane Jefferson, Denny Keast, Jim & Connie Dowd, Dick & Zsuzsa Starita and myself, Bob Langevin.

As I mentioned above, our FIRST 2016 Luncheon will be on the 12th at Shrimper's. If any of our RUPA Members are traveling in or around the Stuart, FL area around that time, we'd love to have you join us.

I hope all of you and your families had a Merry CHRISTmas along with a Joyous, and SAFE Holiday Season and wish you a Happy and Healthy New Year too!!! 🍷

Cheers and Best Regards, *Bob Langevin*

S.E. Florida Treasure Coast Sunbirds (January) RUPA Luncheon

What a GR8 way to start off 2016!!! Our 1st Luncheon of the New Year (at Shrimper's of course) was phantastick, although we did eat inside to be on the safe side. The skies were cloudy, the air a bit chilly and it was quite 'breezy' as well. 🍷 The WX conditions actually improved during the course of our Lunch.....but we did the right thing and ALL went well. We had 14 in attendance and I don't think that

anyone ever stopped talking, sharing and exchanging thoughts and ideas. I won't get into the specifics of the many BS conversations but I will share some of the 'bitches' that Bob Schaet decided to bestow on yours truly. For instance, WHY do the reminder Emails say SUA RUPA when it should be "Treasure Coast Sunbirds" - a name that HE (of course) came up with many years ago (talk about self-serving); then he proceeds to remind me about how (many years ago) that he bailed me out on I-95 when I got a flat tire on the way to the Airport to go to work. It was only after a while.....that I realized that Bob and I were NOT married. 😊 Thank God.....the bitching and moaning I can do without. I sit here wondering WHEN he's going back to NC..🙏...SOON I hope. 🙏 Good Luck Linda.....he's ALL your (thank GOD) once he returns.

Those in Attendance for the good time were: Bob Schaet, Don Onofrio, Ted Osinski, Dave Damon, Jack Boisseau, Jim Dowd, Andy Lambert, Dave Hoyt, Danny Keast and Ned Rankin (BOTH made the trip up from the Boca area, about an hour drive South of Stuart), Paul Whiteford (former MEC Chairman), John Pinter, Bill Cole and Bob Langevin. As you can see in the Picture.....we ALL -- APPEAR -- to be doing very well in spite of Mother Nature's ' attempt to influence our bodies and health otherwise.



Seated (Left to Right): Andy Lambert, Jim Dowd, Bob Schaet and Ted Osinski.

Standing (Left to Right): Ned Rankin, Bob Langevin, Denny Keast, Dave Hoyt, Bill Cole, John Pinter, Dave Damon, Paul Whiteford (former MEC Chairman) and Don Onofrio. Jack Boisseau attended earlier but had to leave before the pix was taken.

Now that the New Year has started, many of our Northern Members are starting to return to So. FL can U blame them? but the Northern WX has been MILD so far. Our traffic is increasing, the Hurricane Season is over, our Server (Cassie) along with our Food choices were terrific. All is good at The Treasure Coast Sunbird Chapter in Stuart, FL.

Our Feb. 9th Luncheon will be at Spoto's (a waterfront location in downtown Stuart). In recognition of Valentine's Day, we invite our Wives or Girlfriends to join us (NOT Both, please 🙏). In order for you to join us, it is NOT necessary that you bring a companion...Solo is FINE too! If U happen to be in the Stuart area and would like to join us, plz - come on by, we'd love to have you. Our start time is 11:30. Meanwhile, I hope that the New Year will treat you well and that 2016 will be EVERYTHING that you want it to be!
Sincerely, *Bob Langevin*

MURPHY'S LESSER-KNOWN LAWS

When you go into court, you are putting yourself in the hands of twelve people who weren't smart enough to get out of jury duty.

Monterey Peninsula RUPA Lunch Bunch Christmas Luncheon

For our 7th year in a row, we all rendezvoused on December 9th at the Monterey Peninsula Country Club Beach House for our Annual Christmas Luncheon hosted by Carlos and Judy Quintana. There is a big El Nino Storm rolling in tomorrow so we were entertained by high tides, big swells and waves with surfers riding the big ones past our windows. The backdrop was impressive with clear sunny skies. Carlos and Judy announced they have already reserved the Beach House for next year!



Pic 1, front LtoR: Ann Kibort, Sondra Hail, Carole Vining, Bob and Jill Ebenhahn, Brett Morris, Diane Ellis, and Bob Kibort. **Pic 2,** Jane Rowbottom and Phyllis Cleveland. **Pic 3,** Carlos Quintana.



Pic 4, Nancy Casey, Jane Rowbottom and Phyllis Cleveland, Fran & Will Blomgren and Lee Casey. **Pic 5,** Judy Quintana (Standing) Milt and Sunee Jines, Dr. Bud Schwartz and Cleve Spring.



Pic 6, Pat Manning, Diane Emerson, Arron Epperly, Donna Walmsley, Dave and Linda Mackie. **Pic 7,** Jim and Tommy" Gwinn, Barrie and Sharon Nelson, Mary and Mike Donnelly and Pat McClain.

Things began with cocktails where lively conversations were everywhere. We sat down to a lovely lunch starting with a delicious salad followed by either Steak or Salmon. A rich Chocolate Tart topped off the meal. Gift Bags of California Wine and Chocolates were presented to Carlos and Judy, Pete and Donna Walmsley in recognition of being our hosts at our monthly Quail Lodge Luncheons, Cleve Spring for all he does as our *RUPANEWS* Editor, Leon Scarbrough for all he does as our Sec/Tres and Phyllis Cleveland in recognition of her work as RUPA's Eblast Coordinator. The effort these folks make for RUPA is greatly appreciated.

We were pleased to have guests from the South Bay RUPA Group join us including Bob and Jill Ebenhahn along with their daughters, Sondra Hail and Carole Vining, Bob and Ann Kibort, Cleve Spring and Dr. Bud Schwartz, retired SFO Flight Surgeon who took such good care of SFO Pilots over the years.

Our local attendees included, Bob and Cindy Benzies, Phyllis Cleveland, Mike and Mary Donnelly, Diane Ellis, Brett Morris, Milt and Sunee Jines, Dave and Linda Mackie, Ed and Pat Manning, Wil and Fran Blomgren, Lee and Nancy Casey, Diane Emerson and Arron Epperly, Phil and Pat McClain, Barrie and Sharon Nelson, Carlos and Judy Quintana, Jim and Mary Irene Gwinn, Pete and Donna Walmsley and Jon and Jane Rowbottom.

Carlos entertained our group during dessert with his Historical Trivia Challenge with bottles of wine given for correct answers. We all departed in the Christmas Spirit and look forward to another gathering on the beautiful Monterey Coast on December 14, 2016. Make it your first entry on your 2016 Calendar!

Merry Christmas and a Happy New Year to all our RUPA Brothers and Sisters! *Jon Rowbottom* Scribe

Monterey Peninsula RUPA Lunch Bunch (January) Luncheon

January 13th was our first luncheon in 2016. It was overcast with rain threatening but otherwise a nice cool day.

Many of our regulars were frolicking in the snow, now that California has snow! Those sharing the noon feast were Jack Cowles, Bob and Cindy Benzies, Pete and Donna Walmsley (our hosts), Carlos Quintana, Milt and Sunee Jines, Will and Fran Blomgren, and yours truly.

Conversations ranged from the new proposed pilot contract, to credit card security issues, CVS change over successes, and the latest health issues. Discussion also concerned the health of Randy Ryan who is dealing with cancer. Positive thoughts and prayers being sent to Randy and Pam.

Next luncheon is Wednesday February 10th beginning at 11:30. Please RSVP by noon the Tuesday before.

Phyllis Cleveland

N.E. Florida (December) RUPA Luncheon

On December 17th 17 RUPA members met at The Spruce Creek Country Club for our Christmas luncheon. The hit of the day was our oldest member Captain David Bishop, he seems to always be a popular guy. For 91 years on earth he is doing very well, in fact at our next luncheon in February he will be 92, so we plan a little celebration.



L to R: Ed Groel, Donna Groel, Barry Bickle, Barbara Alden, Ed Peterson, John Alden, Lillian Moddle, Steve Moddle, Dave Bishop (the kid in the group, 92 years old), Larry Horton, Curt and Nancy Simpson, Janet Horton, Jill Davis, John Davis, Wilma Russell and Dick Tressell.

We had a lot of good conversation and each had their choice of meal for lunch. When everyone decided it was time to leave Dave was in a car on the way to MCO for a flight to LAX to be with his daughter for Christmas. He says it's the first time in 20 years to be on a UAL airplane.

If anyone is in the area on February 18th stop by and join the party. *Steve Moddle*

Ohio Cleveland Crazies (November) RUPA Luncheon

Our November meeting was well attended with sixteen members, wives and family. We had a special remembrance for all of the twenty-six Cleveland Crazies who have Flown West to date.

Our treasurer, Dick Sanders, had to replenish the bank and the response was amazing. Ken Wheeler, with the help of Dick Sanders, kept us laughing with the great jokes that he supplied. Phil Jach reported that the speaker covering the life of Eddie Rickenbacker will not be available. He is still looking for another main event for our meetings. Pat Morris brought us a wonderful selection of chocolate for all to enjoy. And Dick Sanders read a moving poem about aviation titled "Memory Patrol" by Gill Robb Wilson. All in all, it was a great meeting for everyone who were able to attend.



Standing L to R are: Phil Jach, Pat Morris, Harvey Morris, John Cusick, George Bleyle, Diana Zaleski, Bob Olsen, Jim Burrill, John Hochmann, Diane Johnson, Bill Wheeler, Dick Sanders, and Joe Getz. Sitting left to right are: Dick Orr, Kristin Deem (Ken Wheeler's daughter) and Ken Wheeler.

Cheers, *Phil Jach*

Ohio Cleveland Crazies (December) RUPA Luncheon

The Cleveland Crazies Holiday gathering at TJ's Restaurant in Wooster was well attended with twenty-two members wives and friends.



From L to R, sitting: Carol McMakin, Joe & Vickie Getz, Brigitte Popelars, Ken Wheeler, Jim Burrill, George Bleyle, Diane Johnson, Diana Zaleski, Linda Jach and Judy White.

From L to R, standing: Phil Jach, Rich McMakin, Pat & Harvey Morris, Bob Olsen, John Hochmann, Gene White, Dick & Mary Lou Sanders, Dick Orr, JoAnne Orr, and Shayla, our lovely waitress.

We helped Carol McMakin celebrate her birthday with a rousing rendition of Happy Birthday and a delicious cake. Ken Wheeler and Dick Sanders kept us laughing and thinking with good jokes and a challenging quiz. It seems that the wives got more answers right than any pilot in the room with the exception of George

Bleyle.

Rich McMakin officially announced his retirement for our leadership position. We thank Rich for his leadership, his patience, and his ability to keep us going for the last ten years. Phil Jach will try to live up to what Rich has done for our chapter as our new leader. Dick Sanders is officially our new treasurer, and I know he will do an excellent job keeping our financial issues in order.

Dick Sanders recognized our new waitress, Shayla, with Christmas greetings from all of us. She has already figured us out and is keeping us under control with her quick service and beautiful smile.

We have been trying to find and identify all Cleveland Crazies so we can keep in touch with everyone. We're currently looking for Denny Nelson, Rex Carleton, Jim Carson and Don Jeacock. Cheers, *Phil Jach*

Los Angeles South Bay Christmas Luncheon

On December 10th we gathered for our annual RUPA/RAFA Christmas Luncheon. We had a wonderful event for our 50 attendees at the very interesting Proud Bird Restaurant by LAX. Many of us forgot to grab our lunch as we were interested in watching landings on the LAX south runways. We covered many subjects from travel experiences and medical services to individual updates. Also, we want to thank our leaders from RAFA and Clipped wings for their contributions.



Bruce Dunkle provided the camera work, and as usual, did a wonderful job.

A list of our guests is also included as an attachment. This year's numbers were smaller so, we of RUPA need to invent new ways to attract interest in our trusty organization. Where are the younger retirees? Is commuting part of the problem? Many retirees have successfully initiated new groups in other cities as we, indeed, are spread out all over the world and the travel to even LAX is more time consuming yet a central place is still a convenient meeting place, or?

The Proud Bird Restaurant is or was ideal as an LAX meeting place for our lunches, but they will close for a year for remodeling so we are now looking for another lunch spot. It appears that Sammy's Woodfired Pizza in an El Segundo Mall on the east side of Sepulveda Blvd might fit the bill for February. We will pay them a visit before announcing the February meeting place. More next year! *Arvi*

Southwest Florida RUPA Luncheon

We started the new year with our 11 January, 2016 luncheon at the Fort Myers, FL Olive Garden restaurant. Alexis and Amanda were our hardworking servers.

The weather on the SW coast of Florida has been chilly (meaning about 60 degrees) but today was crystal clear. The traffic, especially Interstate 75, has been noticeably heavy with the arrival of the snowbirds. Gary Crittenden announced that a recent tornado missed his house in Cape Coral, FL by three miles.

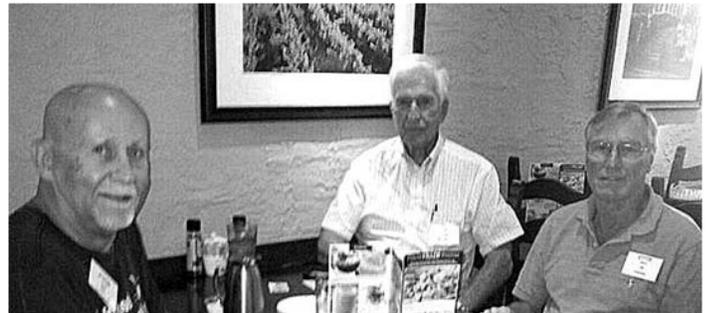
Brand new retiree, Jim Bowlds and his wife Terry, attended and we hope to see more of them. Some who have taken a short sabbatical have also returned to rejoin their comrades and catch up. There were seventeen in attendance for this luncheon and all seemed to be actively engaged in quite a variety of subjects for two and a half hours. Because of the seating arrangement we had to take three photos to get everyone in.



Those attending in Photo One were: Wallis Alves, Dot Prose, Wes Leighton and Jim Druyor. At the rear table in Photo One are: Jim Bowlds, Terry Bowlds, Janice Crittenden and Gary Crittenden.

In Photo Two were: Gene Chapman, Don Sullivan, Jim Sutton, Norb Cudnowski. At the rear table in Photo Two are Faith Osborne and Mamie Thompson.

Those in Photo Three are: Neil Bretthauer, Don Kincaid and Jim Howard.



Attendees were reminded again of the upcoming RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL. The date to mark on the calendar is Thursday 7 April 2016. The fly-in runs from 5 – 10 April 2016. More reminders will be forthcoming. Last year we had 29 in attendance and all had a good time. Maybe we can top it this year!

Hope to see everyone and guests at the next luncheon, the last one of the “season” on 14 Mar 2016 at 1100 until we start again in November. All welcome (United and Continental)! *Gary Crittenden & Dot Prose*

SUN 'n FUN Fly-in – Lakeland, Florida

RUPA Day SUN 'n Fun at Lakeland Linder Airport, Lakeland, FL, Thursday 7 April 2016

Location: OX5 Club House made available through the hospitality of the Mid West Florida Wing of the OX-5 Club; located on the airfield next to the QB's Club.

What you get at the Club House: Coffee, snacks, rest rooms, porch, gathering place and central location to static displays, food court and flight line.

Cost to use the Club House: None; however donations gladly accepted; nominal charge for hot dog lunch.

RUPA Group Photo: In front of Club House about 1:00pm.

Point of Contact: dot Prose Phone: 941-966-4538 Email: proседа@yahoolcom

Website for Sun 'n Fun: www.sun-n-fun.org

Thousand Oaks RUPA Luncheon

It was a nice VFR day in the Conejo valley. We had some rain a couple weeks ago but the lately we're in the same pattern where the rain doesn't get this far south. We're still hoping for the El Nino to help alleviate the drought.

Our leader, Doug Bielanski, was DNIF with a cold. Larry Lutz brought in Doug's aviation articles that were circulated. Also circulated were some of Claude Giddings humorous missives. We were glad to see Doug and Marcene Rankin join us. Doug was out of commission for a while when one of the many crazy drivers that we have in California ran into their car last February.

Claude mentioned that an aeronautical group of pilots and engineers meets in the Goebel Senior Center in T.O. every Wednesday at 12:15, except this coming Wednesday. The center also serves a pretty good lunch for \$3. Sounds like a pilot special to me.

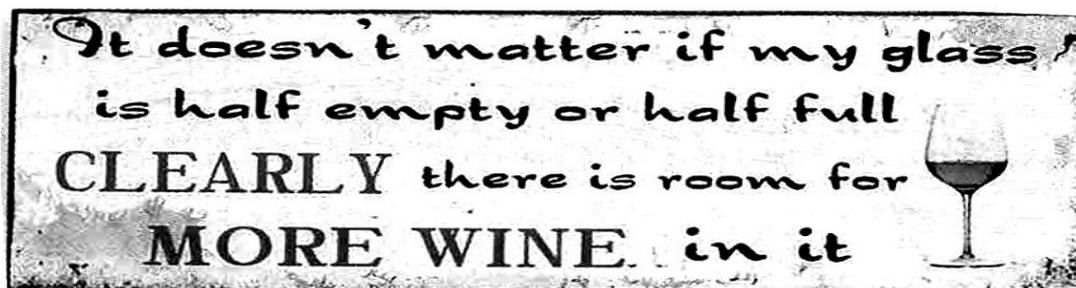
LAX parking was discussed. Retirees can only buy tags now for Lot F which is the old Delta garage at Century and Avion at \$75/month. There is no direct bus service to the terminal. There are some airport worker buses parked outside, you might ask for a ride. Pilots and F/As go across Century to catch a shuttle from the Sheraton Hotel. You can walk a couple blocks north to C lot and catch a bus to the terminal. From the North side of Century you can walk to terminal 1. Some people have used the Van Nuys Flyaway which Jerry Adams said works very well. Parking is \$4/ day and the bus ride to LAX is \$8/pp each way. The vans that drive to LAX from T.O. charge about \$125 R/T, but watch out for drivers falling asleep at the wheel.

Mike Herriott said mileage plus riders are getting upgraded or using their miles to get biz class on international routes so you may end up in economy there too.

I used MyIDTravel on the Flying Together website to buy ZED tickets on Alitalia and it was easy to use.



Going around the table from left to right: Marcene Rankin, Ray Engel, Dale Myers, Larry Lutz, Mike Herriott, Dave Park, Claude Giddings, Jerry Adams, Jim Hall and Doug Rankin. I'm the one behind the camera. Regards, *Denny Fendelander*



SAC Valley Gold Wingers (November) RUPA Luncheon

Hello from the Northern California RUPA group. What a great time we had at our luncheon at Sudwerk Brewhouse and Grill in Folsom, CA which was held on November 16, 2015. Again, we had superior service from our waitress, Julie.

We had a new addition to our group in Captain Andy Fossgreen. What a great addition he is and we appreciate him coming to our luncheon.



Attendees included: Jim Whittington, Bill Authier, Ed Akin, Karl Winkelbrandt, Wayne & Joanie Monneyham, Andy Fossgreen, John Petts, Bob and Kathy Lynch, Dave Leippe, Marv Alexander, Jake Jacobson.

Our discussions included the requirement to sign up for the annual UAL enrollment for benefit choices. Kathy Lynch also suggested the group contribute to the Toys for Tots program for the Christmas season. So, what a great idea to help needy children or otherwise children that would appreciate a gift for the Holiday season. Thank you Kathy and Bob Lynch. We also discussed ZED travel now available on Air France, new airlines being added to our list of non rev travel, the new United app, retiree parking in SFO, the details of the 2016 company drug transition, 787 service to Xi'an China, and, of course, the hurdles to getting hearing aids.

I had the pleasure to sit near Karl Winkelbrandt and Marv Alexander who had some lively conversations about their military exploits while flying in Vietnam and their intimate accommodations while stationed there. Dave Leippe suggested we have individual speakers at our luncheons to give a short presentation on aviation or a related topic. We will definitely consider this for our luncheons.

Lastly, I attempt to present a brochure to all attendees about various aviation and United topics. Many topics are referenced from Cort de Peyster and the monthly RUPA magazine. I also included a few jokes to include a 60th high school reunion joke and a joke about a pilot who asked a beautiful princess, "will you marry me?" And, we had background music of the United theme song, Rhapsody in Blue, which set the tone for our luncheon. Still Flying High, *John Gorczyca*

SAC Valley Gold Wingers (December) RUPA Luncheon

Hello again from the Northern California RUPA group. We had a wonderful luncheon at the Sudwerk Brewhouse Grill and Pub in Folsom, CA on Dec 21st. This time our waitress was Aubree who filled in wonderfully for Julie who is back east visiting family. Although our total attendance was smaller this time, a good time was had by all. The most significant part of our luncheon was the gifts that were collected for the Sacramento Children's Home. We had a wealth of gifts that will be presented to the Children's Home. All of this was coordinated by Kathy Lynch who contacted the Home and presented them with the gifts we collected. I was very humbled by what was collected and all of the time and effort that Kathy did to make

our project happen. A big thank you to her and all who contributed.

We have changed our luncheon day to the first Monday of the month at the same time and location. We also discussed the retiree parking available to pilots in San Francisco, the latest travel information from the company, the new United app for pass travel, the change in prescription drug coverage, the ID 90 travel app, ID 90 travel deals, a pass travel update from the Retiree Association of Flight Attendants and an excerpt about cholesterol care. I also presented to the group a new posting group for Facebook called "Retired United Pilots Association." Yes sir, RUPA is moving into the Star Wars category with this group listing on Facebook. We think it will be very beneficial for all retired United pilots.



The attendees L to R: John Gorczyca, Ed and Linda Akin, Rod Violette, Sharon Gorczyca, Mike and Frances Kozumplik, Rosemary and Bill Authier, Kathy and Bob Lynch, Marv Alexander, Al Fink, Karl Winkelbrandt, Viv and Dave Stolp.

We are looking forward to the future of United Airlines with the addition of our new CEO in Oscar Munoz. We all wish him well in his recovery. Merry Christmas and Happy New Year to all.

Still Flying High, *John*

SAC Valley Gold Wings (January) RUPA Luncheon

The Sac Valley Gold Wings met on Jan 4, 2016. It was our first luncheon of the year. Although we had a low turnout due to the rain and just a few days after New Years, there were many items that were discussed at our table. **Our new luncheon day is the first Monday of the month at Sudwerk Brewhouse Grill in Folsom, CA with a start time of 12:00 noon.**

Pictured left to right: Jo Beth & Hugh Berry, Karl Winkelbrandt, Ken Ledwith, John Gorczyca, and Sharon Gorczyca



I felt that it was the best discussion we have had and with such a small group. We discussed the San Francisco parking situation for retirees, Medicare and United's medical plan, the United CVS pharmacy program, pass travel using ID 90, using other airline pass travel opportunities through Skynet and other tid bits of information. There was also a lively discussion of the previous CEO's at United and how they impacted us as an employee pilot group. Now, that was interesting!

I would also like to pass on that we had at least \$750 of donations and gifts that were given to the Sacramento Children's Home. These donations and gifts were collected last month prior to Christmas. We give a big thank you to Kathy and Bob Lynch for organizing and delivering the goodies to the children at the home. I think we have established something here and it makes me feel good that we have done such a thing. We intend to continue the tradition next year. Still Flying High, *John*

Ponderisms

If Fed Ex and UPS were to merge, would they call it Fed UP?

The Columbia River Geezer's (December) RUPA Luncheon

The Columbia River Geezers hooked up for their monthly lunch get-together on the 2nd Wednesday in December. In anticipation of Winter, Mother nature was again providing us with a dosage of one of her wet, blustery winter Oregon days, actually it's been raining heavily for some time now and is forecast to continue. Our rivers here in the Great NW are rising and rising, flooding is occurring in certain areas of the Portland and the lower WA area, as a result the earth has become super saturated and there is water everywhere.

Nine Geezers showed this am, 1100 local, at The California Pizza Kitchen. The picture shows only eight of us as Phil Swain had to leave early for a dental appointment which he had changed earlier so he would be able to attend the first 3/4 of the luncheon. Plus, Phil is getting ready to head out on a hunting trip with an ELK tag in his pocket. He did not need to be dealing with a tooth ache while hunkering down in his sleeping bag somewhere in the SE part of Oregon wilds.



Clockwise, Left to right, is Sam "Gordy" Richardson. Sam is getting ready to pack up and leave for New Zealand. Both Sam and his wife Allison (who is a New Zealander) head down under every Oregon winter to bask in the Sun while paddle boarding about. Sam is also a glider pilot and owns a powered glider which he keeps in New Zealand, so it follows he is kept busy looking for lift. Rusty Harrison, we haven't seen for a while. Rusty is busy flying about while conducting his aerial photography business. Dick Ionata drove down from WA as he always does. He joins us for lunch while his wife is out and about in the shopping area with a credit card. Rich Warden is busy flying about corporately and his son Matt is a 3,500-hour pilot and is in the process of filling out some applications with various airlines. Next is Tony Passannante, Tony just returned from flying a quick trip down to Cabo and back, notice his tan? Steve Barry, retired in July and is becoming a regular. Steve is staying in the flying game also flying his Cessna 172 around the Willamette Valley. Steve and his wife are heading out soon to wander about in the far east, China I believe? Ron Blash is getting ready to gather up the family and head them all to the East coast for the Christmas holidays we bought the 20% and are looking forward to the all-nighter to EWR,,,,UGH!. Last, but not least, is our forever Global Traveler, Doug Howden. Doug always has an interesting story from where he just returned from and where he is heading to. With all his travels he always somehow makes our meetings... regularly. That's Doug on my left with the John Denver Glasses.

This has been a good Geezer year, all of us are remaining healthy and we now have recent retirees joining our table. We are all looking forward to a Merry Christmas and prosperous New Year in 2016. All the Geezers want to take this opportunity to thank Cleve Spring for his continuous, masterful and creative work, as the editor of our RUPA magazine.

Blue side up, *Ron Blash* and the rest of the Geezers.

The Columbia River Geezer's (January) RUPA Luncheon

A rainy but mild January 13 had 8 of us show up at the Clackamas California Pizza Kitchen for our monthly get together.

The usual multiple and lively conversations started even before we got organized and seated, including the

usual catching up. As always, several shared recent travel experiences and, of course, plans for future trips. We had a lot of feedback on the use of MyUADiscount, along with some good tips. This is a very popular option within our group, and I would guess amongst RUPA members at large. I think one of the few decent bones that UAL threw the retirees.

We then moved on to solving the latest crisis with North Korea and their Faux Fusion bomb. Dick Ionata was fast off the mark to point out the B-52H used during our "Fly-by Reminder" just across the South Korean border. From there, a lively discussion ensued regarding the evolution of flight training at many airlines (and business aviation) account the several and recent high profile loss of control accidents, with perfectly flyable aircraft plunging to every one's doom. Pressure, from many quarters, including the belated chiming in of the FAA seems to have finally made an impression, kicking off a "back to basics, more hand-flying and keep automation in perspective" approach, with even a certain airframer displaying an incremental "automation epiphany." Naturally, at a table populated by aviators who were weaned on no, or basic, or even not very capable, autopilots, not to mention "no FMC", our collective opinion could be best summed up by:

"Really?! This is what we have been screaming about for years and, it's about time"!

Of course, something else that needs to be addressed besides the training provided to professionals is also the training provided from the get go with primary students.



From the left to right: Jay Donaldson, Roger Parsons, Steve Barry, Dick Ionata, Tony Passannante, Rich Warden, Mac McCrosky and Doug Howden.

Ron Blash was absent account a visit to the Oregon coast, since it was apparently not rainy enough right here in the PDX area.

The Geezers meet on the second Weds of every month, 1100 hours at the Clackamas Town Center California Pizza Kitchen. No reservations required, drop-ins welcome! *Tony Passannante & Ron Blash*

PICKLES | Brian Crane



Dana Point (December) RUPA Luncheon

Great weather warm and no wind. Most of the Guys arrived right on for a 11:30 time. Staff quickly got us our great usual spot on the upper deck.

Present were: Bill Rollins, Bill Stewart, Bob Fuhrman, Butch Trembly, Carlos, Denny Giesea, Jack Frisch, Jim Grosswiler, Joe Udovch, Joe Vallejo, John & Cheryl Arp, Rusty Aimer, Ted Simmons, and new to our group, Corey Ferguson. Cory is still an active pilot his hire date was 9/25/78.

Many different parties this week. What with the LAX Christmas party, our RUPA lunch and New C-57 pilots 'Traditional retirement party', this week.

Rusty Aimer reports: "It had been a long time since C-57 had their traditional retirement party. When I was a union officer we took Partyin very seriously! :-). Actually, one of the reasons may have been that due to age 65 ruling not too many folks had retired in recent years. This year C-57 officers decided to mix the retirees and the new hires of the past 5 years together and throw a party. They called me and asked if I could help with the retiree invitations and RSVPs. I learned most retired pilots ride (fly) into the sunset and don't want to be bothered with silly things like retirement parties! Or perhaps they are too busy in retirement and forgot to update the information!

About a hundred or so retired, active and new hire folks and spouses showed up at the SNA Wyndham Hotel for dinner and libations. it was great to see some of the old friends, union officers and LAXFO folks at the wonderful gathering. Leon and Cort had asked me to pass out some RUPA membership material to recent retirees. Hopefully a few took notice! Carl Hankwitz took some great pictures that can be found on RUPA Facebook Page.

Jim Grosswiler and wife took a fall driving trip to the East Coast and sent me this note:

We had a Fall driving trip to the East Coast, went out on I-40 and back on I-10 and I-8. It was great seeing the country from the ground. Memphis had Graceland and the marching of the ducks at the Peabody Hotel. One of the highlights was Lynchburg, TN. First had lunch at Bobo's Boarding House: a true Southern treat (fried chicken, roasted pork, black-eyed peas, deep-fried okra and pecan pie!) After lunch on to the Jack Daniels Distillery. Fascinating and just the right price for retired United pilots (free)! Jack Daniels was such an interesting character. At 13 he established the distillery at the end of the Civil War. He grew up to be 5'2" and in 1867 the government was destroying any distillery they could find, he went out and met them and said, "what if I pay you Taxes?" That's how they became the first licensed distillery in the U.S. A footnote, today, they send the IRS 8 million dollars every 2 weeks. If you have a chance, put it on your bucket list!

We had a tour of the JUST Aircraft facility in Walhalla, S.C. It is a homebuilt Super Stol. I took my golf clubs along, only to get to S. Carolina's 500 year rain, so I took the clubs 3,000 miles east, then took them 3,000 miles west. They never got out of the car. On the way back had to stop at the Navy Museum Pensacola. We were gone a month and loved it!

John and Cheryl Arp taking a cruise out of Florida to points south, including Belize over the Xmas time. Carlos brought his original Flying License from 1954 issued in Argentina. It came in a very neat leather case. Some talk about new contract and the flying going to SFO vs LAX. As usual Park showed up with a couple good Jokes. Hope all had a great Christmas. Cheers, *Ted*

Dana Point (January) RUPA Luncheon

What a beautiful day here in the Dana Point harbor where we are experiencing almost Spring-like weather, with temperatures hovering at 70-degrees, and only less than a month from the Winter Solstice on December 22. Here in Southern California we have been experiencing very nice conditions, which any of you who may have watched the New Year's Day Rose Parade and the Rose Bowl from Pasadena can verify for yourselves. We truly feel blessed, particularly since the Northern part of California has experienced heavy rain and with very welcome snow storms in the Sierra Nevada Mountains to help with the severe drought conditions California has faced, not to mention the great ski conditions that snow brings with it.

I had the pleasure of sitting at a table with two individuals who are regulars at our monthly luncheons, Butch

Trembly and Ron Dye, who both grew up in the San Fernando Valley which is just North of LA proper. Turns out they lived close to one another, but far enough apart that they went to competing high schools and colleges. The other thing of note is the proximity of Hollywood to the San Fernando Valley, and the fact that a lot of early TV and movie stars also lived and worked in that Valley, and the interesting thing to note in their discussions was, where I personally got my young kids shows and Soaps on the radio, they fascinated a number of us with their memories of beginning TV, from extremely small screens, and the early shows they featured, such as Time for Beany and the early Western Movie stars, such as William Boyd (Hopalong Cassidy). There were also recollections of Drive-in Movie theaters, which were well-suited for Southern California's climate and also the flight training that each of these guys received at the local airfields which dotted the Valley.

Then we got into conversations about the physical ailments we all seem to be facing with increasing age; from Diverticulitis to Colonoscopies and many other. I personally seem to be recovering very well from my hip surgery, but it seems to take a lot longer, which everyone seemed to agree was the case with them as well.

Our Fearless Leader, Ted Simmons, was not able to attend because of flu-like symptoms which he did not want to pass on to the rest of the gang, and for which we all thank him. But it was not before he was able to email us about the passing of one of our group, Lee Beck, and the Memorial Service to be held in San Clemente on Saturday, 16 January at St. Andrews by the Sea United Methodist Church. Sadly, we have all reached the time in our lives when more and more of our friends will be joining the Flown West list.

We had a nice turnout of ten souls: Al Pregler, Bill Rollins, Bob Fuhrmann, Bruce Dunkle, Butch Trembly, Denny Giesea, Jim Grosswiler, Joe Udovch, Park Ames, and Ron Dye.

Your Temporary Scribe, *Joe Udovch*

Phoenix Roadrunners (December) RUPA Luncheon

We met at our usual place, the Bobby-Q restaurant on December 17th, 2015 for a nice get together and lunch. Our group included: Tom & Renee Libuda, Mike Carlin, Charlie Schwob, John Baczynski, Bill Mullen, John Gordon, Dave Specht, Mike Clements, Cory Liston and myself. Some of our members are still trying to recover from illnesses.

We honored the anniversary of the Wright brothers first flight in 1903 while having lunch. Other things that happened were that some elbows were bent while the discussion was going on.

We will have our next luncheon on January 12th. *Ken Killmon*

Phoenix Roadrunners (January) RUPA Luncheon

The Bobby-Q restaurant again served us well at our first luncheon in the new year of 2016. We had a good bunch that showed up. The names of the attendees were: Dennis & Darlene Leahy, Tom & Renee Libuda, Neil & Lee Johnson, Fred & Judy Meyer, Mike Carlin, Charlie Schwob, John Baczynski, John Gordon, Mike Clements, Dave Specht, Cory Liston, and myself. We still have some our members recovering from illnesses. We wished them all well. *Ken Killmon*

RHYMES WITH ORANGE | Hilary Price



The Big Island Stargazers (November) RUPA Luncheon

We had a great turn-out of members and guests for our November luncheon. Our favorite restaurant, The Fish Hopper took excellent care of us and provided an abundance of free pupus.

Regrets came from Sam Wilson, Al and Linde Rimkus and Beth Raphael who was busy at work for a charity lunch for the homeless. The snowbirds and tourists are flocking to the island as the holidays approach, and we extended a warm welcome to visiting Ruparians Norm and Kristina Paulsen. While yours truly was talking with Norm, I remembered that I was his co-pilot at SFO back in the '80s. RUPA does an excellent job keeping us up-to-date on retiree issues, and through our monthly meetings we develop great friendships and meet up with flying buddies from our past. Talk around the table included recent pass travel trips and plans for the holidays.

We are looking forward to our Second Annual Christmas party and extend best wishes to our fellow RUPA members for a Mele Kalikimaka me ka Hau'oli Makahiki Hou (Merry Christmas and a Happy New year)!



Seated Left to Right: Maureen Hurst, Grace Slinn, Lauren Cochran, Linda Morley-Wells, Joan Baldwin, Kristina Paulsen, Linda Michael.

Standing Left to Right: Rich Hurst, Dick Slinn, Bill Cochran, Walt Wells, Gerry Baldwin, Bobby Michael, Norm Paulsen, Don Diedrick. Missing the photo op were David Carlson and Winfield Chang.

Linda Morley-Wells, Scribe

The Big Island Stargazers (December) RUPA Luncheon

We celebrated our Second Annual Christmas Party in style at the home of Al and Linde Rimkus. It was a beautiful tropical evening, and everyone was in the holiday spirit and brought libations and fabulous pupus to share with the group. Talk centered on upcoming travel plans and arriving house guests.



Seated Left to Right: Gerry & Joan Baldwin, Joyce Jordan, Dick & Grace Slinn, David Carlson, Al & Linde Rimkus, Winfield Chang.

Standing Left to Right: Walt Wells, Linda Morley-Wells, Bill & Lauren Cochran, John Jordan, Don Diedrick, Beth Raphael, Sam & Julie Wilson.

If you want to get away from the cold weather, winter is a great time to visit Hawaii. We will be back to our regular schedule in January so meet us at The Fish Hopper Restaurant on the third Thursday of the month.

Linda Morley-Wells, Scribe

San Francisco North Bay (December) RUPA Luncheon

Our after Thanksgiving before Christmas meeting brought out 23 of the regulars for lunch and many came with toys to be given to the Toys For Tots program run by the Marine Reserve. Bob took several photos for the *RUPANEWS* before we got down to business.



Picture on left, L to R: Bill McGuire, Barney Hagen, Larry Whyman, Leon Scarbrough, Galen Wagner, Bill Smith, Jules Lepkowsky, Wayne Heyerly, John Shaw, George Hise, Bill Greene, J. R. Hastings...

Picture on right, L to R: Carol Reed, Deke and Merle Holman, Bob Grammer, Bruce Milan (standing), Doris Donegan, Mickie and Sam Orchard, Jim Mansfield, John Reed...

We had a quick business meeting which began with a moment of silence for all the UAL pilots who flew West in 2015. On a lighter side, George had some of his usual interesting information regarding our health. Seems that a study, probably funded by the coffee industry, found that coffee can repair damage to the liver caused by alcoholic drinks. His other good news was that 3 glasses of Champagne were good for something, but I cannot remember what it was, but drink it anyway. Oh, now I remember what Champagne was good for. It enhances memory!! Quick, get me a glass.

Attending: Sam & Mickie Orchard, John & Carol Reed, Deke & Merie Holman, Bob & Doris Donegan, Jim Mansfield, Bruce Milan, Robert Grammer, Bill Smith, Galen Wagner, Leon Scarbrough, Larry Whyman, Barney Hagen, Bill McGuire, J. R. Hastings, George Hise, John Shaw, Wayne Heyerly, Jules Lepkowsky, and your reporter *Bill Greene*.

San Francisco North Bay (January) RUPA Luncheon

There has not been much to write about these days. The days of hot topics of interest to all of us during the bankruptcy and "merger" are long gone. We did have a couple of remarks regarding the CVC prescription provider. Seems that they do not have all of our information transferred and make mistakes in pricing, etc. One mistake I heard of involved a \$180 error.

On the local news here in the North Bay it looks like the RUPA group may have a problem with the restaurant that we have been using for over ten years for our luncheons. I don't if the problem is because there is a new chef or new cooks, but the kitchen staff did a very poor job of feeding nineteen of us. The food arrived at our tables rather uneven and slow. Some was cold and served without all the food that was listed on the menu as part of the meal. May be time for us to shop around for a new meeting place. Bob told me that Leon, our Sec/Treas. has great cuisine and wine.

Attending: Sam & Mickie Orchard, Deke & Merle Holman, Bob & Doris Donegan, Bill McGuire, Bruce Milan, Dan Bargar, Galen Wagner, Robert Grammer, George Hise, Jules Lepkowsky, Barney Hagen, Wayne Heyerly, Dick Hanna, Don Madson, Jim Mansfield and your reporter Bill Greene.

Attending were the following: Sam and Mickie Orchard, Bill McGuire, Bruce Milan, Deke and Merle Holman, Dan Bargar, Galen Wagner, Robert Grammer, George Hise, Jules Lepkowsky, Barney Hagen, Wayne Heyerly, Dick Hanna, Don Madson, Jim Mansfield, Bob and Doris Donegan, Bill Greene.

The Ham Wilson S.E. Florida Gold Coast (Dec) RUPA Luncheon

Our turnout was light with only 11 members attending our lunch on Thursday, December 10 at Galluppi's Patio Bar and Restaurant. We were blessed with good weather for a change as we have had some record breaking rains the last couple of weeks. Wish we could send some of the rain to other needy parts of the country. I assume our light turnout was due to either Christmas shopping or some returning to their roots and families for the holidays.

Attending today's lunch were: Lyn Wordell, Denny Keast, Gene Anderson, Jim Good, Mike Warde, Ed Wheeler, Stan Baumwald (retired NWA pilot), Ham Oldham, Ed Dechant, Jim Morehead, and your scribe *Ned Rankin*. Hope everyone had a Happy New year.

The Ham Wilson S.E. Florida Gold Coast (Jan) RUPA Luncheon

Thursday, January 14, was our monthly luncheon at Galluppi's Restaurant and Patio Bar at the Pompano Beach Airpark. We had a good turnout of 19 for lunch including a visiting New Yorker, Bobby Senderoff, who was visiting Bob Engelman.



(Front row left to right) Bob Engleman, Bobby Senderoff, Mike Warde, Dave Dryer, Denny Keast, Ned Rankin, Art Jackson, and Jim Morehead.

(Back row) Stan Baumwald (NWA ret. guest), Bill Lancater, Ralph Rodriguez (picture credit), Ed Wheeler, Ed DeChant, Dan Kurt, Murray Warren, Gene Anderson, Lyn Wordell, Ham Oldham, and Bill Bonner. Your scribe, Ned Rankin

The Joe Carnes 31N RUPA Luncheon Meeting

A typical January icy weather day and the annual flight of our snowbirds to places with warmer climes presented us with a smallish crowd this month as expected. We hardy ones who stuck around to brave the season were treated to a fine Italian buffet smorgasbord lunch at 31North Banquets in McHenry. Many thanks to these folks for their work and warm hospitality.



We were also provided with a musical tribute to the legendary Patsy Cline by vocalist Mary Pfeifer, who stars in several of her own shows at downstate Starved Rock State Park Lodge. Mary and her husband Don

entertained us with their “traveling” version of the full show--- a great afternoon of musical memories of when Patsy Cline was part of the original early-60’s “Nashville Sound” but whose music crossed over into pop to make her one of the most influential, successful, and acclaimed vocalists of the 20th century. She died tragically in a plane crash at age 30---but her music lives on. In 1973, she became the first female solo artist inducted into the Country Music Hall Of Fame, and in 2002, music artists and industry members ranked her 48th on the list of “The 100 Greatest Singers of All Time” according to Rolling Stone magazine. Enjoying the day, the food, and the music were Glynn Bradley, Norm Clemetsen, Tom Conley, Barry Davidson, Jim Downing, Bill Duzet, Allan & Diana Englehardt, Walt & Jan Fink, Mac Gregory, Bob Helfferich, Tom Helms, Denny Holman, Scott “Deano” Joseph, Dick Kane, Dick & Maribeth Kuhn, Jim Lee, Howard Levinson, Chip & Cindy Little, Jim McCusker, Dick Murdock, Howard & Marjorie Nelson, Jim & Jan Noble, Glen Peterson, Steve Reick, Jim Rosater, Jack Sheridan, Ole Sindberg, Gene & Ginnie Stepanovic, Jim Stuntz, Jim & Mary Jeanne Trosky, Wayne Walusiak, and Frank Zackary. Our next luncheon will be held on Tuesday, May 10th, 2016, at 31N Banquets, 217 N. Front St., McHenry, IL. Retirees, active pilots, spouses, and guests are all welcome. YHS, *Walt*

Seattle Gooney Birds (November) RUPA Luncheon

Table 1 Left to Right: Al Haynes, Hank Kerr, , Gerry Pryde, Chuck Westpfahl, Bud Granley, Herb Marks, Howard Holder, Jim Barber, Jack Brown, Pat Williams

Table 2: Left to Right: Rob Robison, Fred Sindlinger, Dick Johnson, Bill Shumway, Dave Carver.



Seattle Gooney Birds (December) RUPA Luncheon

Once again I was asked by our regular leader, Bill Brett, to take his place at our December Luncheon, due to his wife's continuing ailments.

We had sixteen brave souls weather out into the miserable wet, windy and cold day here in Seattle attending our monthly gathering.

The usual topics of conversation occurred with various descriptions of the harrowing drive to our meeting. A few comments were made regarding the possibility that our Seattle Seahawks NFL football team which is in the process of turning around a bad season start and well on the way to a possible third appearance at the Super Bowl. We can hope! Otherwise it was just a regular old Seattle winter day as we most all would agree.

Bob Howard, ex-crewman at the SEA crew desk and then into the SEA office, told us that he had played golf on the preceding Tuesday, one of our more miserable days. You gotta be really dedicated to the game to go out on a golf course on that kind of day. He's dedicated.

We enjoyed another tasty lunch at the Marriott Hotel by our regular courteous waitresses. They informed us that they really look forward to our monthly meetings because we are such good tippers. That was a very big surprise to us as we all know that our reputations are anything but generous. Who else would scour the passenger seating area before a trip in search of a discarded newspaper.

We closed out the meeting with a few knee slappers jokes and put on our survival gear and made our way back home. We are hoping that Bill's wife's ailments are on the mend and he can renew his leadership. Attendees: Chuck Westpfahl, Bill Stoneman, Gerry Pryde, Al Haynes, Jim Barber, Bob Reid, Hank Kerr, Bob Howard, Mark Gilkey, Fred Sindlinger, Bill Records, Dave Carver, Alan Black, Ken Case and Herb Marks. *Herb* for Bill Brett

San Diego North County (December) RUPA Luncheon

Not many showed up for the monthly meeting of the San Diego North County RUPA Luncheon. Actually, the ones who enjoyed a nice meal and some good conversation about airplanes and related topics were from left to right, Colin Winfield, Susan Mayer and me, Mark Mayer.



Lucky for my wife, she used to be a ticket agent for a commuter airline when I met her so she knows enough about aviation to enjoy the conversation. Colin and I flew at the same commuter airline before coming to United and Susan had some good stories about fun activities (screw ups) that my wife remembers about Colin and me and a few other pilot's fun activities (screw ups) that went on to fly for other airlines. Some of the conversation was very enlightening coming from my wife's perspective of the ticket agent!!! It was a good time!! Thanks, *Mark Mayer*

San Diego North County (January) RUPA Luncheon

Our meeting was held on the second Tuesday as usual, and we had the best attendance in quite a while. There were 9 of us. Rhoda and Brad Green, Evelyn and Bill Pauling, Ruth and Bob Bowman, Paul Whitby, Colin Winfield, and me.

The weather was okay, a bit cool, too cool for eating al fresco. The stories and jokes were plenty, and the food was great. Ruth and I had Mahi Mahi fish and chips. The chips are very good, unlike some restaurants and/or fast food places. Colin had the most stories, and he knows how to tell them which kept us laughing. I think it might be common among us retired aviators in that one story reminds us of another, sometimes with similarity. The ladies kept up their part with some tales that are so interesting.

As far as increasing attendance, there seems to be few retirees in our area. One man's name and address was given me, but it seems he moved to Guam, and that's a bit far to join our group. We got word of Mark and Susan Mayer. Mark is sick, so we send our best wishes to you both, and hope you can make the next lunch with us. Fraternally yours, *Robert (Bob) Harrell*

San Francisco East Bay Ruperian's (December) Luncheon

Our December meeting was held at our usual place, the Primavera Ristorante in San Ramon, CA. Our attendance was down slightly from the norm due to all the holiday festivities in the area. We missed Neil and Tammy Dahlstrom who were away attending their grandson's graduation at the Monterey Language Institute. Never the less our small group enjoyed the fantastic service and selection of offerings at the restaurant.

Having a small group afforded us the opportunity of being able to converse with one another on a number of topics. We noted that United was dropping it flights to Dubai due to unfair competition from Emirates. We passed around information from Phyllis Cleveland, our Eblast Coordinator, about being able to get 20 percent discount on product you buy on board United Flights: food, beverages, Economy Plus upgrades and ear buds.

In attendance were: B. S. Smith in his Santa hat (it goes well with his white beard and long white hair), his son, Mark, who was visiting from Colorado Springs, Grant Adams, Lee and Shirley Francis, and Rich and Georgia Bouska. We hope all in the RUPA family had a Merry Christmas and Happy New Year.

Submitted by *Rich Bouska*

San Francisco East Bay Ruparian's (January) Luncheon

The San Francisco East Bay Ruparian's held their first luncheon of the new year at the Primavera Ristorante in San Ramon, CA. We meet on the second Wednesday of the month and anyone in the area is welcome to attend.

Only nine of us were able to attend this time, but as a small group we were able to communicate with each other in a more intimate setting.

Steve Filson reported he has a new job with NASA at Moffett Field handling Aviation Safety reports. Sounds like an interesting and fun job working with other retired pilots. Topics covered were trips we have taken over the past several months and interesting cruises we have been on, and the usual airline/military talk.



In the picture seated L to R: B. S. Smith, Lee and Shirley Francis, and Georgia Bouska.
Standing L to R: Harry Stonelake, Tammy and Neil Dahlstrom, Steve Filson, and the scribe, Rich Bouska.

The San Francisco Bay-Siders (December) RUPA Luncheon

Attendance was down for our Yule Holiday gathering, possibly due to illnesses, but those who did attend were treated to festively wrapped candies from Rose Spring and Brownies from Jan McNaughton in addition to the usual offerings of Harry's Hofbrau. The Hofbrau was beautifully decorated to bring everyone into the Holiday spirit.

Those present were: Rich & Georgia Bouska, Bob & Roz Clinton, Gerry Delisle, Rich & Cyndi Erhardt, Bob Kallestad, Jan McNaughton, George Mendonca, Bob & Dee Norris, Craig Norris, Cleve Spring, Chuck Stamschror, Jerry & Krista Terstiege, Isabell Traube, 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. *DL 'Larry' Wright*

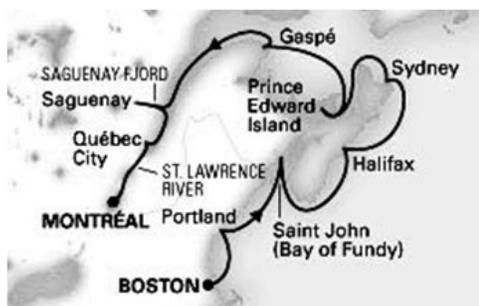
The San Francisco Bay-Siders (January) RUPA Luncheon

We started the New Year with a modest turnout of twenty-four members and three guests. We were pleased that long time retiree, Bill Hartman, was able to join us.

In attendance were: Rich & Georgia Bouska, Bob & Roz Clinton, Gerry Delisle, Carol Gillett, Bill Hartman, Dick & Jeri Johnson, Bob Kallestad, Bill Madsen, Jan McNaughton, George Mendonca, Ken Miskow, Hank Morales, Walt & Mary Ramseur, Cleve & Rose Spring, Jerry Terstiege, Gene & Carol Walter, Larry & Pat Wright, and three family guests.

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

2016 RUPA CRUISE



There has been a price increase for this cruise; **fortunately, Jerry is able to keep the prices as published here, but there is no guarantee how much longer he can keep them; hopefully for a few more months.** As of this date, over 50 RUPA members and their friends have signed up to sail with us. Because of the size of our group, Holland will give us an additional cocktail party (that makes 2 free parties) and a dinner in the Canelletto restaurant.

Come join us on this RUPA Cruise which is the "TEN DAY CANADA & NEW ENGLAND DISCOVERY" cruise with Holland

America, departing Boston Massachusetts August 24, 2016 and arriving in Montreal, Canada September 3rd. After Boston the first port of call is Portland Maine, then on to Saint John (Bay of Fundy) New Brunswick, Halifax Nova Scotia, Sydney Nova Scotia, Charlottetown Prince Edward Island, Gaspé Quebec, Cruise the gulf of St. Lawrence, Saguenay Quebec and the Saguenay Fjord, Quebec City Quebec, and then to Montreal. I'm sure most of us have heard of the Bay of Fundy. It has the world's highest vertical tidal effect, 50ft every 6+ hours, so with a stop here we should be able to witness the river flowing backward some time during the day. There are other key port highlights on this cruise. Halifax: Known for its craggy coastlines, fabled Peggy's Cove, and the striking German village of Lunenburg, so meticulously restored it has been designated a UNESCO World Heritage Site. Nova Scotia is home to over 160 historic lighthouses and these majestic beacons can be found throughout the province. One of Nova Scotia's most well-known lighthouse and maybe the most photographed in Canada is Peggy's Point Lighthouse. Sydney: A hundred thousand Gaelic welcomes await you in Nova Scotia, Latin for 'New Scotland'. There are highland villages to visit, the scenic Cabot Trail to explore, and the Fortress of Louisbourg to inspect - where every barn, barracks, pipe and drum corps appear just as it did when King Louis' troops occupied the site in 1744. Charlottetown: PEI may be Canada's smallest province but it is big on history and attractions. It is here that the famous Conference of 1864 was held which resulted in the creation of the Canadian confederacy. Learn all about it on a walking tour of Charlottetown, the provincial capital. Quebec City: Holland America Line's #1 rated port for the past few years. It is a tree-lined "Champs-Elysees", buttery croissants, the lilt of French, and a grand chateau on the river. Is this Canada or France? It is both - a bastion of French culture in North America and where impassioned Quebecois hold dear their history, and language.

Pricing for this cruise is as follows if booked by October 1st 2015

| | | | | | |
|----------------|-----------|---------------|-----------|----------------|-----------|
| Suite SA | \$5,549pp | Suite SB | \$5,324pp | Cat A Verandah | \$3,649pp |
| Cat B Verandah | \$3,499pp | Cat E Outside | \$1,859pp | Cat L Inside | \$1,599pp |

Other categories are available. Taxes and port charges are \$314.72pp subject to change.

The prices now include at two cocktail parties and a bottle of sparkling wine in your cabin.

A deposit of \$600pp is required to hold the cabin of your choice and is fully refundable until 75 days prior to departure. If you have made a future cruise deposit, your deposit requirements for this cruise have already been taken care of. If lower prices become available, you will be rebooked at the lower rate.

For more details on this cruise, go to the Holland America website; Under Plan a Cruise, select Canada/New England, select Aug. 2016 for the Date, and select 9-16 days for the Duration. Check out the 10-Day Canada & NE discovery Cruise aboard the MS Rotterdam. There definitely is an advantage to booking early as you can request the particular cabin you want. Go to the Holland America web site and click on: On Board, then click on: Rotterdam deck plan and you will see all the decks and the various cabin layouts and categories as well as the all the public areas on the ship. This departure date is too early in the year to be a Fall Color cruise but who knows, there may be some color.

We are working once again with Jerry Poulin at Jerry's Travel Service. If you have any questions, please call him at 1-800-309-2023 access code 33, or gpsp@aol.com.

One reason we selected this cruise is it does not require a long overseas flight to or from the departure or arrival points.

Submitted by: Rich Bouska, Phone: 925-443-4339, rbouska1@comcast.net

A message from Oscar



To my United Family -- Greetings and Happy New Year! I hope you had a wonderful holiday. My family and I are deeply grateful for your thoughts and prayers. It's given us strength and lifted our spirits. I'm excited to let you know that today I'm headed to my Chicago home following my heart transplant. With the help of the amazing and caring team at Northwestern Memorial Hospital, I feel as strong as ever. My doctors have been impressed with my progress and foresee a quick recovery. I feel great, and it won't be long before we are working side by side again. Until that time, I expect to participate in key meetings and be involved in strategic planning.

My new heart makes me feel like I've been given a new set of wings, and that reinforces my confidence that, with the wings we all share, we can soar in our quest to make United a great airline for our customers and a cherished place to work. I will be relying on this sense of team purpose as I transition back. We have some important decisions ahead of us, and we can move forward with the necessary boldness only if we have a shared trust, confidence and respect.

I know that a lot of you spent time away from family and friends these past few weeks getting our customers home to their loved ones. Thank you. Your hard work in the face of challenging conditions was exceptional, and our customers noticed. I couldn't be more proud of what you did and am pleased to share that we received our highest customer satisfaction performance for the holiday period in more than three years! It's a fantastic achievement.

As I thought about my return, I gave careful consideration to what greater things we can do together, and that has spurred my recovery. We've made a lot of positive changes these past few months thanks to your efforts. Take pride in these accomplishments and our success. Remember, even better days lie ahead if we stay focused on consistently earning our customers' trust. Keep up the great work, and I look forward to seeing you soon.

Warmly, *Oscar*

United Employee Travel Center expands hours, simplifies email

UNITED



The Employee Travel Center (ETC) has enhanced its services with increased hours of operation in its call center and simplified email communication. ETC has introduced a 7-7-7 model – taking calls 7 days a week between the hours of 7 a.m. and 7 p.m. CT.

The ETC will also streamline email communication by providing a single address – ETC@united.com – for all travel inquiries, including dependent document verification and travel payroll deduction questions. It is no longer necessary to use the Employee Information Services (EIS@united.com) or Employee Pass Charges (EPC@united.com) email addresses.

“The expansion and simplification of support services provided by the Employee Travel Center are part of the company’s commitment to improving the experience that employees have with their travel privileges,” said VP Total Rewards Anthony Scatton.

In addition to the phone and email support provided by the ETC, you can also access Flying Together > Travel 24/7 to find policies, procedures, Q&As and our booking tools - [employeeRES](#), [mobileRES](#) and the United Pass Line.

As a reminder, here is the ETC’s contact information:

From the U.S.: 877-UAL-ESC9 (877-825-3729)

From outside the U.S.: 847-UAL-ESC9 (847-825-3729)

ETC@united.com

Michelle Pritchett -- Employee Travel Policy and Procedures Representative, Human Resources

United Airlines 2016 Fleet Plan



We are now getting our first look at United's 2016 fleet plan. Some of the highlights include United taking delivery of older ex-China Southern A319 aircraft as well as new 737-900ERs, Dreamliners, and its first 777-300ER.

A319: United operates 55 A319s in its fleet, and in 2016 the airline plans to take delivery of 9 of the 14 ex China Southern aircraft leased from AerCap, with the option of adding 11 more used A319s in the coming years. Meanwhile, United will continue to install its new first class seats on its Airbus fleet, and it expects all of its A319 aircraft to have the new seats by the first half of 2017. So far, only 1 A319 has the new seats. All of the A319s are equipped with the new Slimline economy seats as well as WiFi. All first class and Economy Plus seats will be equipped with power as United installs its new first class seats on the planes.

A320: United has 97 Airbus A320 aircraft in its fleet. The only changes to A320 fleet is the installation of its new first class seats which United expects all Airbus aircraft to have by the first half of 2017. A few A320s already have the new seats. All of the A320s are equipped with the new Slimline economy seats as well as WiFi. All first class and Economy Plus seats will be equipped with power as United installs its new first class seats on the planes.

737-700: There are 40 Boeing 737-700 aircraft in United's fleet. In 2015, the airline added 2 -700s to its fleet from Copa Airlines and two other ex-Copa -700s from a lessor. United is in the middle of installing Satellite Ka U.S. Wi-Fi on its fleet as well as Split-Scimitar winglets. Additionally, United will be moving 3 of its Guam based -700s (3720, 3734, and 3735) back to USA operations while moving 4 U.S. based -700s (3712, 3723, 3726, and 3727) to Guam. Lastly, the carrier will begin installing Slimline seats on the type this year. Most of the -700s have in-seat power in first class as well as Economy, and other than the newly acquired -700s, they all have Direct TV. Also, all U.S. based -700s have WiFi with the others due to have it installed soon.

737-800: United has 130 737-800s in its fleet. 10 are currently based in Guam, but two of the 10 are slated to return to the domestic/U.S. side next year. United is in the middle of installing its -800s with the new slimline economy seats, and hopefully, it should have them on all of its -800s by the end of 2016. Additionally, United will continue to install Split-Scimitar winglets on all of its -800 aircraft, and it has finished equipping all -800s other than the Guam based planes with WiFi this year (with the Guam based planes to receive WiFi next year).

737-900/900ER: United has 12 -900s and 128 -900ERs in its fleet. In January and February, United will take delivery of the two final -900ERs it has on order. Meanwhile, United will continue outfitting its -900s and -900ERs with the new slimline seats as well as Split-Scimitar winglets. All of the -900/-900ERs are equipped with WiFi, and all 128 -900ERs are equipped with power at the seats while the 12 -900s just have power in first class and Economy Plus.

747-400: United has 22 Boeing 747-400s in its fleet. One is reportedly scheduled to leave the fleet in January, and two are set to leave the fleet in Summer 2016. Two more are scheduled to exit in 2017 as well as two more in 2018. Minus the fleet exits, no other changes to the 747 fleet are expected.

757-200: There are 74 757-200s in United's fleet as of now. The remaining 4 domestic-configured legacy United 757-200s (24/50/108) will be retired by April 2016 at a rate of one per month. Other than the retirements, there are no other changes to the 757-200 fleet. Other than the four that are due to leave the fleet soon, all 757s are equipped with WiFi as well as in-seat 110V power.

757-300: There are 21 757-300s in United's fleet. United should finish the installation of power ports in First and Economy Plus sometime next year and WiFi in the first half of 2016.

767-300ER: There are 35 767-300ERs in United's fleet. The 21 three-cabin 767-300ERs were slated to be retired soon, but United announced that it will keep them and reconfigure them into its two-class configuration. At the moment, it is not known when the conversion process will begin.

767-400ER: There are 16 767-400ERs in the fleet, and there are no planned changes to them in 2016. All aircraft are now equipped with WiFi.

777-200/200ER: There are 74 777s in United's fleet. Nine are used on flights to/from Hawaii, and they will be reconfigured for domestic operations, together with 10 more of the type. These aircraft are intended for domestic widebody flights, starting in February 2016. Once the nine planes that are used for Hawaii flights are reconfigured, all 777s will have WiFi.

777-300ER: United has 10 777-300ERs on order, and the airline expects to receive its first in late 2016. There will be 60 BusinessFirst, 110 Economy Plus, and 196 Economy seats.

787-8: United has 12 787-8 Dreamliners in its fleet. The only change expected for 2016 is the addition of WiFi to the rest of its -8 Dreamliners as only 2 are currently equipped with it.

787-9: United currently has 13 787-9 Dreamliners in service, and it will take delivery of the remaining five -9s it has on orders. 3 of the 5 will arrive in the first quarter with the other two expected to arrive in June.

Other Fleet News: United expects to begin taking delivery of its first Boeing 737 MAX 9, 787-10, and A350-1000 in 2018. Additionally, it appears that all of United's mainline aircraft should have WiFi on-board once the remaining 787s, 737-700s, and 737-800s have it installed.

United Express Fleet Update: United will continue to install WiFi on its CRJ-700s and E-175s; so far, a few dozen already boast WiFi. Additionally, United will retire all of Republic's Q-400 flying by the end of 2016, and CommutAir will begin picking up some ERJ-145 flying next year.

UAL welcomes agreement to reinstitute US-Cuba air service



CHICAGO, IL – United Airlines issued the following statement after the U.S. and Cuban governments agreed to reinstitute scheduled air service between the two nations.

“United Airlines congratulates the U.S. and Cuban governments on reaching this historic arrangement, which will strengthen ties and economic development between the two countries. We look forward to offering service between our global gateways and Cuba as soon as we have approval to do so.”

United equips airport service reps with Apple's iPhone 6 Plus



United announced that it is equipping its more than 6,000 hub-based customer service representatives in the company's US-based hubs with Apple's iPhone 6 Plus, enabling agents to meet customers' needs more quickly while having access to additional operational information at their fingertips. The iPhones will enable agents to assist customers who have checked into their flights with several pre-departure actions, including printing boarding passes and baggage tags anywhere in the airport. Customer service

representatives will also be able to assist customers with alternate flight options, helping employees at customer service locations provide additional attention to those with more complex needs.

Future enhancements will include tools to provide full check-in capabilities in airport lobbies and the ability to offer customers much of the same functionality as traditional airport kiosks.

"Our employees told us they needed better tools to serve our customers, especially during severe weather and busier travel times," said Jon Roitman, United's senior vice president of airport operations. "We have seen great success with the custom-made tools on the iPhone 6 Plus and believe expanding the use of a smart phone device with other applications is a great investment in our employees."

WHEN YOU'RE DEAD,
YOU DON'T
KNOW YOU'RE DEAD.
IT'S ONLY DIFFICULT FOR OTHERS.

IT'S THE SAME WAY WHEN
YOU'RE STUPID.



Pass Travel UPDATE " " December 01, 2015

1) What about enrolling Buddies? Primary Friends? Others?

Please remember: Retirees do not have buddy travel, only “co-workers” have buddy travel. Retirees do not have Primary Friends, only “co-workers” (without a spouse or domestic partner) can designate a Primary Friend."

Retirees' Eligible Pass Riders are: spouse or domestic partner, parents, children less than 26 years old and up to two Enrolled Friends.

Information about eligible pass riders: [FlyingTogether>Travel>TravelPolicies>EligiblePassRiders](#)

Changes (i.e. marriage, divorce, birth or death) to a retirees' spouse, domestic partner, parents or children are considered “life events” that can happen at any time during the year. Such changes must first be certified by Aon Hewitt (may take 7-10 days). Contact Aon Hewitt via the YBR (Your Benefits Resources) portal on [Flying Together>EmployeeServices](#) or call the Benefits Svc Center, 800-651-1007. Aon Hewitt will then send their record to United's dependent management system and you are responsible to activate or deactivate them for travel privileges, if applicable.

2) Employee Travel Center expands hours, simplifies email!

The Employee Travel Center (ETC) has enhanced its services with increased hours of operation in its call center and simplified email communication. The ETC introduce a 7-7-7 model – taking calls 7 days a week between the hours of 7 a.m. and 7 p.m. CT.

ETC also streamlined email communication by providing a single address –ETC@united.com – for all travel inquiries, including dependent document verification and travel payroll deduction questions. It is no longer necessary to use the Employee Information Services (EIS@united.com) or Employee Pass Charges (EPC@united.com) email addresses.

The expansion and simplification of support services provided by the Employee Travel Center are part of the company's commitment to improving the experience that employees have with their travel privileges. In addition to the phone and email support provided by the ETC, you can also access Flying Together > Travel 24/7 to find policies, procedures, Q&As and our booking tools - [employeeRES](#), [mobileRES](#) and the United Pass Line.

As a reminder, here is the ETC's contact information:

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From outside the U.S.: 847-UAL-ESC9 (847-825-3729)

ETC@united.com!

3) MAXIMIZE your Pass Travel options: Mileage Plus and the United app

Flying space-available is the most affordable option: It's free in economy, you can check 2 bags gratis and, if there's space in a premium cabin, you may list and ride like royalty for “pennies”. BUT...sometimes flights are full and you're left at the gate. :-("

So, when you've really gotta go and the loads look tight, the tough get going positive space on myUAdiscount tickets. You may be able to book a seat in any cabin (FC, BC, ECY) and it's a reserved seat with two free bags and a discount. True, you can't get upgraded for pennies, BUT, hang on, maybe you can! If you're a Mileage Plus member you'll accrue miles when flying on myUAdiscount tickets. Once you fly enough miles you may be able to use those miles to a premium cabin!"

And now you may link your u-ID to your MileagePlus number, making it possible to use the United app without having to manually enter your PNR.

Simply go to [employeeRes > Quick Links > Employee Profile](#) and add your MileagePlus number to your profile. Wait 24 hours for it to take effect.

Once that's done, all your trips -- myUADiscount and standby bookings -- will appear in the United app when you sign in with your MP #. You'll be able to use the app to:"

- Check in,
- View your boarding passes and flight status,
- View the seat map and assign/change seats for positive-space travel,
- View your position on the standby/upgrade lists and
- View passenger boarding totals.

And if you're a United Club member you'll be able to enter the club with only your boarding pass -- no need to show additional credentials."

At this time a retiree's spouse or enrolled friend can call 1-800-United-1 to have their MP account number added to their myUADiscount PNR.

In the coming months, the ETC hopes to make it possible to book pass travel through the United app."

Some retirees are using the United Explorer card to rack up MP miles when buying stuff...then they upgrade to a premium seat when flying on myUADiscount tickets. Click the links for more information:

myUADiscount ticketing

MileagePlus Sign up (it's free).

4) ZED travel moves to one platform; new airlines being added!

We have begun transitioning all of our other-airline ZED agreements to the myIDTravel platform. Not only will this give you a one-stop, streamlined process, but you will be able to view flight statuses with happy, sad or neutral face indicators, see the policies and procedures from the other airlines and request a refund, all within the same tool. (If a carrier doesn't use myIDTravel, you will still be able to buy tickets through the tool, though you won't be able to view their loads.)"

With this new tool we have recently introduced our first Brazilian carrier for pass travel, Azul (AD), and have reinstated agreements with Scandinavian Airlines (SK) and Air France (AF).

Two new carriers -- Virgin Australia (VA) and Virgin America (VX) -- have been added; Hong Kong Express (UO) is being reinstating and we are negotiating with additional carriers to give you even more travel options.

In 2016 we will be reviewing all our travel agreements with the intention of adding business cabin whenever possible. However, some carriers don't offer business class to their own employees and therefore can't provide it to us.

Questions about Other Airline Travel? Go to <http://www.rafa-cwa.org>

5) International SOS App

The International SOS Program to which United is subscribed has developed an assistance App. for your Smartphone.

As the only medical and travel security app integrated into a global assistance infrastructure, you will have a world of capability in your hands.

The App provides:

- One-click dialing to the nearest International SOS Assistance center for whenever the need for help or advice arises.
- Instant access to the latest medical and security alerts for your current location from International SOS and Control Risks (with the capability to browse alerts for other locations)
- On-the-go access to Travel Security Online and Medical Country Guides without the need to type in a membership number.
- An electronic copy of our membership number - so it's always at hand.

The International SOS Assistance App is available on Android, BlackBerry, and iPhone devices. You will

need to have United's membership number to activate and to use the App. United's membership number can be found on your Membership card which was mailed to your home or you can find it on United's Flying Together website.

To download the International SOS app as well as other useful apps, please visit <http://unitedafa.org>. Have you seen our RAFA website? Check out the Travel Benefits tab: <http://www.rafa-cwa.org>

Compiled by Kirk Moore, RAFA Travel Benefits Committee: 12/01/2015

The Winter Pass Travel Newsletter

The Winter Pass Travel Newsletter can be found on Flying Together > Travel > right hand side of the page under More Information.

U.S. Airlines Face Uphill Struggle Against Mideast Rivals

By Jad Mouawad/The New York Times



For the past year, the nation's three largest airlines — Delta, United and American — have waged a relentless campaign to convince the government that their business is threatened by Persian Gulf-based carriers who receive billions of dollars in state subsidies. The airlines have pressed the government to freeze all new flights from their three foreign rivals — Emirates, Etihad and Qatar Airways — and would ultimately like to change the pacts, known as open skies agreements, that allow unlimited flights between the United States and the United

Arab Emirates and Qatar. “We recognize how it is a difficult issue for our government to tackle right now,” said Doug Parker, the chairman and chief executive of American Airlines. “But our country will end up with no global service from U.S. airlines if nothing is done. That’s the threat.”

But after months of arguments and quiet lobbying, accusations and rebuttals, and millions spent to sway public opinion, the airlines have managed to attract some support, including from their unions. But they have also galvanized their opponents, angered other airlines, airports and consumer advocates who say open skies are good for travelers and business. The campaign has raised questions about the state of the domestic airline industry, which is earning record profits: Have the airlines gained too much power after their mergers and are they now trying to change the rules of the game? More fundamentally, should the nation's air service policy favor the interests of a few major domestic carriers or should it preserve open competition for the benefit of the flying public? “People are getting very polarized about this,” said David Scowsill, the president and chief executive of the World Travel and Tourism Council, a London-based trade and research group. “It’s a commercial battle between airlines focusing on customers, and airlines whose focus is on profits.”

Meanwhile, the gulf carriers have added more flights to the United States and increased seat capacity, even as domestic airlines have cut back some of their international service. Since the beginning of the year, Emirates has started a new daily flight to Orlando, Fla., and added second daily flights to Boston and Seattle. The airline now connects 10 cities with its hub in Dubai, and operates a direct flight between New York and Milan. Etihad, which flies six or seven daily flights to the United States, depending on the day, has introduced the Airbus A380 double-decker on one of its two daily flights between Abu Dhabi and New York. And Qatar Airways, which has seven daily flights to Doha, plans to add three new destinations next year — Atlanta, Boston and Los Angeles — as well as a second daily flight to New York.

The American carriers, for their part, said the competition from the gulf carriers has forced them to abandon most flights to the Middle East or India, because they cannot compete with the lower fares offered. Delta said in October that it would drop its only daily flight between Atlanta and Dubai in February, blaming distorted competition from its gulf rivals. United said Wednesday that it would stop flying to Dubai in January. Its announcement came after the General Services Administration chose to award the government contract on flights between Washington and Dubai to JetBlue. The flights, though, will be operated by Emirates, the carrier's code-share partner, because JetBlue does not fly to the Middle East. American carriers have also abandoned direct flights to India. United is the only carrier with a nonstop flight between Newark

and Mumbai. American Airlines dropped its direct flight between Chicago and New Delhi in 2012, and said it flies only about 20 passengers a day to India from the United States through London. Delta ended its direct flights years ago.

Critics warn that meddling with open skies agreements, a mainstay of aviation policy for more than two decades, could lead to reprisals, and produce unintended consequences for airlines that have commercial ties with the gulf carriers or cargo companies that use places like Dubai as global trading hubs. “Breaking up open skies would be so harmful and so shortsighted,” said Roger J. Dow, the president of the U.S. Travel Association. “If we cut off growth from the three Middle East carriers, we cut off growth to parts of Asia, India and Africa. It would be the biggest mistake we’d be making.” A rival group of smaller airlines and major air cargo companies came together recently to oppose any attempt to review open skies agreements. “It’s important to realize this isn’t the United States against the U.A.E. and Qatar, it is three U.S. airlines who favor protectionism over competition,” the top executives of JetBlue, Hawaiian Airlines, FedEx and Atlas Air wrote in a recent opinion column for The Hill.

The gulf carriers dispute that the backing they get from their state-owned shareholders amounts to illegal subsidies, or that they have failed to provide fair and equal opportunity for carriers of each country to compete, as is called for under the agreements. Instead, they described the campaign against them as an attempt by United States airlines to protect their lucrative trans-Atlantic routes, which they operate under joint-venture deals with European airlines. “We’ve been very clear we don’t damage the U.S. airlines,” said James Hogan, the chief executive of Etihad Airways. “We create access to parts of the world where you don’t see American carriers.” The government has said it is examining the case seriously, and could still rule either way.

Government officials face a tricky decision that goes well beyond the legal definition of what constitutes a subsidy. They must weigh the economic benefits of trade and tourism generated by the gulf carriers, as well as cargo operations in the gulf, and figure out whether domestic carriers have been harmed by their rivals. Many airlines around the world receive subsidies or backing from their governments, including all of the major Chinese state-owned carriers, for instance.

Still, the American carriers are not without their own strengths. Through joint ventures with European airlines they have established routes to Europe that are nearly impregnable, and have been granted antitrust immunity to do so. Also, they face no competition on flights between the United States and China, much of Africa, and South America. And no foreign airline can operate flights within the United States.

Any decision is bound to leave some bitterness. Since it involves treaties with foreign countries, the matter is a complex affair involving the secretaries of state, transportation and commerce, as well as trade officials, antitrust officials and White House economic policy officials. Adding to the difficulty, the Department of Justice, which has been investigating whether the big United States airlines have engaged in price collusion, recently suggested that the demands from the big three carriers would result in less choice for consumers.

While there are signs that a resolution may be near, a decision could still be pushed down the road. A separate application by Norwegian Air Shuttle to expand low-cost service out of Ireland to the United States has been delayed for two years by the Department of Transportation, a delay that suggests the administration is unwilling to shake up the current airline status quo.

Brian F. Havel, the director of the International Aviation Law Institute at DePaul University in Chicago, said that in the end, the government may favor a compromise, like limiting the number of cities that gulf carriers can fly to. “I think the gulf carriers have read the open skies agreement correctly when they say there is no specific provision with respect to subsidies, but there is a section on predatory pricing,” Professor Havel said. “This has to be sliced and diced cautiously.”

*Have you ever just looked
at someone and knew
the wheel was turnin' but..
the hamster was dead?*



T.S.A. Closer to Rejecting Some State Driver's Licenses for Travel



The citizens of several US states may soon find that they can't use their drivers' licenses to get into federal facilities or even board planes. Enforcement of a 2005 federal law that sets identification standards, known as "Real ID," has been long-delayed. The "Real ID" law requires states to implement certain security features before they issue IDs and verify the legal residency of anyone to whom they issue an ID card. The nine states and several US territories involved are: Alaska, California, Illinois, Missouri, New Jersey, New Mexico, South Carolina, and Washington. Puerto Rico, Guam, and the US Virgin Islands.

The federal government can't force state licensing agencies to change their practices to conform to Real ID standards. But it can stop those with state-issued IDs from using them to enter federal facilities, such as military bases, or to board commercial planes. The DHS has told states that the law will be implemented in 2016. However, any restrictions on air travel won't go into place without at least 120 days' notice, and no state has received such a notice yet. In several states, however, restrictions on entering federal buildings could start as early as Jan. 10. According to recent DHS data, most states are either in compliance with Real ID or have made enough progress that DHS has granted them extensions until at least October.

In some states, the reason for lack of compliance isn't incompetence or bungling, but active opposition. Missouri passed a law in 2009 forbidding state officials from implementing the law. The same year, Minnesota lawmakers not only barred implementation of Real ID but prohibited "preliminary measures like negotiations with federal officials related to the requirement," according to a report in the Minneapolis Star-Tribune.

Some state lawmakers opposed Real ID because of privacy concerns, while others denounced the law as an "unfunded mandate" requiring states to change their licensing practices without providing any money to implement the changes.

Passengers who do not have a compliant type of identification will have to produce another type of government-approved identification. The New York Times reports that TSA is considering how to deal with a situation in which some state IDs become invalid for [air](#) travel.

TSA has changed the rule for airline passenger screening at U.S. airports



TSA has changing the rule. Passengers wanting to board a plane at a U.S. airport can now be forced to go through a full-body scanner. In the past a passenger was able to opt out to be searched by hand. The reason: Unlike metal detectors, full-body scanners can detect non-metal objects, which became an increasing concern after various airliner bombing attempts in the 2000s.

A full-body scanner is a device that detects objects on a person's body for security screening purposes, without physically removing clothes or making physical contact.

Generally, this is generated by creating a detailed image of the person's naked body and any non-clothing artifacts on their person. Depending on the specific technology, the operator may see an alternate-wavelength image of the person's naked body, or merely a cartoon-like representation of the person with an indicator showing where any suspicious items were detected. For privacy and security reasons, the display is generally not visible to other passengers, and in some cases is located in a separate room where the operator cannot see the face of the person being screened.

Paris' Orly Airport shut down because of software glitch



But, hey, it still runs "Minesweeper" Just fine. Last November, France's busiest domestic airport, Paris' Orly, had to be shut down because of an unusual software glitch. It turns out the computers used by air traffic controllers run on Windows 3.1, an operating system that came out in 1992. According to Vice News, the application software running on it is so antiquated that only three people in Paris know how to work on it, and one is retiring next year. France's Transport-Minister has promised that the equipment will be upgraded by 2017. Windows Vista, anyone?

FAA: Charlotte leads in NextGen air traffic improvements



CHARLOTTE, NC - North Carolina was “first in flight” when the Wright Brothers took to the skies at Kitty Hawk, and now it’s leading the way to the next generation of air traffic control. NextGen procedures are helping flights operate more efficiently at Charlotte Douglas International Airport (CLT), improving on-time performance and decreasing emissions. The Charlotte Metroplex project includes new arrival and departure procedures for CLT and surrounding airports in North Carolina, South Carolina and southern Virginia. Procedural changes in Charlotte are at altitudes between 3,000 and 14,000 feet and do not affect the airport’s voluntary noise abatement procedures.

Metroplex initiatives such as this are a key element of the FAA’s NextGen air traffic control modernization, which is replacing decades-old ground-based navigation with more precise procedures based on satellite navigation. Similar projects are in place or underway in 12 major metropolitan areas nationwide. Based on July 2015 data, the FAA estimates the changes in Charlotte will result in 28,000 fewer metric tons of carbon in the air each year, which is equivalent to removing more than 5,000 cars from the road. Airlines will consume 3.3 million fewer gallons of aircraft fuel, valued at about \$9.4 million.

Charlotte Douglas presents unique challenges, with limited space for aircraft to maneuver after they push back from the gate. Taxiways also are congested as aircraft move to and from the runways. The FAA, in collaboration with air carriers and the airport, is working with the National Aeronautics and Space Administration (NASA) to develop the nation’s most sophisticated system for managing arrivals and departures. When completed, the airport will be among the most efficient in the country, reducing the amount of time that airplanes spend on taxiways generating noise and emissions.

Charlotte is among the first airports to use Data Communications, which operates much like text-messaging between air traffic controllers and flight crews for routine communications such as clearances, instructions, advisories, and flight crew requests. Data Comm enhances safety by enabling controllers to give more timely and effective clearances. Better communication improves controller and pilot productivity, which enhances airspace capacity and reduces flight delays. Air traffic controllers currently use radio voice communications to give clearances and other flight information to pilots.

FAA announces small UAS registration rule



WASHINGTON, DC – The US Department of Transportation’s Federal Aviation Administration (FAA) today announced a streamlined and user-friendly web-based aircraft registration process for owners of small unmanned aircraft (UAS) weighing more than 0.55 pounds and less than 55 pounds including payloads such as on-board cameras.

The Registration Task Force delivered recommendations to FAA Administrator Michael Huerta and Transportation Secretary Anthony Foxx on November 21. The rule incorporates many of the task force recommendations. “Make no mistake: unmanned aircraft enthusiasts are aviators, and with that title comes a great deal of responsibility,” said U.S. Transportation Secretary Anthony Foxx. “Registration gives us an opportunity to work with these users to operate their unmanned aircraft safely. I’m excited to welcome these new aviators into the culture of safety and responsibility that defines American innovation.”

Registration is a statutory requirement that applies to all aircraft. Under this rule, any owner of a small UAS who has previously operated an unmanned aircraft exclusively as a model aircraft prior to December 21, 2015, must register no later than February 19, 2016. Owners of any other UAS purchased for use as a model aircraft after December 21, 2015 must register before the first flight outdoors. Owners may use either the paper-based process or the new streamlined, web-based system. Owners using the new streamlined web-based system must be at least 13 years old to register.

Owners may register through a web-based system at: www.faa.gov/uas/registration

Registrants will need to provide their name, home address and e-mail address. Upon completion of the registration process, the web application will generate a Certificate of Aircraft Registration/Proof of Ownership that will include a unique identification number for the UAS owner, which must be marked on

the aircraft.

Owners using the model aircraft for hobby or recreation will only have to register once and may use the same identification number for all of their model UAS. The registration is valid for three years.

The normal registration fee is \$5, but in an effort to encourage as many people as possible to register quickly, the FAA is waiving this fee for the first 30 days (from Dec. 21, 2015 to Jan 20, 2016).

“We expect hundreds of thousands of model unmanned aircraft will be purchased this holiday season,” said FAA Administrator Huerta. “Registration gives us the opportunity to educate these new airspace users before they fly so they know the airspace rules and understand they are accountable to the public for flying responsibly.”

The online registration system does not yet support registration of small UAS used for any purpose other than hobby or recreation – for example, using an unmanned aircraft in connection with a business. The FAA is developing enhancements that will allow such online registrations by spring of 2016.

Boeing completes detailed design for 787-10 Dreamliner



Boeing has completed detailed design for the 787-10 Dreamliner, achieving another major milestone in the development of the newest and longest member of the 787 family. Boeing engineers reached the key milestone nearly two weeks ahead of schedule. The milestone is critical to every development program because it means the information needed to build parts and tools for assembly has been completed and released for fabrication or procurement. Major assembly of the 787-10 begins this year, followed by first flight in 2017 and first delivery

in 2018.

"With the 787-10, we are building upon our experience and the 787-9 design itself to create this newest member of the super-efficient 787 family," said Ken Sanger, vice president of 787 Airplane Development. "Through our dedicated team and our disciplined processes, we have optimized the design for the needs of the market and are excited as we look forward to production."

As a straightforward stretch of the 787-9, which entered service in 2014, Boeing designed the 787-10 for superior efficiency as well as maximum commonality. Ninety-five percent of the design and build of the 787-10 and 787-9 will be identical, reducing complexity, cost and risk across the production system and providing operational benefits to customers.

The 787-10 is the third and longest member of the 787 family. With a range of 6,430 nautical miles (11,910 km), the 787-10 will cover more than 90 percent of the world's twin-aisle routes at a whole new level of fuel efficiency: 25 percent more fuel efficient than the airplanes it will replace and at least 10 percent better than anything offered by the competition for the future.

To date, the 787-10 has logged 164 orders from nine customers around the world, accounting for 14 percent of all 787 orders.

Boeing statement on China Southern Airlines 80 737s purchase



Boeing is pleased that China Southern Airlines has announced a commitment to purchase 80 737s. The commitment includes a combination of 30 Next-Generation 737s and 50 737 MAX airplanes, valued at \$8.38 billion at current list prices.

"China Southern's commitment is a solid endorsement of the popularity of the Next-Generation 737 and 737 MAX," said Ihsane Mounir, senior vice president, Northeast Asia Sales, Boeing Commercial Airplanes. "We share an enduring partnership with China Southern and we are excited to see that the 737 airplanes will play an important role in their continued success."

Delta says “Check this box if you'd rather try another airline”



Many of us suspect that airlines deliberately make flying on cheap fares as disagreeable as possible so we'll pay for upgrades. This year, Delta Air Lines pretty much came right out and admitted it.

As the Los Angeles Times reported in August, passengers buying basic economy fares on Delta's website must now check a box acknowledging they're likely to have a lousy flight.

By checking the box, they acknowledge that they'll be the last to board, they'll be the last to have a shot at overhead bin space, they will get no seat assignments, they will get no refunds, they're not eligible for ticket changes, they're not eligible for early boarding and they can make no standby travel changes.

Delta spokesman Anthony Black told the Times that the purpose was not to shame passengers into upgrading but "to make people aware of what they are buying."

Celebrities Will Evade Fans and Photographers at LAX Lounge



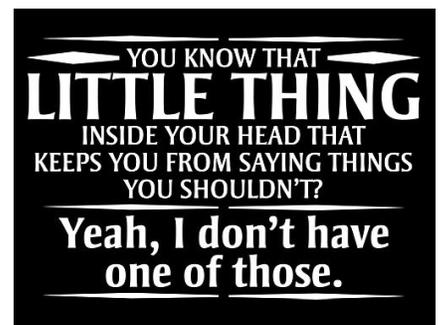
LOS ANGELES — Kanye West has had words (and more) with photographers chasing him at Los Angeles International Airport; a friend of the actor Jared Leto tangled with one, and the list goes on and on. Soon celebrities coming through the airport will be able to avoid the paparazzi — and security lines, the long walk to gates and contact with autograph-seekers — now that a plan has been approved to set up a private lounge for the rich and famous. Under the proposal, approved by the Board of Airport

Commissioners, a security firm that caters to the 1 percent will turn an old cargo facility into a special lounge for those who can afford it, to open as early as next spring. For a fee that will most likely run to about \$1,800 per trip, a movie star, sports legend, diplomat, business magnate or regular private citizen who craves privacy will be able to enter through a private gate, avoid the infamous airport traffic, and wait far from the crush of people at the central terminal of the airport, which is known as LAX. They will be shuttled from the lounge to their flights and back to the lounge upon return, and receive various other amenities to be determined.

“We’ve had a lot of issues of the years with paparazzi around celebrities making it difficult for other passengers,” said Sean Burton, president of the Board of Airport Commissioners. “We’ve had incidents where paparazzi have knocked people over. We had one incident when someone in a wheelchair was knocked down.” Ordinary passengers will also benefit, Mr. Burton said, because the lounge will help allay the crowding, pileups at security and occasional violence that follow movie stars at the airport.

A private celebrity security firm, Gavin de Becker & Associates, will build and run the lounge, which is expected to bring in \$34 million for the airport over 10 years, and help fund a major airport expansion, which includes a project to connect the airport to the region’s rail system. The lounge in Los Angeles is to be modeled on one at Heathrow Airport in London, which was originally designed for the royal family before opening to the general public for a fee starting at 2,000 pounds, or about \$3,000. At Heathrow, those who use the special lounge do not have to wait in line at security or customs; such details are still being figured out for Los Angeles.

Other major airports around the world have also added such amenities in recent years — Dubai, Amsterdam and Paris are among the cities that have them — but Los Angeles International will be the first in the United States. Gavin de Becker has also expressed interest in expanding the celebrity lounge program to Kennedy Airport in New York and airports in Miami and elsewhere. Mr. Burton said it was fitting that the first lounge of this type would be in Hollywood’s backyard. “With all the celebrities that come in and out of the airport,” he said, “we really do think it will benefit all passengers at LAX.”



Intentional acts, not accidents, cause more airline deaths in 2015

By Joan Lowy/Associated Press



Malicious acts surpassed accidents as the chief cause of airline deaths worldwide in 2015 for the second year in a row, according to an industry tally. There were only eight accidental airline crashes last year accounting for 161 passenger and crew deaths - the fewest crashes and deaths since at least 1946, reflecting continued improvement in safety technology and aircraft design, according to Flightglobal, an aviation news and industry data company. That tally of 161 accidental deaths is far outpaced by the 374 killed

when a Germanwings airliner was deliberately flown into a mountainside in the French Alps last March, and a Russian airliner packed with tourists that exploded over Egypt in October.

In 2014, the toll from a Malaysia Airlines plane that disappeared and another that was shot down over Ukraine was 537 deaths compared with 436 accident deaths that year. Those tallies are for all types of airline flights, including cargo, positioning, training, and maintenance flights. There were just 98 paying passengers killed last year. It's a vast improvement from the 790 passengers killed in 2007, and the annual average of 1,289 passengers killed in accidental crashes in the 1970s.

"In recent years, airline safety has improved very considerably to the point where, typically, there are now very few fatal accidents and fatalities in a year," said Paul Hayes, Flightglobal's director of air safety and insurance. "However, flight security remains a concern." Although some years are better than others, the fatal accident rate has been improving for many years. The global fatal accident rate for all types of airline operations in 2015 was one per 5 million flights, the best year ever. The previous best year was 2014, with a fatal accident rate of 1 per 2.5 million flights. Airline operations are now about four or five times safer than they were 20 years ago.

A big reason for the improving record is better engineering: Today's airliners and aircraft engines are far safer than earlier generations of planes. They are more highly automated, which has reduced many common pilot errors. They have better satellite-based navigation systems. They are made of stronger, lighter weight, less corrosive materials. Planes are also equipped with safety systems introduced in recent decades, and repeatedly improved over time, that have nearly eliminated midair collisions between airliners and what the industry calls "controlled flight into terrain" - pilots who lose situational awareness and fly their planes into a mountainside or into the ground.

The aircraft improvements are due primarily to lessons learned from crash investigations that are taken into account when new planes are designed, said John Goglia, a former National Transportation Safety Board member. As older planes are replaced with newer planes, aviation becomes safer, he said. "We're now up to about the seventh generation of jet airplanes," he said. "We know the first generation - DC-8s, 707s - had a higher accident rate than the second or the third or the fourth generations, and it just moves on up." But more needs to be done to weed out disturbed pilots and guard against acts of terrorism, experts said.

The Germanwings case is especially perplexing, said John Cox, a former airline pilot and aviation safety consultant. Pilot Andreas Lubitz managed to conceal his problems even though airlines are continually evaluating pilots for signs of trouble. Pilots evaluate each other, as well. It's not known what caused Malaysia Airlines Flight 370 to disappear while flying from Kuala Lumpur to Beijing. But many aviation safety experts theorize that it was most likely the result of deliberate acts, probably by one of the two pilots.

"Pilots from day one are so ingrained with protecting the passengers, with learning skills to deal with unanticipated events and evaluated on how well you deal with stress," Cox said. "Those who don't do well with it don't survive as professional pilots."

The Islamic State has claimed credit for a bomb suspected of blowing apart a MetroJet A320 over Egypt. Malaysia Airlines Flight 17 was shot down by a Russian Buk surface-to-air missile fired from rebel-held territory in Eastern Ukraine, according to Dutch crash investigators.

SCIENCE AND TECHNOLOGY

No new technology comes without its own unique adventures and missteps, and air travel had a large share of both. Of the ten major passenger plane crashes in the 1920s, eight occurred over the English countryside or the Channel. Because airplane engineering was relatively new, the causes of the accidents sometimes remained a mystery. At other times, terrible crashes stemmed from mundane mechanical problems: Wires snapped, engines overheated, radios shorted out, wheels failed to get traction on wet grass for takeoff, and the famous English fog obscured pilots' vision. Still, for every plane that suffered problems, there were hundreds that didn't, and British airway companies made more safety adjustments with each passing year.

Museum reveals historic rocket engines from Apollo 12 and Apollo 16



SEATTLE, WA — On the anniversary of the Apollo 12 Moon landing on November 19, 1969 — The Museum of Flight made the first public showing of the restored remains of the F-1 rocket engines used to launch NASA's historic Apollo 12 and Apollo 16 missions to the Moon. The historic engines were recovered from the sea by Seattle-based Bezos Expeditions in 2013 and have been under conservation at the Kansas Cosmosphere and Space Center. At the request of the Bezos Expeditions team, NASA has now given the artifacts to the Museum for permanent display in Seattle. Speakers at the media event included Museum President and CEO, Doug King, and Jeff Bezos, founder of Bezos Expeditions.

"These artifacts not only launched humanity's first expeditions to the Moon, they fired the imagination of young people who are now today's leaders in the second great era of space exploration," said Doug King, President and CEO of The Museum of Flight. "We trust that the legacy of these engines will continue to inspire a new generation of explorers who will set foot on Mars and other new worlds."

These engines boosted the 40-story Saturn V rocket from liftoff until the edge of space, then separated with the first stage of the rocket and fell 40 miles through the atmosphere and into the depths of the Atlantic Ocean. Subsequent stages of the rocket propelled the Apollo spacecraft into orbit and on to the Moon. For the next 43 years the F-1 engines were lost and beyond our grasp, deeper than the wreck of the Titanic.

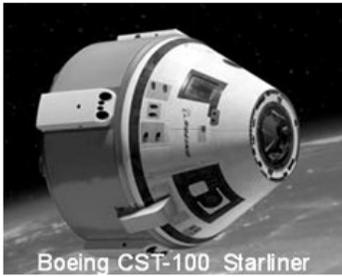
Bezos Expeditions found and recovered the engines from the bottom of the Atlantic in 2013. The engines were our last missing links to the first adventures to another world. "It took a lot of 21st century underwater tech and an extraordinary team of skilled professionals to find and recover these historical treasures and, thanks to them, NASA, and The Museum of Flight, now a whole new generation of young people will be able to see these amazing engines on display," said Jeff Bezos, founder of Bezos Expeditions. "When I was five years old I watched Neil Armstrong step onto the moon and it imprinted me with a passion for science and exploration — it's my hope that these engines might spark a similar passion in a child who sees them today."

"Exhibiting these historic engines not only shares NASA's storied history, it also helps America educate to innovate," said NASA Administrator Charles Bolden. "This display of spaceflight greatness can help inspire our next generation of scientists, technologists, engineers and explorers to build upon past successes and create the new knowledge and capabilities needed to enable our journey to Mars."

These unique artifacts of history arrive just in time for the anniversary of the Apollo 12 Moon landing on Nov. 19, 1969. The relics are now part of The Museum of Flight, and will be on view for the public for the first time. One section of the Apollo 12 engine—the injector plate—will be previewed at the Museum from Nov. 21 until Jan. 4, 2016. Then it will be moved to the Museum archives until early 2017, when it will return with the rest of the F-1 artifacts as part of a new permanent Apollo exhibit at the Museum.

This new permanent exhibit will showcase the salvaged Apollo 12 and Apollo 16 F-1 remains, other Apollo artifacts including lunar rocks, and large display illustrating the career of Apollo 12 Commander Pete Conrad.

NASA orders second Boeing crew mission to International Space Station



WASHINGTON, DC - NASA took an important step to establish regular crew missions that will launch from the United States to the International Space Station with the order of its second post-certification mission from Boeing Space Exploration of Houston.

"Once certified by NASA, the Boeing CST-100 Starliner and SpaceX Crew Dragon each will be capable of two crew launches to the station per year," said Kathy Lueders, manager of NASA's Commercial Crew Program. "Placing orders for those missions now really sets us up for a sustainable future aboard the International Space Station."

This is the third in a series of four guaranteed orders NASA will make under the Commercial Crew Transportation Capability (CCtCap) contracts. Boeing and SpaceX received their first orders in May and November 2015, respectively, and have started planning for, building and procuring the necessary hardware and assets to carry out their first missions for the agency. NASA will identify at a later time which company will fly a mission to the station first.

Boeing met the criteria for NASA to award the company its second mission with the successful completion of interim developmental milestones and internal design reviews for its Starliner spacecraft, United Launch Alliance Atlas V rocket and associated ground system.

Boeing's Commercial Crew and Cargo Processing Facility at Kennedy Space Center in Florida is seeing the buildup of the Starliner structural test article, and nearby, the main column of the crew access tower is in place at Cape Canaveral Air Force Station's Space Launch Complex 41. Flight trainers are nearing completion in Boeing's St. Louis facility and rocket parts are starting to come together in Huntsville, Alabama.

"As our company begins its second century, our Starliner program continues Boeing's tradition of space industry innovation with commercial service to the space station," said John Mulholland, vice president and manager of Boeing's commercial crew program. "We value NASA's confidence in the Starliner system to keep their crews safe."

Commercial crew missions to the space station will restore America's human spaceflight capabilities and increase the amount of time dedicated to scientific research off the Earth, for the Earth and beyond. A standard commercial crew mission to the station will carry up to four NASA or NASA-sponsored crew members and about 220 pounds of pressurized cargo. The spacecraft will remain at the station for up to 210 days, available as an emergency lifeboat during that time.

"With the commercial crew vehicles from Boeing and SpaceX, we will soon add a seventh crew member to International Space Station missions, which will significantly increase the amount of crew time to conduct research," said Kirk Shireman, manager for the International Space Station Program. "This will enable NASA and our partners to ramp up the important research being done every day for the benefit of all humanity."

Orders under the CCtCap contracts are made two to three years prior to actual mission dates in order to provide time for each company to manufacture and assemble the launch vehicle and spacecraft. Each company also must successfully complete a certification process before NASA will give the final approval for flight. Each provider's contract includes a minimum of two and a maximum potential of six missions.

NASA's Commercial Crew Program manages the CCtCap contracts and is working with each company to ensure commercial transportation system designs and post-certification missions will meet the agency's safety requirements. Activities that follow the award of missions include a series of mission-related reviews and approvals leading to launch. The program also will be involved in all operational phases of missions to ensure crew safety.



NASA research could save commercial airlines billions



The nation's airlines could realize more than \$250 billion dollars in savings in the near future thanks to green-related technologies developed and refined by NASA's aeronautics researchers during the past six years. These new technologies, developed under the purview of NASA's Environmentally Responsible Aviation (ERA) project, could cut airline fuel use in half, pollution by 75 percent and noise to nearly one-eighth of today's levels. "If these technologies start finding their way into the airline fleet, our computer models show the economic impact could amount to \$255 billion in operational savings between 2025 and 2050," said Jaiwon Shin, NASA's associate administrator for aeronautics research.

Created in 2009 and completed in 2015, ERA's mission was to explore and document the feasibility, benefits and technical risk of inventive vehicle concepts and enabling technologies that would reduce aviation's impact on the environment. Project researchers focused on eight major integrated technology demonstrations falling into three categories – airframe technology, propulsion technology and vehicle systems integration. By the time ERA officially concluded its six-year run, NASA had invested more than \$400 million, with another \$250 million in-kind resources invested by industry partners who were involved in ERA from the start. "It was challenging because we had a fixed window, a fixed budget, and all eight demonstrations needed to finish at the same time," said Fayette Collier, ERA project manager. "We then had to synthesize all the results and complete our analysis so we could tell the world what the impact would be. We really did quite well."

Here is a brief summary of each of the eight integrated technology demonstrations completed by the ERA researchers:

- Tiny embedded nozzles blowing air over the surface of an airplane's vertical tail fin showed that future aircraft could safely be designed with smaller tails, reducing weight and drag. This technology was tested using Boeing's ecoDemonstrator 757 flying laboratory. Also flown was a test of surface coatings designed to minimize drag caused by bug residue building up on the wing's leading edge.
- NASA developed a new process for stitching together large sections of lightweight composite materials to create damage-tolerant structures that could be used in building uniquely shaped future aircraft that weighed as much as 20 percent less than a similar all-metal aircraft.
- Teaming with the Air Force Research Laboratory and FlexSys Inc. of Ann Arbor, Michigan, NASA successfully tested a radical new morphing wing technology that allows an aircraft to seamlessly extend its flaps, leaving no drag-inducing, noise-enhancing gaps for air to flow through. FlexSys and Aviation Partners of Seattle already have announced plans to commercialize this technology.
- NASA worked with General Electric to refine the design of the compressor stage of a turbine engine to improve its aerodynamic efficiency and, after testing, realized that future engines employing this technology could save 2.5 percent in fuel burn.
- The agency worked with Pratt & Whitney on the company's geared turbofan jet engine to mature an advanced fan design to improve propulsion efficiency and reduce noise. If introduced on the next-generation engine, the technology could reduce fuel burn by 15 percent and significantly reduce noise.
- NASA also worked with Pratt & Whitney on an improved design for a jet engine combustor, the chamber in which fuel is burned, in an attempt to reduce the amount of nitrogen oxides produced. While the goal was to reduce generated pollution by 75 percent, tests of the new design showed reductions closer to 80 percent.
- New design tools were developed to aid engineers in reducing noise from deployed wing flaps and landing gear during takeoffs and landings. Information from a successful wind-tunnel campaign, combined with baseline flight tests, were joined together for the first time to create computer-based simulations that could help mature future designs.
- Significant studies were performed on a hybrid wing body concept in which the wings join the fuselage in a continuous, seamless line and the jet engines are mounted on top of the airplane in the rear. Research included wind-tunnel runs to test how well the aircraft would operate at low speeds and to find the optimal engine placement, while also minimizing fuel burn and reducing noise.

As part of the closeout work for the ERA project, information and results regarding each of these technology demonstrations were categorized and stored for future access and use by the aerospace industry, and will be discussed at the American Institute of Aeronautics and Astronautics Sci-Tech Conference in San Diego this week.

JetBlue to train its own pilots

By Mary Schlangenstern/Bloomberg News



DALLAS _ JetBlue Airways Corp., breaking with historical practices at U.S. airlines, plans to recruit potential pilots with no flight experience and provide its own training under a proposal awaiting approval from federal regulators. The program would be the first of its kind in the U.S. and would be similar to those used by some European and Asian carriers. Candidates still would have to meet U.S. requirements, including 1,500 hours of flight experience, to be certified as commercial airline pilots, JetBlue said.

JetBlue crafted its plan to gain access to a broader group of candidates, oversee their training from the start and expose them earlier to being part of a crew on large aircraft, said Doug McGraw, an airline spokesman. Dubbed Gateway 7, the initiative is being targeted for introduction on a trial basis in 2016 and will initially involve only a small percentage of recruits. "We can assess early whether someone would make a great JetBlue pilot and get them on the path," McGraw said. "If successful, this program will help us continue finding the best pilots in the industry well into the future."

Major U.S. carriers have long relied on bringing in pilots with the minimum flight hours, typically amassed in military aircraft or by working as a civilian instructor before snagging a regional-airline job. Either way, pilots would begin in small aircraft and gradually work up to faster, more-sophisticated multi-engine models. JetBlue's approach is known as *ab initio* -- Latin for "from the beginning." One point of emphasis: More time in simulators for exposure to scenarios involving bad weather and mechanical failures. Recruits also would take academic classes at JetBlue before moving to a partner company to gain the required 1,500 hours of flying time. They then would return to New York-based JetBlue, or could apply at another airline. The program is being reviewed by the U.S. Federal Aviation Administration, McGraw said. The FAA didn't immediately respond to a request for comment.

"We're opposed to it," said Captain Jim Bigham, chairman of the Air Line Pilots Association union at JetBlue. "We think there are thousands of pilots available that have higher qualifications right now than any pilot coming out of an *ab initio* program."

Gateway 7 is similar to a so-called multicrew pilot license introduced several years ago by the International Civil Aviation Organization and since adopted by airlines including Germany's Deutsche Lufthansa AG and the U.K.'s EasyJet Plc. Pilots in that system start training in multiperson cockpits in simulators instead of gaining their first experience in small, single-engine planes.

JetBlue plans to begin accepting applications in the first quarter and to open training in mid-2016. Successful trainees would join the airline as first officers in 2020. Gateway 7 will consider applicants with no prior training as well as those with flight experience, McGraw said. Prospective pilots would pay for their own training.

The program isn't a response to a potential pilot shortage, McGraw said. JetBlue, the fifth-largest U.S. airline, receives thousands of candidates for pilot positions and expects that to continue. Rather, Gateway 7 will supplement six existing recruiting efforts at the airline, he said.

Flexjet to become first fleet customer for Aerion supersonic business jet



LAS VEGAS, NV - NBAA -Aerion Corp, the leader in supersonic technology, and Flexjet LLC, offering travelers access to the world's most luxurious fleet of private jets, today announced that Flexjet has placed a firm order for 20 of Aerion's AS2 aircraft, which will be the first commercially available supersonic business jet. Flexjet becomes the inaugural fleet purchaser of the AS2.

"Throughout its history, Flexjet has been on the leading edge of aviation technology, introducing advanced performance to our Owners. We are proud to be at the forefront of the next revolution in business jets, supersonic travel. We are pleased to be the first fleet purchaser of the Aerion AS2 and to be able to offer supersonic, intercontinental flight capabilities to our Owners," said Flexjet Chairman Kenn Ricci. "We have examined Aerion's technology and the AS2's remarkable performance capabilities, and see them as potential game-changers for business travel. Aerion and Airbus Group are

moving forward impressively with the AS2's development," added Ricci.

The Aerion AS2 business jet has a top speed of Mach 1.5, which is 67 percent faster than the top cruise speeds of current or anticipated long-range subsonic jets. Carrying eight to 12 passengers, the AS2 has an intercontinental-capable range of 4,750 nautical miles at supersonic speed, saving three hours across the Atlantic versus subsonic aircraft and more than six hours on longer trans-Pacific routes. The three-engine jet, now under development by Aerion in collaboration with Airbus Group, will make its first flight in 2021 and enter service in 2023.

Aerion and Flexjet will work together to design stunning and unique interiors for the AS2, continuing the tradition of premium interiors such as those in Flexjet's recently launched Red Label fleet. Flexjet anticipates that many customers will, through its innovative Global Access program, use the AS2 in combination with other large-cabin Flexjet aircraft, taking advantage of the AS2's speed to meet especially demanding travel schedules, such as intercontinental round trips in a single day.

Rockwell Delivers First Generation 3 Helmet for F-35



Marking a milestone for the joint strike fighter program, Rockwell Collins delivered the first Generation 3 helmet for the F-35. The Generation 3 Helmet-Mounted Display System (HMDS) is crucial to the F-35's advanced suite of technologies. It provides a 360-degree digital view of what's going on around the aircraft, essentially letting the pilot "look through" the cockpit floor and walls. All the information pilots need to complete their missions is projected on the helmet's visor.

Developed and built by the Rockwell Collins ESA Vision Systems joint venture, the new helmet includes an improved night vision camera, improved liquid-crystal displays, and automated alignment and software upgrades. The delivery marks a victory for the futuristic helmet program, which has faced challenges over the years. After a series of technical failures on the original system, the Pentagon requested that BAE Systems develop a back-up, lower-tech helmet, in case the kinks could never be worked out with the primary system. The helmet, like the aircraft itself, is also enormously expensive. The cost of each helmet, which is custom-made to fit the individual pilot, is more than \$400,000.

Rockwell Collins ESA Vision Systems also developed the Generation 2 helmet F-35 pilots currently use. The Marine Corps recently used the Gen 2 helmet to declare initial operational capability for the F-35B variant at the end of July.

Female vets' ashes can't go to Arlington National Cemetery

By Matthew Barakat/Associated Press



McLEAN, Va. – The ashes of World War II veteran Elaine Harmon are sitting in a closet in her daughter's home, where they will remain until they can go to what her family says is her rightful resting place: Arlington National Cemetery.

Harmon piloted aircraft in World War II under a special program, Women Airforce Service Pilots, that flew noncombat missions to free up male pilots for combat. Granted veteran status in 1977, the WASPs have been eligible to have their ashes placed at Arlington

with military honors since 2002. But earlier this year, then-Secretary of the Army John McHugh reversed course and ruled WASPs ineligible.

After Harmon died in April at age 95, her daughter, Terry Harmon, 69, of Silver Spring, Maryland, was dismayed to learn that the Army had moved to exclude WASPs. She said her mother had helped lead the effort to gain recognition for WASPs. "These women have been fighting this battle, off and on, for over 50 years now," she said.

Harmon's family and others are working to overturn McHugh's directive. A petition on change.org has received more than 4,000 signatures. Harmon also hopes Congress will ask incoming Secretary of the Army Eric Fanning about the issue at his upcoming confirmation hearing.

First Spaceport America Drone Summit announced



SPACEPORT AMERICA®

SPACEPORT AMERICA, NM - Spaceport America, the world's first purpose-built commercial spaceport, announced today the launch of the first Spaceport America Drone Summit to be held at Spaceport America in Southern New Mexico from March 12-14, 2016.

"We are thrilled to host this exciting and educational summit for small drones at Spaceport America," said Spaceport America CEO Christine Anderson. "Our 12,000-foot spaceway and north campus are perfect for this type of multifaceted event and can easily accommodate thousands of participants." Over 1,000 attendees are expected for the three-day conference and small drone racing event designed to help drone pilots measure their skills in a quantitative way. Small drones are classified by the FAA as those weighing a maximum of 55 pounds flying at a maximum altitude of 400 feet. Bringing together drone pilots and enthusiasts, film and other industry professionals and spectators from around the world, the Spaceport America Drone Summit offers an action-packed agenda featuring:

- Three drone race categories and race tracks; obstacle, cinematography and freestyle
 - Speakers from both the film and Unmanned Aerial Vehicle (UAV) industries
 - Demos and workshops teaching practical skills
 - Drone industry vendors from across the USA
 - Screenings of leading-edge footage and movies shot with drones
- "Our race program has been designed to test pilots abilities based on speed, safety, and navigation around obstacles," said Chief Pilot DroneU™ Paul Aitken. "As well, a panel of experts will be judging aerial footage shot and edited on the spot."

"Small drone use in filmmaking allows directors to shoot scenes that were previously impossible," emphasized Jon Hendry, Member of the Board, New Mexico Filmmakers Give Back. "The Spaceport America Drone Summit will demonstrate how drone use is changing the way movies are made and premiere stunning aerial cinematography."

Speaker and workshop content about the use of small drones with video capability is targeted to an audience of professionals, hobbyists and amateur drone pilots in the fields of engineering, construction, development, ranching and farming, cinematography, weddings, government, oil and gas and real estate, among others.

Your iPhone Has a Hidden Map That Plots Your Every Movement

By Dan Seitz



Apple, like any other tech company, views your concept of privacy as an annoying bother you should really just set aside. After all, they only have your best interests at heart! Like when they put together a map that tells anybody who knows where to look where you go, how often you go there, and how long you stay there! See, that's not creepy at all!

Before you ask, yes, this is real, it's been around since at least iOS 7 and Apple just adds to the skeeve factor here by making it hard to find. To dig it out, you have to select Privacy from Settings, choose Location Services, go all the way down to the bottom of that menu and choose System Services, and then scroll down to "Frequent Locations." Click on one of your locations, and there's the map. Click through to a location on that map, and you'll get a list of days and times you were at that location.

It's a detailed one, too; a few of our team put this to the test and not only found the map, but found it had date and time stamps that show exactly where they'd been and how long. The divorce jokes write themselves, but once again we have to point out to a tech company that this kind of data, even if it really is only stored on the device like Apple claims, can be enormously dangerous. It's only "stored locally" until somebody figures out how to get it out of your phone.

You can, fortunately, disable Frequent Locations from the menu where you find the map; one Uproxxian found that it had been automatically disabled. But if you've got an iPhone and value your privacy, don't take that for granted; go shut down this map.

Are Airlines padding flight times to improve on-time performance?



About a decade ago, Joe Nolan, a semi-retired electrical engineer from Palm Desert, could expect to hop on a flight at Palm Springs International Airport and arrive in San Francisco 55 minutes later. Now the flight is usually scheduled for about 90 minutes. Nolan suspects that airlines are allotting more time for each flight to make it easier to meet their arrival schedule. “It tells me that the on-time statistics are worthless,” he said. Nolan might have a point. A study by a British company that collects and analyzes travel data

concluded that airlines around the globe have been padding their flight schedules for nearly 20 years. In the U.S., on-time performance rates for commercial airlines have been on the rise and airline executives have boasted about the percentage of flights that arrive within 15 minutes of their scheduled time.

The study by OAG Aviation Worldwide looked at several routes around the world to conclude that the “block” times set aside for many flights have been growing since 1996. For example, OAG looked at more than 1,400 flights scheduled between Los Angeles International Airport and San Francisco International Airport in 1996 and found that no flights took longer than 90 minutes, according to the study. By 2015, nearly half of the flights scheduled between the two airports allotted between 91 minutes and 110 minutes, the study said. On average, the allotted time for flights between Los Angeles and San Francisco increased 8% from 1996 to 2015, the study found. The OAG study suggested that airlines have added the extra travel time so they can post better on-time rates but also to help carriers deal with growing congestion on the airport tarmac.

“At airports which are congested, airlines need to keep schedules realistic so their timetables are reliable,” the study said. A spokesman for an airline trade group rejected the idea that commercial carriers are increasing the time allotment for flights just to improve on-time performance. “We have the same goals as our customers, which is to get them, their luggage and packages to their destination safely and on time,” said Vaughn Jennings, a spokesman for Airlines for America, the trade group for the country's airlines.

Surgery without scars or scalpels



Surgery without scalpels and scars? It's not science fiction. Israel's InSightec is in the midst of transforming the operating room with its ExAblate MRI-guided high-intensity ultrasound technology. The ExAblate O.R. system uses interchangeable “cradles” set on a regular MRI treatment table. The tool allows doctors to destroy targets, such as tumors and uterine fibroid cysts, deep inside the body without incisions. The alert patient is monitored in real time, and changes in treatment parameters can be made instantly.

As opposed to surgery and ionizing radiation, two current alternatives to treat these conditions, ExAblate Neuro leaves the patient's skull intact and is entirely non-invasive.

INSIGHTEC FOR NEUROSURGERY provides a non-invasive, image-guided alternative for deep brain procedures such as thalamotomy and pallidotomy for essential tremor, tremor dominant Parkinson's disease and neuropathic pain. This personalized treatment is done through an intact skull with no ionizing radiation, providing a real impact on patients' quality of life.

INSIGHTEC FOR GYNECOLOGY provides a non-invasive, uterine-preserving alternative for treatment of symptomatic uterine fibroids and adenomyosis. This image-guided treatment is performed as an outpatient procedure that enables patients to return to normal activity within days. The treatment is safe, effective, and has been approved by the FDA for over a decade.

INSIGHTEC FOR ONCOLOGY provides a non-ionizing treatment alternative to painful bone metastasis in patients who failed, are unsuitable or are not interested in radiation therapy. The treatment relieves pain within days and has minimal to no side effects thereby improving patient quality of life coupled with potential reduction in opioid analgesic use. The treatment is safe, effective, and has been approved by the FDA.

This Time of Night

Captain Alan Cockrell/RUPA Member

Fleeting fantasies tease me, this time of night. They feed on my weariness. They bend my mind, warp my judgement; they make me forget the familiar, dwell on the exotic. I try to fight off whimsical thoughts, but they spawn in the margins of my fading alertness.

I groan and shift in my seat. I'm weary and stiff, butt-sore, and numb. Coffee lost its appeal hours ago, but I force down one more cup of the putrid stuff on the dubious promise of its jolt. I blink hard and rub sandpaper eyelids. With an hour left to go—the longest of all the hours—I strain to see the glow ahead. We'll touch-down, exceedingly glad to be done, just as old Big Eye trains his laser at us from the far Atlantic.

But for now it's the darkest it's been all night, except for stars and passing jets. Some of them flash their lights. We have the safety of our altitude separation, but they want confirmation that we see them, that we are here with them, feeling crappy with them—a brotherhood of sorts that only happens this time of night.

I glance at the clock, the engine instruments, the fuel, the guy across the cockpit. I see him glancing back with a shrug, a sigh, a cuss. "Livin' the dream, man, livin' the dream," he mumbles, unlatching his belt and casting it off. "Head call, for me. I'm goin' to the back."

The door opens and a flight attendant appears; he disappears; she slams the door and hands me more vile black liquid. "Here, this is fresh-brewed," she says, forcing a tired smile. She wants me to stay awake. For me to sleep, is her death, or so she reckons. I try to be thankful and pretend to sip. "One hour left," I say, knowing the question is coming, knowing she already knows it, and knows I know it. It's that kind of night.

"What beautiful stars," she says, trying to make small talk because I have little to offer. I nod and turn the lights down so that we can see them better. "Wow, look at that one," she says, pointing straight ahead. I look. It's big and bright.

"That's no star," I say with a chuckle. "No, that's another plane coming our way. He's flashing his lights. See?"

"Oh! How cool," she says.

I show her the light switch and tell her to flash him. She toggles the switch and giggles.

"Do you always do that?" she asks.

"Not all the time," I say, yawning. "Just sometimes." Talking gets burdensome this time of night.

"He's still flashing," she says.

So he is. What a persistent guy. I wonder which airline he rides in the nose of. She flashes our lights again.

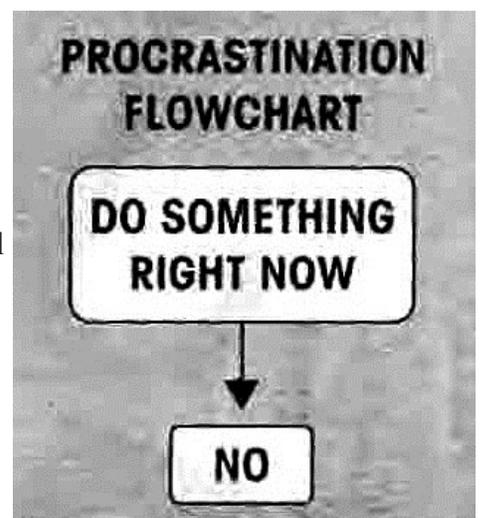
"Look!" she cries. "He's got colored lights!"

This girl is hallucinating, I fear. It's that kind of night. But forward I lean, crusty eyes widening, trying to focus. Damn! He does have colored lights. Flashing amber now, then pale blue. Now orange.

Just as the tone sounds, alerting me that the first officer is ready to come back up, it hits me—I've seen this before. That's no plane. I'm glad of the tone. There will be no more discussion with this woman about airplane lights. She disappears and closes the door, hurrying to tell to her peers about the pretty flashes and her new skills with the cockpit light switches.

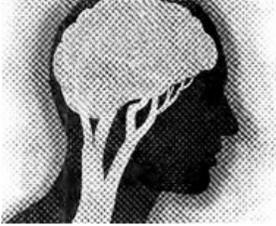
The first officer sits, sighs, runs his fingers through his hair and leans forward peering ahead. "Wow!" he says. "Look at that! Venus is really booming tonight."

I say nothing—just nod. That silly girl. She flashed our lights at another planet.



Common prostate cancer treatment linked to Alzheimer's disease

By Victoria Colliver/The San Francisco Chronicle



A common treatment for prostate cancer patients nearly doubles the risk of being diagnosed with Alzheimer's disease within a few years after treatment, Stanford researchers have found. Researchers found after analyzing two decades of data that men treated with therapy to suppress their hormones were about 88 percent more likely to get Alzheimer's during a follow-up period of about three years compared with prostate cancer patients who did not receive the treatment. Androgen deprivation therapy is one of the most common treatments for prostate cancer, especially in

advanced cases. Prostate cancer cells rely on male hormones, such as testosterone made by the testicles, to grow. The therapy lowers testosterone levels.

"There have been questions about possible side effect of using (hormone therapy) on cognitive abilities; now we have some numbers around that to allow doctors to consider this risk when weighing the treatment options for their patients," said Nigam Shah, Stanford associate professor of biomedical informatics research and senior author of the study, which was conducted with colleagues at the University of Pennsylvania's Perelman School of Medicine. The study was published in the *Journal of Clinical Oncology*.

Prostate cancer is one of the most frequently diagnosed cancers in men, affecting an estimated one in seven in their lifetimes. Alzheimer's is the most common form of dementia, with more than 5 million Americans living with the ultimately fatal disease. Clinicians have long been aware of a potential link between the hormonal therapy and Alzheimer's. But they were quick to point out the shortcomings of the new research, which relied on the researchers mining medical record data to find statistical associations. "These kinds of studies are important because they raise questions, but they don't give you answers," said Dr. Stuart Holden, medical director of the Prostate Cancer Foundation, a Santa Monica charity that raises money for prostate cancer research.

To conduct the study, researchers at the two universities reviewed the records of millions of patients from Stanford Health Care in Palo Alto, the university's hospital system, and Mount Sinai Hospital in New York City. They identified 16,888 men with non-metastatic prostate cancer. Of them, 2,397 underwent androgen deprivation therapy. Androgen deprivation therapy, which has been used to treat prostate cancer since the 1940s, involves a number of different drugs, such as Lupron or Zoladex. Prostate cancer is typically treated with surgery or radiation early on, but hormonal therapy can also be used as early treatment. Virtually all more advanced cases are treated with hormone-lowering drugs.

The new study found that the therapy increased the rate of Alzheimer's in the patients by 1.88 times within a median of 2.7 years after treatment. Prostate cancer patients who were not treated with hormone suppression therapy had overall lower rates of Alzheimer's diagnosis in the same time frame. The risk went up to 2.12 times greater among those treated with the therapy for more than a year. The average age of the men in the study was nearly 71 years old. People diagnosed with Alzheimer's disease within a year were eliminated from the study group to avoid those who may have had the disease prior to getting cancer.

Dr. Sandy Srinivas, associate professor of oncology at Stanford, did not participate in the study but found the results interesting because lower testosterone levels have been associated with higher risk of Alzheimer's disease. But she said the risks of hormonal treatment still need to be weighed against its potential to save lives, especially in more advanced cases. She noted the study found 125 new diagnoses of Alzheimer's disease in the study group. "While it seems impressive, when you look at the absolute numbers, it's really about 1 percent," she said of the increased risk. The study's researchers acknowledged that more work needs to be done to demonstrate the link between the use of hormonal therapy for prostate cancer and Alzheimer's disease.

William Fisher, chief executive officer of the Alzheimer's Association of Northern California and Northern Nevada, said he's interested to see whether the findings spur other researchers to start studying this issue more closely.

"If you were on this androgen-deprivation therapy, you certainly wouldn't want to stop it out of fear of developing Alzheimer's based on this study," Fisher said.

Tummy Troubles Not Really Stomach Flu

By Dr. Toni Brayer



One of the more common diagnoses we make in medicine is acute gastroenteritis. The layman's term is "food poisoning" or "stomach flu."

There is really no such thing as "stomach flu," but the symptoms of abdominal pain, vomiting and diarrhea are often the result of a food-borne bacteria or virus. You are just as likely to get food poisoning from food prepared at home as you are from a fast-food restaurant. Food-borne illnesses affect about 48 million Americans each year; causing 3,000 deaths and 128,000 hospitalizations, according to the Centers for Disease Control and Prevention.

Of these 48 million cases, the CDC estimates that 9.4 million are caused by 31 known pathogens found in food. The top five are:

- * Norovirus
- * Salmonella
- * Campylobacter
- * Toxoplasma gondii
- * Toxin-producing E. coli

Each of these pathogens causes crampy abdominal pain, fever, nausea, vomiting and watery - and sometimes bloody - diarrhea. Campylobacter and salmonella are common causes of traveler's diarrhea from eating or drinking contaminated, undercooked poultry, meat, fresh produce or unpasteurized milk. They can also come from cross-contamination when juices from raw meat or poultry come in contact with ready-to-eat foods such as salads. Most of the time, these infections resolve on their own, but severe symptoms respond to treatment with antibiotics.

E. coli is the name of a bacterium that normally lives in the digestive tracts of humans and animals, and most are harmless. But one type of E. coli, 0157:H7, can get into meat during processing, or into water or food that has been contaminated by feces from cattle farm runoff.

Vegetables such as spinach, sprouts and lettuce are vulnerable to this type of contamination. Infected hands that are not washed can also spread it. The main symptoms are bloody diarrhea, stomach cramps, high fever, nausea and vomiting. These symptoms start three or four days after infection. Serious infections can cause kidney damage or severe dehydration, but most E. coli gastroenteritis resolves with rest and fluid.

Norovirus is very contagious and can infect anyone. It is the most common cause of acute gastroenteritis in the United States. Norovirus is common on cruise ships, day care centers, schools and nursing homes, and most outbreaks happen from November to April, when people tend to spend more time inside. It can come from contaminated food or water, but also by touching contaminated surfaces or from other people.

Norovirus usually comes on quite suddenly with stomach pain, headache and body ache, severe diarrhea and vomiting. Fortunately, it usually resolves quickly and is often called the 24-hour flu. It is not related to influenza, which is a respiratory disease.

Toxoplasmosis is the food-borne infection that is a little different from the others. Many people who are infected do not know it, but some of the symptoms are swollen lymph glands, muscle aches and pains that last for a month or more. Infants can be infected in the womb if the mother has toxoplasmosis. Like the other illnesses, it occurs by eating undercooked contaminated meat, drinking contaminated water or touching cat litter boxes if the cat has toxoplasma in its feces.

To avoid food-borne illness and gastroenteritis, prevention is the key. Here are some simple measures:

- * Cook all types of beef and chicken, but especially ground beef, to at least 160 degrees F.
- * Beware of imported food, including seafood.
- * In the kitchen, wash your hands with hot, soapy water before and after touching food.
- * Wash any tools, cutting boards or surfaces that have touched raw meat, fish or poultry.
- * Separate cutting boards that are used for meat.
- * Use only pasteurized milk, dairy and juice.

- * Drink only treated or chlorinated water.
- * If you travel, don't use ice or drink tap water unless you know it's safe, and avoid raw fruits and vegetables unless you peel them yourself.
- * Wash your hands often and always after using the bathroom or changing diapers.
- * Wash kitchen and bathroom surfaces with a mixture of 1.5 ounces of chlorine bleach per gallon of water. A spray bottle premixed works great for cleaning surfaces.
- * When in doubt - throw it out.

Dr. Toni Brayer has practiced internal medicine at California Pacific Medical Center in San Francisco for 25years. She is the chief medical officer for Sutter Health West Bay Region. E-mail: healthb@sfchronicle.com

Sarcopenic obesity: Fit, fat or neither?

By Renee Prosen



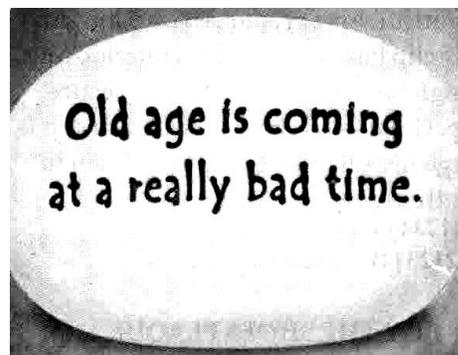
When Covert Bailey published the book *Fit or Fat* in 1978, fat people around the world could be heard cheering that someone acknowledged they could indeed be both. Overweight people who exercised could actually be healthier than skinny people who didn't. We understood that this was about fat and about muscle. And, most of us understand what happens to fat as we age. We gain weight and redistribute fat, even in the absence of change in body composition. We also lose muscle mass. When we fall two standard deviations below our youthful, healthy level, we may have sarcopenic obesity. With that, we have high fat and low muscle, not what Mr. Bailey had in mind for healthy living.

How much muscle does the average person lose? Between the ages of 50 and 80, perhaps 33%. This affects 13-24% of persons under age 70 and 50% over age 80 (ACSM's Certified News 2014). Low levels of muscle and strength lead to greater disability and challenges in maintaining an independent lifestyle. Low quality of muscle and decreased strength are found to actually be risk factors for developing obesity. For people 55 and older, the prevalence of walking limitation is higher in people who simultaneously have high body fat percentages and low handgrip strength (61%). Only 7% of those with low body fat and low handgrip strength had walking limitations.

DIET, EXERCISE CONSIDERATIONS: Weight loss is part of the answer. But, back to the *Fit or Fat* book, we need to know exactly what we're losing. Weight loss alone often results in not only loss of fat but also loss of lean body mass (muscle). This occurs more frequently with low fat diets. High protein diets, at least initially, look like better choices. There is some thought that increasing the RDA for protein for those over 65 is well advised, moving from 0.8 g/kg/ day to 1.0-1.5g/kg/day. Caloric restriction alone can have both negative and positive impacts on body composition and low muscle mass. A combined approach of the right diet and exercise appear to give us fat loss and less loss of muscle mass.

Not all exercise has the same effect on low muscle and high fat ratios. Aerobic exercise was once considered the only exercise necessary to be healthy. Science now wants us to include both traditional strength training and power training. Aerobic exercise does not necessarily increase muscle mass though it's the critical factor for generating body fat and weight loss. Resistance or strength training doesn't result in fat loss or reduced waist measurement. However, it does result in significant improvement in muscle mass. Muscle power can also be lost as we lose muscle. Progressive resistance training and power training potentially can do a better job at helping us maintain it. The rhythm of power training (lifting quickly followed by slower 2-3 second eccentric lowering) leads to improvements of 50% with the power training techniques, compared to perhaps 3% in some muscle groups. (Traditional training is equal time up and down.)

CONCLUSION: Weight loss becomes more complicated when we get older, if we want to maintain our health. A balanced program of exercise and diet are clearly necessary to keep us strong and independent.



LETTERS

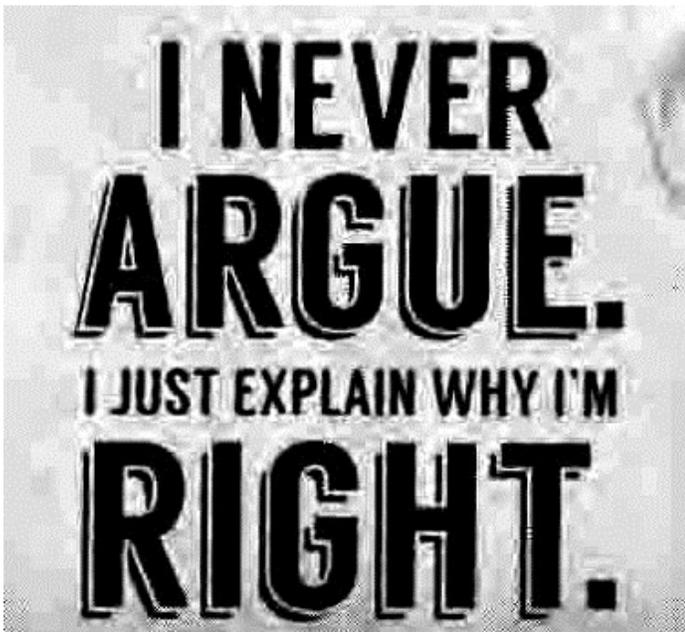
DAVE BAIRD—Junction City, OR
Celebrated my birthday yesterday, so it must be time to renew.

The crew at RUPA does a really great job and I thoroughly enjoy the magazine. Thanks for your efforts.

I keep in touch with some of the "young guys" who are still working at what's left of UAL, and I'm very happy to be retired. It was fun while it lasted, especially being a DC-10 F/O and then Captain in ANC. "No passengers, no flight attendants, no problems!" Keep up the good work. *Dave*

GERRY BALDWIN—Hilo, HI
Another year, another \$25 (plus a little more), I like the Internet option. I included the plug for a little more as have others to encourage all to add some to keep the lights on for our selfless volunteers who keep RUPA alive and well.

I retired two-and-one-half years early in mid-2012, the best decision I've ever made. Over the ensuing three-and-one-half years, my wife, Joan, and I made another best decision. After 27 years in Seattle, we sold out and moved to Hawaii. We have an ocean-front home on the Hamakua Coast just three miles north of downtown Hilo. For those of you who find your way to our little part of paradise, please stop in for a visit. I make the best coffee this side of Eu-



rope and, for later in the day, I always have an exquisite Cognac standing by.

Joan and I actually started 2015 in San Diego, where Joan was getting expert medical care for a chronic illness. We returned to Hilo in early March and have not left since. In mid-May we engaged in a major house remodel that took over six months. Our house, now, is truly ours and just the way we want it. We couldn't be happier.

Now for a little fun. In mid-November a feral rooster showed up in our neighborhood and took to roosting in our mango tree just outside our master bedroom. He was a beautiful devil with but one major flaw, pride. I'm not sure if that pride was in his new digs or in himself, but he could not keep his mouth shut about it. Every morning, starting at 3:00 am, he would crow, every hour on the hour till 6:00 am when he had an extended barrage. He had to go.

Our local Humane Society has a wonderful program where they loan a trap for up to ten business days at no cost. Return it empty or full. I got a trap and some cracked corn. Within 24 hours I was able to buy our rooster a one-way ticket to the Humane Society; and everyone in the neighborhood is able to sleep easier. That was the night before last.

First thing this morning, New Year's Day, Joan asked, "What do you want to do today?" I said, "Anything we're big enough to do." That is the beauty of retirement, the world is our oyster. We need only avail ourselves of it.

Aloha, *Gerry* IAH, DEN, ORD, SEA, JFK, SFO

HARLIN BELL—Moneta, VA
WOW---- 31 years of retirement, can't believe it, 32 Plus years with the company, now if I can just squeeze out a couple of more I'll equal my time as doing the things I loved.

Health is a problem now, Dry MD in the right eye, wet in the left eye, 3 injections every 90 days in the left eye, but the close up vision is now going. distance and depth still allow me to drive, ????

Nothing going on in my life, the doorbell rang once this year, (mail carrier with a box too big for the road side.

Border line diabetic, try to watch the diet, but you know how that is, (God I love those lilee "butterfingers.")

Family all well and healthy. (Thank You Louie.)

No fishing this year, the boat has been dry now for 6 years. I don't know why I keep it, pretty little 17' bass boat and a 11% on the stern--just sitting there. My longest trip is to 'Roanoke, about 30 miles. The kids are in Williamsburg, about 200 miles. Will go down there for Christmas.

Heyyyyy if I haven't said it "Drive careful, Automobiles aren't the only thing the "maker" recalls.
Harlin

JERRY BRADLEY—Boca Raton, FL

Another interesting year. Three surgeries for me and one for Pat. Two of mine were good and one still ongoing, but I think will turn out fine. Pat's was a success. This ends the medical report. Our children and grandchildren are all doing very well. The oldest grandson is just coming up on driving age. I just can't wait. The whole lot of us are going on the Nieuw Amsterdam for a week in January. We have three balconies in a row so we can open them up and have one 30 foot balcony to share. That should be fun. In October we are taking the Koningsdam, newest Holland America ship, on its initial Atlantic crossing for 16 days from Rome to Ft Lauderdale. We love our cruises. The first stop is Mallorca. When we were first married we used to go there quite often and haven't been there now in over 40 years. I'll bet it hasn't changed a bit. Yeah!

I make nearly all the RUPA meetings in Ft Lauderdale and an occasional one in Stuart. It makes one feel a little younger when you commune with old and good friends.

I hope everyone stays well and happy in 2016.

Jerry

MRS CECILIA COLES—Belvidere, IL

Dear Capt. Scarbrough, thank you for mailing the "Checklist for RUPA Widows."

When renewing my RUPA dues last August, I wrote about being charged for checked baggage on a 20% discounted ticket. You left a message saying when you traveled on a 20% discounted ticket, you did not pay for checked baggage. After insisting to two employees at ORD that I should not be charged, they called a supervisor who said only SA travel does not pay for checked baggage.

Originally, to get the discounted ticket, I called about 9am and was on hold for over an hour. Finally, someone who was very hard to understand, came

on the line and couldn't get the computer to cooperate and said she would call me back. Since I had an appointment at 11:30am, and it was almost that time, I asked her to call me back at 2pm. After rushing back by 2pm, and no call back, I again called them back. This time, after a short hold, I had a ticket to Kahului through SFO with a 30 min. connection with no seat assignment. After spending all day getting a 20% discount I just gave up and bought a ticket. It's much less stressful and at my age probably avoided a myocardial infraction. I do appreciate the other benefits! *Cecilia*

NEIL DAHLSTROM—Danville, CA

Many thanks to Cleve and staff for putting out the *RUPANEWS*. It is very nice to read about old friends and their adventures or non-adventures.

Not much change during 2015. Granddaughter Julie left for her church mission in May for 18 months in Reynosa, Mexico. It's located across the Rio Grande from McAllen, Texas, about an hour from the Gulf of Mexico. Grandson Zach is in the Air force and graduated in December from the Navy Language School in Monterey, California. After 18 months studying "Farsi" they have him scheduled for survival school in January in Washington State.

We are planning a Scottsdale, AZ trip at the end of January to take care of our grandkids. Then a visit to the Navy Museum at Pensacola in May.

Till next year, go Warriors! *Neil and Tammy*

BRUCE GIBBS—Carlsbad, CA

Dear Cleve, As always, my sincere gratitude to you all who keep RUPA going. It is one of the few remnants of an almost 40-year career with United for my wife and myself. I have been remiss in writing annual updates, so am attempting a difficult one this time.

Laurie and I shipped a boat to New Zealand in early 2014. We planned a month's stay after clearing it thru customs, but had such a fantastic time cruising the east coast of the North Island, that we stayed on "Wicked" a total of four months. A truly fantastic time and opportunity, and joined by Kiwi friends in their boats at various destinations. The very sad ending to this was Laurie's diagnosis of a further metastases of her breast cancer to her spine upon our return. She was a very brave and courageous woman, but finally succumbed December 11th, 2015 while at our home in the care of myself and Hos-

pice.

I have had a tremendous outpouring of love and caring from the many many people whose life she touched. She was loved by so many, and will be missed by all, especially myself. My sincere thanks to everyone in this difficult time. **Bruce**

AL HORROCKS—Brookfield, CT

Leon, My wife was diagnosed with cancer early last year, 2014. We spent all of that year and a good part of 2015 with operation, chemotherapy and recovery. All appears well now and we are very upbeat. Sorry my dues slipped through the crack but will go online later today.

It's been 15 years since retirement and I don't know where it's gone. As for me, physically, I am enclosing a photo taken to celebrate my 75th birthday. Looking for some cold weather for skiing and ice boating.



God willing, I try not to let the grass grow under my feet! **Al**

LARRY JOBE—Groveland, CA

We have been working on the site of General Chennault's Command and Operations cave since 2005, which we hope to restore to WWII livery in the near future. Along with the opening of the museum we had hoped to re-create a Hump flight in a C 47 named Buzz Buggy. It was planned to coincide with the 70th year anniversary of the ending of hostilities. Unfortunately, the Australian version of the FAA held up paperwork approval so long that we were unable to do the flight this year. We finally received approval to do test flying on November 23rd. The plane is located in Sydney, Australia. On November 24th the first test flight was short lived as soon after takeoff one of the engines developed problems and the flight had to be terminated. Upon

landing an inspection of the engine filter turned up lots of metal so the engine is toast. It is currently being replaced and when completed we will again schedule a flight over the Hump to China landing first at Kunming and then on to Guilin where the C 47 will be on permanent display at the museum. The C 47 and other cargo planes were the most important planes to the winning of the war in China after the Burma Road was cut off by the Japanese. Without the fuel, ammo, oxygen and other supplies brought over the Hump by these planes, General Chennault's fighters and bombers would have been little more than good ground targets.

On September 3rd we had the privilege of taking 3 WWII Flying Tigers to Beijing to be honored by the Chinese. They received royal treatment. First Class over and back, their pass ports were taken through customs while they rested in a luxurious lounge attended by some very pretty ladies while their bags were picked up and loaded in the van. Then it was off to the hotel where they were met by their own, 24 hours a day, personal interpreter and guide. Front row seats at the September 3rd parade, lunch hosted by President Xi and attended by all the world dignitaries at the parade, medals presented by President Xi, a special opera that evening performed for them in the People's Hall which is seldom open to Westerners. Treated to many other events during their stay with everything paid for. It was clear just how much the Chinese appreciate the sacrifice these men made for our country and theirs. While their story is little known in our country most Chinese know about in their country.



We have a web site where we try to keep everyone up to date on our progress and happenings at the Flying Tiger Heritage Park. Check it out www.FlyingTigiersUSA.net. **Larry Jobe**SFOFO

DON JOHNSON—Elizabeth, CO

It's hard to believe that it's been twenty years since I was forced to retire. Unfortunately, it also means I am eighty years young. It seems that the older I get, the faster time goes by.

Fortunately, both my wife of almost fifty years and I are in reasonably good health. Last January we took a thirty day cruise from Cape Town, South Africa, up the East coast of Africa, across the Indian Ocean visiting several islands, and ending up in Singapore. We flew South African airlines from New York to Cape Town and United from Singapore, Narita, and nonstop to Denver. We had no trouble on any of the flights.

In July we took the whole family on a Caribbean cruise. The grandkids had a ball. There was so much to do we didn't see much of them. They learned to surf on the surf rider and climb the rock wall. My older grandson won the trophy for the fastest time up the wall. I think they tried every item on the menu and for some reason; there were always several extra deserts on the table. A good time was had by all.

I am glad that we got new management at United. I hope good things come from it. My son was recently bumped out of DEN and took a 777 first officer bid out of Chicago. He is looking forward to a great time traveling the world. I hope it doesn't get worse out there. *Don*

AL JOHNSTON—Seneca, SC

Hi, U all, am 91 today. Now living in a senior citizen facility, the independent living section, but have the assisted living area available across the street if and when we need it... We have a nice end unit with an attached garage, kitchenette, living room, 2 bedrooms, and 2 baths. Nice community dining room, meals included.

Finally found a buyer and sold our home in Keowee Key after it was empty for 11 months, so with the extra cash gave myself a birthday present of a new Buick Regal. What a machine with all the bells and whistles. I might be able to figure out what they all mean and figure out how to use them by this time next year. My 727 was easier to figure out. Famous last words, "the checks in the mail." *Al*

LOWELL JOHNSTON—Port Orange, FL

Dear Cleve, The Decembers keep getting closer to-

gether. Number 22 this year. Dues paid online which sure makes it easier to keep up to date.

Anne and I are doing fine although Anne is having some health issues that will keep us focused on that for the next 6 to 8 months. Hopefully, good news on that score next year.

Still flying the Bonanza, playing golf and enjoying the good life.

Good to see new members now that the 65-year-old guys and gals are hanging it up. Probably as hard to give it up at age 65 as it was at 60 from the flying stand point. Glad they are coming to RUPA.

Lowell and Anne

DAVE KENT—Bethel, VT

Leon, I seem to catch up on all the loose ends on January 1! I am forwarding my dues today, sorry for the delay.

Many of the retirees like Rich Bouska may remember me as having conducted their PC or Rating Ride on the DC-10 or 747-400 while a Stds. Capt. at TK. Thanks Rich for the "Peach" salad dressing recipe.

I turned 70 Sept.4 and suppose I should be planning a permanent retirement. But I'm still pushing the throttles up here in Lebanon N.H. (KLEB) as a CFII and Corporate Pilot flying a 1974 Cessna 500 for an egg processing company (3 Mil./day). I fly the personnel not the eggs!

I'm one of the Pilots who left UAL kicking and screaming with only 20 years under my belt at age 60. It was for me the greatest job in the world and I'd be back at a moment's notice if I could. As the DC-10 Fleet Capt. "Father" Bob Obrien says "LIVE TO FLY, FLY TO LIVE".

Best Wishes to all the UAL retirees. *Dave*
TK-ORD-JFK (737-300, DC-10, 757-767, 747-400)

JERRY LAMB DEN—Castro Valley, CA

The other day, while watching my neighbor's ten-year-old son fly his radio controlled model airplane, I had a bout of nostalgia. At his age, around 1945, the rage on my block was building and flying balsa wood and tissue paper model war planes. Most were "Comet Kits" costing ten cents. In those days a major problem was getting quality rubber for the wind up motors.

My neighbor's airplane was unconventional; a drone powered not by rubber but Hi Tec lithium batteries.

It was a red and white rig, with four propellers which emitted a buzzing hum much like a hive of bees vacationing in a metal mailbox. Actually a flying buzz saw, a horizontal killing machine, a darting menace traveling at high speeds or just hovering absolutely still.

Returning to my story, for several years after WWII, there were many sightings of alleged UFO's. (Unidentified Flying Objects) These were perhaps products of Lockheed's "Skunk Works," who knows?

Since I was a modeler, to humor my mom I scratch built my version of a flying saucer and then photographed it with my trusty Kodak Box Camera. This was my contribution to the UFO hysteria in California. Needless to say, my mom had a blast showing this photo to her friends; giving me credit for proving the existence of UFO's.



In those days many of my models ended up in tree branches or on rooftops. So, I asked my friend how he landed his "Quadra Copter." "Simple," he said demonstrating-"just press the "auto land" switch." When he did the drone returned to the T.O. point at 20 feet elevation, then slowly descended, landing softly with all four motors shutting down. Amazing!

Here is a photo of my bogus flying saucer. *Jerry*

STEVE LAURANCE—Redmond, OR

It will soon be 17 years since I set the parking brake for the last time. From what I hear, we had the best of days even with strikes, furloughs, etc.

I haven't tried a pass for a long time. When we travel, I buy a regular ticket. Last trip was to D.C. to visit family. We rode Alaska and were treated very well. Horizon and United Express provide the travel out of RDM. Much more convenient than driving to PDX.

I don't have all the exciting news like Al Snook.

We spend a lot of time keeping Obamacare solvent. I got a shiny new knee 3 months ago and am having minor back surgery next week. Other than that, we are staying pretty healthy.

Thanks to all who sacrifice their time to keep RUPA going. You are all appreciated.

Steve, SFO-ORD-SFO

JIM LIVINGSTON—Pine, CO

I feel that I haven't been retired long enough (June 2014) to be writing a short note to this journal, but I thought I would share some thoughts.

Thanks to Cleve and all the others who make this publication possible. Reading it keeps a connection with our past.

When I was "sort of" hired by UAL in Apr '85, I felt very humbled to be a part of a very proud United pilot group. I looked up to and respected those I flew with. They earned it. Now, when I see their pictures or names it brings back those great memories. We all probably think we worked in the "good old days of UAL" when it was better times. I think that, too. We must have really enjoyed our jobs. I hope that those working today will feel the same way when they retire. Fraternally, *Jim*. ORD-DEN 1985-2014

JIM MEADOWS—Indianola, IA

Dear Ruparians, I'm late again with my dues payment, so I'm enclosing 2 years' dues. I'll be early with next year's dues when I hit the big 80.

Still living in IA, farming and in the earth moving business.

Life and Health have been very good to me. I still run a dozer or a backhoe and drive my semi-trucks to haul grain and my equipment.

I still miss flying, travel and old friends. We don't travel too often because of all the security and corporate B.S. I thank the Lord every day for my career with the REAL United Airlines. 1965 to 1996!

Thank you for the *RUPANEWS*. *Jimmie*
ORD, DEN, DCA and LHR.

CHUCK MELBOURN—Whitehouse Station, NJ

Time to catch up after a few years. Linda and I have taken cruises the past three summers, all on Oceania. Mid-East, Alaska and the Adriatic. The Adriatic cruise started in Venice and ended in Bar-

celona. I make arrangements through United Vacations and the United Miles they award come in handy. Usually it is about 100,000 each cruise. We always manage a yearly trip to our condo on Maui and have had no problems with United flights.

Health wise; I have been fighting prostate cancer for 12 years, surgery, radiation and Lupron injections. The cancer cells have a way of sneaking around and have moved to my bones. PSA along with scans are checked every three months, right now everything seems to have settled down. My PSA had moved up to 28, but with my latest drug it has dropped to 8. I am under the care of Sloan Kettering in NYC and they continue to try new drugs, the latest being Xandia an oral chemo.

We made a move from our home of 45+ years to an over 55 community. Certainly is nice not to be concerned with snow, lawn care and the possibility of water in our cellar when we are down in Florida for the winter.

Thank you guys for the work you put into *RUPANEWS*. *Chuck*

WILLIAM M. MEYERNewport Beach, CA
Haven't written in a while, but always fun to read what our fellow retirees are up to. Still doing either flight test or checkouts in (preferably) old tail draggers, plus an occasional BFR (only to good buddies if a training wheel is involved). Have been hopping rides at several fly-ins in an N3N-3. Having spent mucho time in Stearmans, Wacos, Travel Aires, etc., and ALL are Nureyev by comparison. Hats off to any young NavCad during war 2 who could master one in just 8-10 hours prior to solo. Sure ain't no Buckner, but then nothing else is nor will ever be, either.



Out at Flabob something old timey is always going on, either the Low and Slow, or the Flying Circus or

the latest reunion; most of which was conducted under the auspices of the Little Sisters of the Poor at the Christian Science Reading Room right after Novena. BTW, the conference and exchange of brownie recipes was a smashing success! To everyone out there, stay as young and healthy as you can with happy feet on the rudder pedals, great swinging music, and most importantly with as big a smile as you can muster caused by the maximum allowable laughter per cubic minute and then some. And if you exceed redline, tough s...!

My thanks to all who put this great magazine together. *Wilhelm von Meyer*

PAUL NIBUR—Clovis, CA

Hi Cleve, just sent in my annual dues plus a well-deserved stipend for you and the gang. Thanks for all you guys do to keep our lines of communication open.

I can report that I'm about to turn 71, very young by RUPA standards I guess. My bride and I have gone back to work 4 days a week – babysitting for our very young grandkids. If ever there was a labor of love, this is it. Our son in law has gone back to school full time AND is working full time as a paramedic, and of course my daughter is working full time, so now we are too! What's fair is fair I guess. This schedule keeps us pretty much at home. I can't say we particularly look forward to travelling anyway – between the obvious loss of the pension, duties here, the world in conflict, and the abysmal state of pass travel I can't exactly say that I want to be travelling anyway. The main exception is to visit the rest of the family and grandkids near Bend, OR.

Otherwise I enjoy a weekly round of golf and I'm very involved with my Rotary Club here in Clovis, CA. We have a great club and Rotary does wonderful things – I can't imagine retirement without some community service involvement like Rotary. I serve on a few boards and the normal stuff I think we all do.

I started a new RUPA group here in the Fresno area, the FAT Flyers, and want to share two phone calls that resulted from sharing my contact info with RUPA. The first was from Art Littlefield, age 95. He wondered if I was Ed Nibur's son or grandson. Well Ed was my dad, hired in 1940. Turns out that Art was hired in 1942 and at the time, United was using experience copilots to train the new guys.

Dad was Art's instructor and he still has fond memories of their years together. (My dad would have turned 106 on Thanksgiving day). We had a great conversation and Art was remembering folks (Ed Hale, Slim Fay and others) who were Flight Managers back in Newark/New York in the 50's and 60's, names I've not heard in many years but remember from my dad.

The next call was from Oak Porter, now 90. I flew S/O for Oak back when we had back seaters in the Guppy. We also had a great rehash of days gone by. Oak spends summers fishing from his pontoon boat on the Snake River in northeastern Oregon and winters in Nevada. I must admit that I was flattered that he remembered me – I think we all remember the Captains we flew with when we were new but I don't know how many of us remember the guys in back when they were new.

I did receive one other call from a former friend Errol Mullins who I thought had left town but turns out he's only a few miles away. So now my RUPA group has grown by one and I've been reconnected with another good guy!

Paul, SFO 1978-2004

JIM NOBLE—Park Ridge, IL

Yesterday was a beautiful day in Park Ridge, Illinois, in fact, a gorgeous fall day to celebrate my 86th birthday with my family.

Jan and I celebrated our 65th wedding anniversary in September and we are still enjoying pickle ball, bridge and traveling. Our big trip this year was a 12



-day Holland America cruise from Venice to Barcelona followed by an Insight Travel tour of Spain, Barcelona to Madrid. My brother and his wife from California joined us and we had a great time together. We bought business-class tickets and decided that it is the only way to go on a long flight. Our KLM flight over was outstanding and the Delta flight back didn't compare at all. Holland America is now one of our favorite cruise lines with excellent service, meals, excursions, programs and shows and we are now booking another cruise with them for February. We also give a high rating to Insight Travel for a very well-organized trip. In July we took a "mini" 5-day trip with a group from our senior center to the Lake Huron area. The highlight was a day spent on a privately-owned island in Lake Huron where the host-couple told us about the history of the island followed by a fresh perch dinner prepared by them and served to us on an outdoor patio overlooking the lake.

Jan and I had plans to go on a 12-day Viking River cruise this month, Prague to Paris, but instead I spent a week in the hospital. Two weeks ago I was rushed to Emergency with a breathing problem. I had a partially collapsed lung followed by a blood clot in my leg. I am now on a blood thinner and doing well but I cannot travel for three months. The doctor thinks the collapsed lung was from a bad coughing spell that I had earlier. We have been taking travel insurance for many years for all of our trips, have used it twice and wouldn't go anywhere without it. We will get a full refund minus the cost of the insurance which is well worth it.

Our youngest grandchild is in his senior year at the University of Alabama and the rest of our "gang" is doing well.

Thanks to all of the hard working people who make this a great magazine. *Jim*

JOHN J. O'CONNELL—Geneva, IL

Cleve for you and those who assist you keeping the RUPANEWS in our mailboxes each month I THANK YOU for your dedication and the excellent publication. Words of appreciation seem inadequate but, please know your efforts do not go unnoticed. Thanks.

We had a busy year keeping up with the grandchildren's activities. We became great grandparents in July a new adventure for us.

We start every year since retirement in Prescott AZ, four months out of the snow and northern IL weather. We drive down and back and just enjoying the contrails and some visit time with friends and family. We are planning a Hawaiian visit if I can figure out all the right buttons to push for the ticketing. We only take about one flight per year cannot believe what an adventure it can be. We tell everyone that it is not the fun it used to be and it is definitely a young person's game. We are enjoying our retirement campus here in Geneva. We have 17 miles of walking trails, the train only 1 mile away for transportation to Chicago, and a Major hospital 1 mile away. I am still going to the 727 at science and industry and enjoy the dialog with people from all over the world and the children are the fun.

MY usual SOAP BOX remark. Like to hear from some of you who have not written for some time. We know you are out there, but need confirmation. Hope you had a Merry Christmas & Happy New Year. *JJ.*

RICH & ANN SELPH—San Francisco, CA
Ann and I have officially moved back to San Francisco, although I am writing this in late Nov. from Colorado. Three months a year in Vail Village at our modest condo in a boutique CondoTel is still our target. The staff take good care of us. I don't even have to change a light bulb! You could almost call it "Assisted Living"!

Very happy to report a terrific start to the ski season here: excellent snow; lots of terrain open; and I have skied the first nine days of the season. That would not be remarkable except for the Total Knee Replacement I had only 3.5 months ago. Latest technology includes a custom measured cutting jig, based on my individual femur and tibia, meaning that they do not need to pound a portion of the new device up into the femur to insure accurate alignment – much less invasive. I was lucky to have minimum pain. Aggressive PT is paying dividends now, as I have no pain, instability, or swelling. Pretty miraculous, I think!

Just to keep real: as I was skiing yesterday in Game Creek Bowl, I became aware of a skier in my peripheral vision. We all know what a 'constant bearing' leads to, so I was keeping track in the limited visibility to avoid a collision. I was successful, but discovered eventually that the 'skier' was actually a tree!

Ann and I have been married 50 years now. Our extended family gathered in July in Greensburg, IN to help us celebrate. Lots of activities – not sure if the highlight was a lovely ceremony in the church where we got married or the various livestock contests at the County Fair..... I worry about her cognition though. In the course of a routine disagreement, she asked, heatedly, "What's wrong with you?" I don't understand how she could forget all the faults, weaknesses, and general malfeasance that she has detailed over the years. Makes me wonder if she is losing it?? Seriously, I am blessed to have spent most of my life with a supportive, loving, fun, quick-witted, gracious, and kind best friend!!! We still laugh a lot!

Our four kids and six grandkids remain a major blessing and an important focus. They are all above average!

We add our appreciation for the RUPA News, always a cover to cover read for both of us.

Rich and Ann, SFO 86-01 (FOPA)

ART SHATTOCK—Los Altos, CA
Cleve, In the recent January issue of *RUPANEWS* there was a "Snap, Crackle and Pop" cartoon on page 48 that brought back some fond memories to me. It contained just three names that turned me on -- Snap, Crackle and Pop. These three names don't mean a thing to you or your readers, but let me explain.

My wife's mother was a professional artist and had a studio in the Wrigley Building in Chicago and she was contacted by the Kellogg Cereal Company and asked if she would submit a cartoon that could be used on a box of one of their cereals. Of course she said yes and submitted a drawing which included three "Munchkins" and she named the three characters "Snap, Crackle and Pop." Kellogg liked her idea very much and it was seen on a box of one of Kellogg's favorite cereals. Snap, Crackle and Pop became household words around the country, so there you have it

Cleve. Whenever you see the names again you can say "I know the originator of those three names."

By the way, Cleve, on the 23rd of November my family took me out to dinner and we celebrated my 101st birthday.

Merry Christmas Cleve and keep up the good work.
Art

Thanks Art, I remember them quite well, and they were on the Rice Krispies box. Congratulations on hitting the big 101!!! Cheers, Cleve

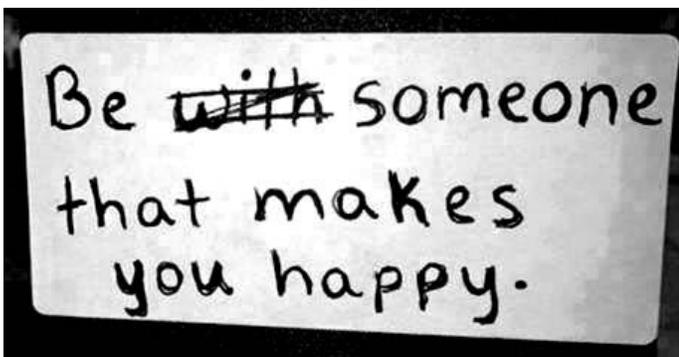
.J. SOBOTA—Naples, FL

Hi Cleve, fifteen years into retirement and my wife and I are still traveling. Carol and I cruised all over the world and the rivers of Europe. I think my favorite cruise was around England from Southampton to Southampton with a few extra days in London. It is a foreign country and I can speak the language.

My health has been downhill since 2002 when the Red Cross would not accept my blood donation anymore. They sent me a registered letter stating I had an incurable blood disease. Until then, I donated over a gallon a year with the Lions Club but that was the last.

My son is an otolaryngologist and a damn good doctor. He thought I may have multiple-myeloma. My family physician immediately sent me to a hem/onc practice in Camp Hill, PA. Result was I had idiopathic thrombocytopenia. My platelets were very low, around 25,000/ml of blood. Normal is 150,000 -450,000 per ml blood. They were afraid I would have a brain bleed. Doctors at Hershey Med Center and at Florida Cancer Center were waiting for "the other shoe to drop." Whatever that means?

In fall of 2010 my platelets did not improve with prednisone so Dr Yang took my spleen out. That did not cure the problem. From 2013 to 2014 my platelets went up over a thousand. Once again that could cause a brain or heart problem. So, I went to Moffitt Cancer Center, Tampa, FL in late 2014. Doctor Komroji put me on a thalidomide derivative, REVLIMID. That almost killed me. Before I had taken the three-week supply, I had a stroke or congestive heart failure as my troponin skyrocketed. I never had any pain. Moffitt in Tampa, FL began a search for a bone marrow donor for a bone marrow



transplant before I took the medicine. One of my sisters was a complete match, but after the stroke in January 2015 all bets were off for a BMT. Went to Johns Hopkins in Baltimore to see a BMT expert. Dr. Meade would not do the BMT as it is too risky at my age. My quality of life would be reduced and a BMT may kill me. So then, my research sent me to Dr Tefferi in the Mayo Clinic at Rochester. He is the guru of myelofibrosis and after two weeks of tests the final result was nobody gets on a clinical trial for IMMETELSTAT without a spleen. But before I left Mayo, they did a colonoscopy and removed a polyp on my ascending colon. I went back to the farm in PA. After my work was done there I flew to Naples, Florida. After ten days I started a rectal bleed that put me in the hospital. Dr Vernava at Physicians Regional saved my life by doing another colonoscopy and put two clips on the opening in my large intestine next to my appendix. That stopped the circus. Mayo still charged me for a failed operation.

I have been consuming blood from the blood bank at the rate of two units every other week. When my hemoglobin gets below 7.4 I get very tired and need another infusion. Since I began the infusions over a year ago, I have consumed over five gallons of packed red blood cells. Thanks to all who donate blood to 'save a life.' It works for me. I donated about twenty gallons in my lifetime and now I'm getting them back. Hopefully, all who can on this board will donate blood. It is a lifesaver. Without the donations I'd be a goner!

I still have the orchard near Gettysburg, PA and have combined more than four parcels in the fruit belt of Adams County, PA, my home and two others for renters. Last year we produced 22,000 flats of strawberries, 20,000 baskets of peaches and 40,000 bushels of apples. Several different varieties and maturity dates keeps the crews working. It is all leased out on a percentage and is a wonderful place to live, but my wife found a retirement paradise in Naples, FL in 1997 before I retired from the best job in the world. Except, I flew the last ten years over the North latitudes and I may have gotten too much radiation plus the pesticides and herbicides that have given me a bone marrow failure. Thus, myelofibrosis or, bone marrow failure.

I still play tennis about four times a week. I was the team captain of the 3.0 team for ten years. Moved up to the 3.5 team and then had my stroke. Back

down to playing social tennis. I played in "Fiddler on The Roof" in 2010 and joined the Sugden Players here in Naples. Had a few readings but can't commit the time to acting it takes for a full production playing every night of the week except Monday.

I appreciate all that the RUPA crew does in keeping us retirees informed. The magazine is great!

Adios Amigos. Been a great life. Thanks to all the wonderful people I had the privilege of working with. *TJ*

IN MEMORIAM

NORMAN ARTMAN MARSHALL

Norm, 78, a resident of Saratoga, CA passed away Dec. 21, 2015 peacefully at home surrounded by his wife and family.



He was born May 20, 1937 on a farm in Stockton, KS. Norm joined United Airlines in 1964 and retired after a 33-year career as a captain of the 747-400. He had also flown the DC 8, 10, Boeing 727, 737.

Norm is survived by his wife, Barbara, three children, three step children, and many grandchildren.

A celebration of life was held at the Foothill Club in Saratoga, CA on Saturday, Jan. 9th. In lieu of flowers the family requests that donations be made to The Leukemia And Lymphoma Society in Norm's name.

RUDOLF W. "RUDIE" NIEMI

Rudie Niemi, 84, passed away on November 12, 2015. He was a resident of Alamo, CA.



Rudie was born in Wing, North Dakota March 17, 1931 and spent his early childhood working with his family on a farm outside Bismarck, North Dakota. In his early teens, Rudie moved to Northern California residing in several cities in the east bay. At age 17, before High School graduation, Rudie joined the Navy and fought in the Korean War on a destroyer. After serving his country for 3 years, Rudie received an honorable discharge in 1953 and relocated back to Northern California.

Once back in the U.S., Rudie recognized an incredi-

ble opportunity in the aviation industry. He began his journey by getting his pilot's license, then became a flight instructor and finally joined the commercial airline industry in 1955. His first job landed him in San Francisco flying the Boeing Stratacruiser for Pan Am. Just prior to his first job, while at a drive-in restaurant in San Leandro, he met his lovely bride to be, Millie. They married in 1956. After years of flying out of San Francisco, Rudie and Millie had the opportunity to relocate to Guam where he flew SA16's (float planes) in the Trust Territories. While still in Guam in 1962, they had their first child, Dan. Five years later, they moved back to the U.S. establishing residence in Danville, CA, and had their second child, Jim in 1967.

In the 70's Rudie's flying career really took off. Beginning as a first officer, then captain with Pan Am, he flew the 707 until it was replaced by the incredible new 747. From there, he captained the 747 out of New York, Los Angeles and finishing his captaincy in San Francisco in 1995 with United Airlines.

After his retirement from United in 1991, Rudie served 10 years as Secretary/Treasurer for the 100-Club of Contra Costa County, an organization that supports the families of fallen police officers and fire fighters. In 2005, in an ironic twist of fate, Rudie was predeceased by his son Dan who was a San Leandro police officer killed in the line of duty. Rudie is survived by his wife, Millie, of 60 years, one son and five grandchildren.

As Rudie would say, "It's not all that bad." And "It only costs a little more to go first-class." In other words, life is good and do the best you can.

In lieu of flowers, please send donations to 100 Club of Contra Costa County, P.O. Box 773, Danville, CA. 94526 or your favorite charity.

ROBERT C. STEENECK

Robert C. Steeneck, age 77, died on Dec. 11, 2015. He was born in Detroit, MI 12/14/1937. His family moved to Cleveland, Ohio where he graduated from High School. He earned his Pilot's License at age 16 and in college, flew an open cockpit Ryan PT-22 Recruit.



Bob earned an Engineering degree from Stanford

University and then joined the Air Force. Stationed in Honolulu he flew the C-118/DC-6 to Guam and the Philippines. Bob joined United Airlines in 1966, instructing on the DC-6. Over the years he flew the 727, 737, 757, 767, 777 and the DC-10. He learned to fly a helicopter and glider and owned several smaller planes throughout the years. The family moved to Connecticut for nine years and Bob flew out of LaGuardia, JFK and Newark. In 1971, his crew was hijacked and spent many tense hours on the tarmac at Washington DC's Dulles Airport until they disarmed the hijacker. No one was hurt. The crew was honored by United Airlines with Awards of Valor. Bob retired December 11, 1977 on the 777. His son, Bob, had just completed his training on that airplane and was able to be one of the First Officers on the flight; Washington D.C to London and back.

Almost every October, Bob and his wife, Judy, would pull the kids out of school for a week and travel, taking advantage of the "off season" opportunities. Destinations included Bermuda, Belgium, England, Holland, Portugal, Greece, Mexico and Nicaragua. Judy and Bob also traveled extensively by themselves and visited Australia, New Zealand, China, Japan, Antarctica, Africa and the Galapagos Islands.

Bob will be remembered for his love of seafood, especially crab legs, his generosity and willingness to share his strong opinions. His insistence to "always ring the doorbell with your elbow" and for having high expectations for himself and those around him.

Bob is survived by his wife of 55 years, Judy, two children and five grandsons.

The family is extremely grateful to the Cheyenne, Wyoming VA Hospital, where Bob received exceptional care in the ICU and Hospice. Cremation will take place and a family service will be held next summer at the Blair Pioneer Cemetery in Buell, Oregon with Military honors.

JEROME OLIVER "Jerry" THOMAS

Jerry was born July 17, 1930 in Muscatine, Iowa. He lived in a very small town in northwestern IL, Illinois City, all of his life through high school.

As a child of eight Jerry knew what he wanted to do with his life. After graduating from high school he went to flight school in Galesburg, IL. He worked

as a pilot for a photographer of farms as his first flying job in Kirksville, MO. Then he flew out of Muscatine, Iowa and Moline, IL while at the same time serving as flight instructor. Jerry began flying for United Airlines in 1957 and was based in Chicago. He retired in 1990 after 33 years, being based in LAX and SFO for the last 15 years and flew the 747 to and from Asia for the last 10 years of his career.

Jerry enjoyed reading, watching the History Channel, the weekend golf tournaments and the SF Giants. He also enjoyed trying to hit a golf ball now and then. He and his wife, Loretta, enjoyed traveling to different places around the world.

Jerry is survived by his wife, Loretta, two children, one stepdaughter and two granddaughters.

In Lieu of flowers donations may be made to the church or Hospice by the Bay in Jerry's honor.

NORMAN E. WITT, SR.

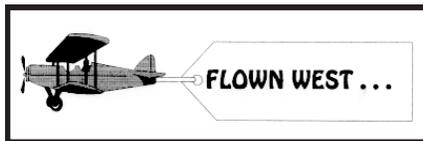
Dr. Norman E. Witt, Sr. (88) of Palos Verdes Estates, CA passed away 11/22/2015 surrounded by his family. Norman was born May 2, 1927 in Nebraska City, NE where he grew up on a farm during the depression.

Norman served as an aircraft machinist mate in the US Navy during WWII, and later as an officer in the US Air Force. He received his BS from U of Nebraska, before entering pilot's training. He retired from the US Air Force Reserve in 1969 with the rank of Major. After active duty in the Air Force, he joined United Air Lines in 1956 and retired flying the 747 to Honolulu in 1985.

Norman was the author of several books and articles, he earned a Doctorate in Vocational and Educational Psychology at UCLA in 1969. He taught at the secondary school level within the LA Unified School District. Norman owned and managed several vineyards and orchards in the San Joaquin Valley. In his later years, he owned Witt Realty and Loan. Norman was an amateur radio operator, participating in NART and other disaster preparedness programs. He also enjoyed playing the clarinet, alto and tenor sax in various bands.

Norman is survived by his former wife, Alice, two children, grandchildren and great grandchildren.

In lieu of flowers, donations may be made to Wounded Warriors Project, P. O. Box 758517, Topeka, KS 66675 or to a charity of your choice.



| | |
|--------------------------|---------------|
| Lee M. Beck | Dec. 16, 2015 |
| Phillip H. Bauman | Aug. 2015 |
| Roger A. "Spec" Daniels | Feb. 10, 2015 |
| Gerald W. Johnson | Aug. 28, 2015 |
| Norman A. Marshall | Dec. 21, 2015 |
| Charles T. Minor | Oct. 2015 |
| Rudolf W. "Rudie" Niemi | Nov. 12, 2015 |
| Robert C. Steeneck | Dec. 11, 2015 |
| Charles B. Tolleson, Sr. | Dec. 17, 2015 |
| Jerome O. "Jerry" Thomas | Dec. 13, 2015 |
| Norman E. Witt, Sr. | Nov. 22, 2015 |

**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. Hovering there
I've chased the shouting wind along and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace,
Where never lark or even eagle flew.
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.
Send memorial and other donations to: Capt. Thomas Workinger, Treasurer
5614 Prairie Road, Crystal Lake, IL 60014

February, 2016 Edition

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\$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 (Contact Randy Ryan or Info—520-797-3912—randyryan40@msn.com)—*Tucson C Club*

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
SAC Valley Gold Wings (1st Monday, 12:00)—*Sudwerk Brewhouse Grille, Folsom, CA*—916-941-0615
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. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*
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)—*The Tin Cup Bar & Grill, Aurora, CO*—303-364-8678

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.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829
The Ham Wilson 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 & October)—*Rock Spring Golf Club, West Orange, NJ*—psfoman@gmail.com

Ohio

Cleveland Crazy's (3rd Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

Oregon

The Columbia River Geezers (2nd Wed monthly 11:00)—*California Pizza Kitchen, Clackamas Town Center*
503-659-0760—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)—*Amphora Restaurant, Vienna, VA*—540-338-4574