
rupanews



Journal of the Retired United Pilots Association



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

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

President's Letter



This month on May 17th, we celebrate the 31st anniversary of our pilots strike against Richard "Dachau Dickie" Ferris and his henchmen. Well over 90% of us stood strong against the 1,000 pound gorilla and for that we can be proud.

At the same time looking back, many wonder where time has gone as we move rapidly toward the middle of 2016. RUPA is all about you as individuals. Your volunteerism, be it on a local level or on a national level, is what makes us thrive. Attending lunches, writing an annual missive for publication in *RUPANEWS* or posting something on our new Facebook group is all part of what keeps us together.

Functioning as a local lunch group leader or scribe, membership chairman, web advisor, secretary, treasurer, editor, VP, or president is what we are all about.

The executive committee sincerely solicits new volunteers and not just the usual suspects. We implore those who would like to participate in any of the above positions to let one of us know. While the change of command is still some 18 months away, we would love to know who is interested. Again, in the short term we are actively looking for someone to help Leon out, separating the secretary and treasurer positions and for any help in forming new area lunch groups. I know the old adage in the military, "Never volunteer for nuttin," but this does NOT apply to RUPA. A huge thanks to all the current volunteers who put together the lunch groups and send in monthly reports with pictures for *RUPANEWS*. This part of *RUPANEWS* is where reportedly, many go first in our fine publication.

With that being said, we have another RUPA group forming in the Vacaville/Fairfield area with Capt. Paul Herman stepping up to lead. If you live in that area Paul may well contact you or you can write him for particulars at pgherm@aol.com.

Another RUPA member, Capt. Bob Yates, formerly of SFO, has offered to start a new IAH group for those in S.E. Texas.

We are greatly saddened by the loss of so many brothers this last month including our 15th RUPA President Bill Stookey of Idaho. In the back of this publication are obituaries and a list of our brothers flown west.

We welcome the following new members to RUPA:

Capt. Gail L. Glaze, (ORD) Morgantown, IN / Capt. Larry Arlin "Bud" King, (LAX), Hanford, CA

Capt. Steven "Steve" Mutzig, (DEN), Watkins, CO / Capt. Dave L. Stickler, (SFO), Vacaville, CA

Rejoining RUPA:

Capt. Arthur J. Intemann, (SFO) Mill Valley, CA / Capt. Vic Shumaker, (DCA), Williamsburg, VA.

Best Regards, *Cort*

**I Want You To Send
Your Dues to:**



**RUPA
PO Box 400
Vineburg, CA 95487-0400**

—Or—

You can also pay by Credit Card by going to www.rupa.org and click on the **Membership** tab and then click on

Pay Dues Online

Please don't send your checks to the RUPANEWS 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

The Post Office will forward the RUPANEWS 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

Vice Presidents' letter

It's May already, almost half way through 2016. May brings back memories for a couple of reasons. I started new-hire training at United on May 8, 1978. That's what, 38 years ago? Hate to do math in public, but I think that's correct. Yikes!

Then there was May of 1985, which Cort, our worthy president, writes about. As he mentioned, well over 90% (I believe it was 97%) of us stood up to Dick Ferris and his lackeys and walked the line...not for raises, but to keep the pilots who would come on board after us from being permanently stuck on a terrible B-scale for pay. I don't know how many thousands of pilots have been hired since that time, but I can bet that the majority today have no idea about why that strike took place.

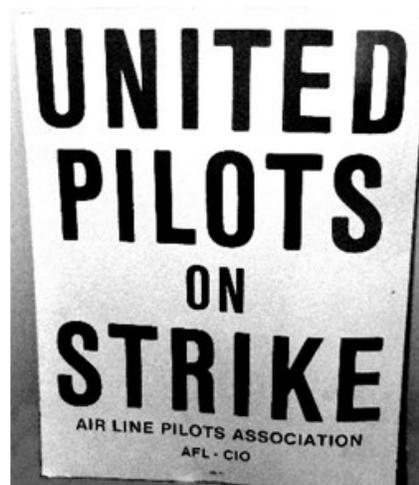
As those of you who were present in those days know, you rarely saw United pilots wearing ALPA pins, and certainly didn't see any stickers on our flight bags...until the strike. When we came back to work, everyone who was on the line wore their union pin. Suddenly, flight bags had stickers all over them. I know there were some that referred to Ferris, but one I clearly remember said, "Pringle Flunked CLR." David Pringle was some kind of senior manager who we came to despise, and his name was there for all to see on our luggage!

Speaking of the ALPA pin, I was asked by my best friend, Bruce Cushing, to speak at an Eastern LEC meeting in Miami during their strike against Lorenzo in 1989. He and I had gone to college together, and he was on the EAL MEC. I spoke about the importance of solidarity, and I told them that after the strikers returned to United, the pin was like a transponder, known in the military as an IFF/SIF, basically Identification Friend or Foe. When walking through the concourses, if you saw a United pilot wearing an ALPA pin, you knew he was a friend. Nothing could have brought us closer together than that shared experience.

To bring an end to my saga of CVS/Caremark, it was finally concluded correctly. After six weeks, and the doctor, who would have liked to make a parking lot out of the place, sending the request for the "penalty" to be waived for using a brand name for medical necessity for the fourth and fifth time, Caremark did approve it and put it on file for a year. The price of the medication, even without the penalty, is still 500% of what Express Scripts charged.

I already knew that when you buy a prescription on a monthly basis, it's way higher than a 90-day supply. What I was told at this point is that when you buy a month's supply the price may change as the market for it changes, but that doesn't happen for the 90-day orders. I can't verify that, but it's something to watch out for. Enter the CVS/Caremark labyrinth at your discretion. It's no fun.

Cort also mentioned that we've lost some great old friends from our ranks. Another, whom I found out about yesterday, is Captain Bob Falco. He was a longtime New York pilot, and I flew a lot with him when I was a new-hire doorguard on the old 737 and he was a brand new F/O. He was always fun to fly with, and he later gave back to the entire pilot group as an ALPA volunteer. He'll be missed. **Bob**



About the Cover

Last Flight for Rare 1933 Boeing 247D Airliner



The world's oldest flyable Boeing airliner made its last flight on April 26, 2016. The classic twin-engine Boeing 247D from the 1930s—one of a mere four remaining in the world, and the only one flyable—has been in The Museum of Flight's collection since 1966. Based at the Museum's Restoration Center on Paine Field in Everett, Washington, it was featured at airshows and other events around the country from 1994 until 2004. At

noon on Tuesday the 26th, the 83-year-old airliner will fly to the Museum's Boeing Field campus and be retired for permanent display.

The crew for this special flight was two Boeing test pilots with experience at the controls of the 247, Mike Carriker and Chad Lundy. Carriker was the chief test pilot for the Boeing 787 Dreamliner, so on this trip, the world's oldest Boeing airliner will be flown by the chief pilot of Boeing's newest airliner.

The Museum's 247D was built in 1933, and the type is recognized as the first "modern" airliner, offering travelers unmatched speed and comfort with a sturdy, all-metal design. Somewhat a victim of its own success, the design was soon adopted and improved by Douglas Aircraft with the DC-2 and DC-3, which quickly rendered the 247 obsolete. The Museum's plane had a colorful career with air carriers in the U.S. and Latin America. Restoration of the plane began in 1979, with its first post-restoration flight in 1994. The sleek plane has the livery it flew while serving United Air Lines in the mid-1930s. The 247 will take center stage in front of the Museum throughout the summer, then it will be positioned in the Aviation Pavilion next to its arch rival of the air—the Douglas DC-2.

About The Museum of Flight: Founded in 1965, the independent, non-profit Museum of Flight is one of the largest air and space museums in the world, serving more than 560,000 visitors annually. The Museum's collection includes more than 160 historically significant airplanes and spacecraft, from the first fighter plane (1914) to today's 787 Dreamliner. Attractions also include the original Boeing Company factory, and the world's only full-scale NASA Space Shuttle Trainer. The Museum's aviation and space library and archives are the largest on the West Coast. More than 150,000 individuals are served annually by the Museum's on-site and outreach educational programs. The Museum of Flight is accredited by the American Association of Museums, and is an Affiliate of the Smithsonian Institution.

2016 Boeing Centennial Recognition: The Museum of Flight draws upon its unrivaled collection of Boeing aircraft, artifacts, images and documents to present The Boeing Company story during the year of its centennial, 2016. The Museum-wide Boeing recognition will be enhanced with public lectures, films and other presentations that focus on Seattle and popular culture during the past century.

The Museum of Flight is located at 9404 E. Marginal Way S., Seattle, Exit 158 off Interstate 5 on Boeing Field halfway between downtown Seattle and Sea-Tac Airport. The Museum is open daily from 10 a.m. to 5 p.m. Admission is \$20 for adults, \$17 for seniors 65 and older, \$17 for active military, \$12 for youth 5 to 17, and free for children under 5. Group rates are available. Admission on the first Thursday of the month is free from 5 to 9 p.m. courtesy of Wells Fargo. McCormick & Schmick's Wings Café is on site. For general Museum information, please call 206-764-5720 or visit www.museumofflight.org.

Laws They Don't Teach in Physics

Law of the Theater & Hockey Arena - At any event, the people whose seats are furthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surly folk.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

Chicago has been an important Air Transportation Center since the early airmail days. It has been a Hub for United Airlines since 1927 when predecessor companies - National Air Transport (NAT) from the East and Boeing Air Transport (BAT) from the West connected there, providing the first "coast-to-coast" Commercial Air Service.

By the early 1950s, Chicago's Midway Airport was the world's busiest airport, handling more than 5,000,000 passengers and over 200,000 scheduled airline takeoffs and landings per year. United alone had approximately 150 flights daily. In addition, Chicago Midway was the site of United's Executive Offices.



(left) Station Ground Services Manager W.A. Bouve. - (middle) District Passenger Service Manager M.E. Innes, Chief Stewardess Louise Legris, Chef Eugene Ertle, Chief of Passenger Station Service Matt Reay and Supervisor of Dining Service George Nixon - (right) Chief Flight Dispatcher Floyd Tharp and Manager of Flight Operations Ray Allemang

By Marvin Berryman DENTK A/V Retired - Excerpted from 1952 issues of "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

Letter from the Editor



Congratulations to our members. You have done much better in sending you dues checks to Leon instead of me this past month. Believe it or not, it does save us work. We get many “thank-you’s” to the staff who do all the work in getting out the *RUPANEWS*. The truth is, I’m the Staff of one, and the same goes for Leon being the Staff of one doing the Sec/Treasurer duties. That’s why we keep reminding you to **SEND YOUR DUES CHECKS TO LEON** or pay on line.

As President Cort said in his letter, we are looking for someone to assist Leon by separating the Sec/Treasurer positions. Surly there is some member out there who could volunteer to help us out. Remember, we do all the work from the comfort of our homes, and you can do the same.

On another issue, the preferred method of sending a Birthday Letter is by email. Just send a plain ol’ email and I’ll take care of the rest such as formatting. It’s much easier for me and you, and it saves you a stamp and envelope that way. Once in a while we get a handwritten letter and, believe me, most of you have terrible handwriting as do I. Even the hand printed ones are sometimes difficult to read. I do my best to decipher the text, but it doesn’t always work. Cheers, *Cleve*

The FAT Flyers RUPA Breakfast

The FAT flyers (Fresno, CA) group met for a lively breakfast on April 8th. Joining us from the Santa Cruz area were Ed and Pat Manning and it was nice to see them. They grew up in the valley and still have some farm land here so Ed is a member of the Fresno QB Hangar and it works out well for him to join our breakfast group which, by design, meets on the same day we have QB’s. We will also welcome recently retired Capt. Bud King whenever his other duties allow. I also had a nice chat with Kent Draper who is pretty much recovered from a mishap on his farm and we hope to see him at the breakfasts as well.

I had a fun email exchange with Ken Perkins back in New Hampshire. Ken was good friends with my dad (Capt. Ed Nibur) back in the day and was his copilot on his last trip back in Nov 1969. Amongst other things I learned that Ken and my dad used to play harmonica duets in the cockpit on the long DC-8 flights from JFK to HNL. Apparently they had a lot of fun but the first class passengers didn’t always appreciate it! Interesting that you can still learn new things about your dad long after he’s gone.



Seated at the table clockwise: Patti and Ed Manning, yours truly Paul Nibur, Richard Jordan, Scott Gjerman, Randy Bushore, Wayne Thompson, Andy Bender.

Join us whenever you’re in the area on the second Friday morning of the month at the Yosemite Falls Café (they have a great seniors menu) at 1455 Shaw Ave, Clovis, CA (at the SE corner of Shaw and Sunnyside). You can call me at 559-289-2626 if you need help finding us. (or email me at p.nibur@gmail.com)

Paul Nibur

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Another Sunny and Beautiful Day at Shrimper's for our Treasure Coast group -- so I'm told. Due to a last minute family situation, I was not able to attend this month's Luncheon. However, our own Dave Hoyt was called upon and graciously accepted the roll of heading up the Luncheon responsibilities for our April Luncheon. Thank you Dave for a Job well done.

Dave indicated that we had 11 RUPA pilots that attended and that the conversations included, but was not limited to: UAL BOD activities that have been the subject of MUCH conversation of late, Politics on both the Local and National Level, UAL pass travel and Union negotiations, and finally, a dramatic change for the BETTER with our Roadway traffic down here in SE FL. Yes, MOST of our Snowbirds have departed for the NORTH and our 'Season' in FL is just about done until it starts all over again in September and October. Dave tells me the wonderful service and GOOD Shrimper's food was provided by server, Tru!



Seated from Left to Right - Don Jefferson, Jim Dowd, Dick Baese, Bill Northup and Dick Starita.
Standing from Left to Right - Ted Osinski, Jack Boisseau, Dave Damon, Bill Cole, Dave Hoyt and Don Onofrio.

That's all there is for now.....but our next TC RUPA Luncheon will be at Shrimper's (in Stuart, FL) on Tuesday, May 10th. If you happen to be in SE FL around that time....be sure to come and join us for a few hours, great camaraderie, and good food with a Spectacular view. Best Regards, *Bob Langevin*

San Francisco East Bay Ruperian's Luncheon

It was a very nice day in the Tri-Valley area when the East Bay RUPA group met for lunch. The weather was just a tad cool as we caught the weather in what the weather forecasters call a break between light rain storms. California still can use more rain. We have a great group. The food at the Primavera Restaurant couldn't be any better and the service is the best.

B.S. Smith gave us a summary of the Surprise Birthday Party he threw for his lady friend in Las Vegas, held in a 2,000 sq ft Suite-bringing in guest from all over the country, what a party. Don Merucci came down from Reno to join us and he brought a fellow volunteer he worked with on the Hornet.

A camera was not available to take a picture but if one had been available seated left to right with their backs to you were your scribe, Rich Bouska, Georgia Bouska, B.S. Smith, Shirley Francis, and Lee Francis.

Coming back around from the right on the other side was Steve Kesinger, friend of Don's whose name I did not get, Don Merucci, Dell Leavitt, Neil Dahlstrom and Grant Adams. One of our regulars, Steve Filson, had a date with the cable guy and couldn't make it.

Until the 2nd Wednesday next month and every month, if you're in the area come join us. *Rich Bouska*

The Big Island Stargazers RUPA Luncheon

It was a beautiful March day in paradise as we celebrated the Second Anniversary of the Big Island Stargazers. We have a great group of members and have developed wonderful friendships with our fellow retirees during the past two years.

Also, we were celebrating St. Patrick's Day and The Fish Hopper Restaurant supplied us with the best corned beef and cabbage on the island. Missing the festivities were Al and Linde Rimkus and Sam and Julie Wilson who were back on the mainland, and Bobby & Linda Michael had a schedule conflict. Robert & Linda Bounds heard there was some green grass showing up in their pasture so decided to fly back to Colorado to take a look. The word is getting out that we have a fun get together every month and we welcomed our latest guest, Ron Hansen, who retired from Braniff.

Talk around the table was diverse: Our chapter's golf pro taught his wife how to play the game but she decided to quit after repeatedly shooting 43 on 9 holes (we should be so lucky!). There was a group discussion of who had the best barracks while stationed in Vietnam. Amenities included hardwood floors and air conditioning but the barracks that employed a French chef took the prize. Pilots like beer but how do you chill it down without ice in the middle of the desert? Our innovative member recalled how he used to get a bucket of water and vent the liquid oxygen out of the F-100--et voilà, ice in two minutes! After receiving repeated calls to replenish the liquid oxygen, maintenance got suspicious when no leaks were found.



Photo Caption Left to Right: Lauren & Bill Cochran, David Carlson, Dick Slinn, Ron Hansen, Joan & Gerry Baldwin, Linda Morley-Wells & Walt Wells. MIA from the photo op were Don & Jen Diedrick.

We look forward to our annual April meeting in Hilo and will be back in Kailua-Kona for the third Thursday in May. *Linda Morley-Wells*, Scribe



The Ham Wilson S.E. Florida Gold Coast RUPA Luncheon

Today was our last winter season lunch under beautiful Florida sunny skies. Art Jackson will take over for the summer. We had a nice total of 18 retired Aviators in attendance. Lyn and I will be heading north for the summer and we wish everyone a pleasant summer. *Ned Rankin*



Front row: Ed DeChant, Ed Wheeler, Murray Warren, Ham Oldham, Ned Rankin, Jerry Bradley, Lyn Wordell

Standing: Bob Beavis, Joe Jenkins, Denny Keast, Jim Good, Mike Ward, Mike Nelligan, Bill Bodner, Dan Kurt, Art Jackson, Stan Baumwald (NWA), Dan Petrovich (Active Pilot).

The Monterey Peninsula RUPA Lunch Bunch

We reported to Edgar's at Quail Lodge promptly as 17 of our group enjoyed our social half hour prior to sitting down to lunch. Pete Walmsley hosted as usual and the food was delicious.

Barrie Nelson reported that he attended The Celebration of Life for our group member Robert Gifford in Morgan Hill. There were fond memories of Robert and we have missed him over the past years.

There was discussion about using the 20% Discounted tickets for travel on UAL. It was noted that on the rupa.org website there is a tab labeled RAFA Pass Travel Update and listed under item #3 there is information on how to purchase tickets.

There were quite a few "stories" about "flying the line" with many deep belly laughs.



Those attending were Pete Walmsley, Barrie and Sharon Nelson, Phyllis Cleveland, Lee and Nancy Casey, Milt Jines, Ed and Pat Manning, Ken and Cheryl Bohrman, Jack Cowles, Carlos and Judy Quintana, Dave and Linda Mackie and Jon Rowbottom. Our next gathering will be Wednesday, May 11th at 11:30 at Edgar's. *Jon*

Golf Snippets

If you find you do not mind playing golf in the rain, the snow, even during a hurricane, here's a valuable tip: your life is in trouble.

SAC Valley Gold Wingers RUPA Luncheon

The Gold Wingers say hello. The Spring time is here again and it is time to celebrate. We are enjoying such good weather on the West Coast and it is just invigorating our Gold Wingers group. I offered to buy everyone lunch but they said they would prefer to pay for it themselves. Ya right! I will continue to emphasize that our luncheons are held at the Sudwerk Brewhouse and Grill in Folsom, CA. We are located right next to the Folsom State Prison so our pilots have had no problems with finding it with their auto GPSs. Who knows, maybe some of them have spent a little time there at the prison.



Front row: John & Sharon Gorczyca, Linda Akin, Vi vian Stolp, Rosemary Authier, Al Fink, Ken Ledwith, Wayne Mooneyham, Dave Ulm, Jan Farley, Rod Farley.

Backrow: Ed Akin, Jim Whittingham, Dave Stolp, Bill Authier, Lori Muir, Marv Alexander, Karl Winkelbrandt and Dave Leippe.

Our discussions included the attempted takeover of the UAL Board by two hedge fund groups. We are happy to report that failed to happen so we are on a smooth track to becoming a great airline with Oscar Munoz and his group. Welcome back Oscar. I passed on some tidbits of information with Alaska's purchase of Virgin America, Boeing eliminating 4,000 jobs in the commercial airplanes division, United flight attendants who were reinstated, logging into our retiree account at the UAL portal from Bob Lynch, and SFO direct flights to Tel Aviv, Israel. Since we are considered somewhat older in stature and character, I also included an article about how exercise may lower our cancer risk from the RUPA mag.

I tried to explain to a few in our group how you can list on Skynet with other carriers through the process of navigating to employee res, quick links, other airline/interline tool and then to the specific carrier. At our next luncheon, I will attempt a more detailed discussion of that listing. Also, with Dave Leippe's audio/visual assistance, I attempted to show a short video of Captain Sulley Sullenberger's landing on the Hudson. Well, not everything works as advertised. And in this case, it was the audio that failed to provide enough volume. I did ask everyone to turn up their "Miracle Ears Hearing Aids" but that still did not work. At the next luncheon, we will have a better system in place. We, again, thank everyone for attending and always welcome guests to our luncheons. Still Flying High, *John Gorczyca*

PICKLES | Brian Crane



San Francisco North Bay RUPA Luncheon

The April luncheon gathering of the North Bay RUPA group marked yet another anniversary, as our first meeting was on April Fool's Day of 2004. Leon Scarbrough came up with the idea, and it was set up at the Petaluma Sheraton, where it has remained to the present. Taking a wild guess, I had asked them to set up for 25 people. At five minutes to the appointed time, I found myself to be the only RUPA member at the place! I was planning to escape thru the bar/lobby as discreetly as possible, when a good group all appeared at once, exactly on time! Since that first meeting, we've averaged 20-25 at the lunch, until recently, where attrition has sadly taken its toll.

The April 6th meeting was a bit smaller, but certainly no less vocal. With sadness, we noted the Westbound departure of several retirees, in the last few weeks. Dick Lammerding circulated a "get well" card for Ken Corbin, hoping for his return to rejoin us. Our Health and Welfare Chairman, Capt. George Hise, was, once again ready with the latest from the Medical front, including information on how some feline viruses may effect humans. Be careful near the litter box!

A quick news update reviewed UAL's 90th birthday, the final flight of B-727 7001 to the Boeing Museum, and the UAL F/A's departure from exit 1R, via slide, at HOU.

We drank a toast to the memory of a legendary F/A, Rachel M. Woodings, who flew West in 2008. Most of the group had the privilege of working with Rachel whose Birthday was April 12th. We shared many remembrances, leading to a review of some of the "Famous Names in Aviation" of earlier times. The stall in the Men's Room, just off the crew waiting room at ORD, that contained the "list a xxxxx" info on the wall that included all domiciles was also mentioned. All told, a very pleasant afternoon!



Attending were: Don Madson, Jim Mansfield, Dan Bargar, Rick "Norton 1" Saber, Bill McGuire, Dick Lammerding, Barney Hagen, Bill Smith, George Hise, Galen Wagner, Jules Lepkowsky, Gardner "Bones" Bride, Bob and Doris Donegan. **Bob-D.** Yeoman the day.

Dana Point RUPA Luncheon

We arrived to a quiet day at the Harbor. The Deck was ours! The day was very pleasant with little wind. Everyone got talking and exchanging what was happening in their lives. Conversation range from swimming pools ...the question of conversion over to using salt water with the advantage of not having to use chlorine to doing away with the pool all together, what with the water shortage we are having in southern California might be the right option to- special flying in Wilmington NC.

On Deck today were: Bill Rollins, Bill Stewart, Butch Trembly, Carlos Bernhard, Jack Frisch, Jim Grosswiler, John and Cheryl Arp, John Grant, Park Ames, Ron Dye and Ted Simmons.

John Arp mentioned that he had another movie shoot in N.C. He flew the C130 to Wilmington for History Channel shoot about the true situations of Team Six of the Navy Seal Team. There will be six to eight episodes on the History Channel in the fall. It will be called "Six". This is John's third SAG contract and he's going to have to join the Union. He might get mention in in the credits. His last shot was with Tom Cruise last February. John finds the "Work" very interesting! More to come on the Hidden History of the Navy Seals.

Some talk about Donald Trump's B757 and the extensive restoration work... and the full work load of the Captain to all special detail work. Type in "Donald Trump s 757" get all the interesting details on line. Cheers to all, **Ted**

The Intrepid Aviators of Southern Oregon RUPA Luncheon

The sun shines...well mostly, still a few days of snow in the high country and rain down low, but the valley is alive with blooms, blossoms and gardens to be cared for. We've had a really nice rain year with El Nino providing the push. The lakes are rebounding and a good snow pack in the high country suggest the Winter has been generous to us.

On the 17th of March, our third Thursday, we gathered, as per usual, at the Pony Espresso in Jacksonville. A smallish group this month with some of the group in Florida, Jim and Cheryl Jaeger checking out the SF Giants at their Spring Training camp and not sure where Banjo Bob is hiding.

Some sad news to report as our Don Parker Flew West....a really good guy and my stick buddy at B-727 Capt. school many years ago.



Our group L to R seated: Steve Fusco, Harvey Saylor, Leeann Fusco seated.

Standing: Bob Niccolls, Scot Lee, Pam Lumley (Art Lumley was here, but had to leave early) and Dan Kurtz.

As a 'pre-alert, we're hoping to set a date in May to run over the mountains to Dan's ranch for our annual equine and bovine tutorial. (plus it's a great excuse to get the little black Porsche out) Cheers to all, **Bob**

San Francisco Bay-Siders RUPA Luncheon

It must be the spring weather; a number of our members, who must have been hibernating, have finally come back to the luncheons. There were twenty-nine in attendance. Since we had such a wonderful turnout, we decided another picture would be appropriate.

Seated are L to R: Burkie Callahan, Pat Manning, Georgia Bouska, Barbara Marshall, Pat Wright, Carol Walter



Standing: Jerry Quitney, Bob Kallestad, Marty Berg, Gerry DeLisle, Neil Kelly, Roz Clinton, Jerry Terstiege, Bob Callahan, Gene Walter, Bob Clinton, George Mendonca, Bob & Jill Ebenhahn, Rich Bouska, Cyndi & Rich Erhardt, Jan & Karl Kastle, Rose & Cleve Spring and Larry Wright. Ed Manning took the picture.

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. *D.L. "Larry" Wright*

Thousand Oaks RUPA Luncheon

The March luncheon took place under blue skies with just a touch of thin cirrus. Temperature was perfect at 75.

Discussions began with the news that Orv and Wil provided dealing with aviation and airlines of course. However, the big topic was about Altimeter Capital and PAR Capital and their attempt to elect 6 members to the UA Board of Directors lead by Gordon Bethune. It must be about the money. Laughter and humor was provided by Claude Giddings as usual.



Sitting from left to right: Doug Bielanski, Don Tanner, Don McDermott, Grant Sullivan, Lou Carson, Ray Engel, Dale Meyers, Jerry Adams, Marcie & Doug Rankin, Claude Giddings, Dave Park and Walt Tyler. Photography was by Helena, our adorable waitress. *Doug Bielanski*

Phoenix Roadrunners RUPA Luncheon

We met at our usual place, the Bobby-Q restaurant on April 12th for a nice get-together and lunch. Kristi as always did herself proud taking care of our group.

We had a wonderful group and we had lots of conversations. Some names were remembered and we recalled some memories. Elbows were able to bend so that our glasses could be emptied while the conversation was going on. Also sad that so many of our members have flown West lately.

The ones who made it to our luncheon were: Fred & Judy Meyer, Neil & Lee Johnson, Mike Carlin, John Baczynski, Dave Specht, John Gordon, Mike Clements, Charlie Schwob and myself.

Due to most of our snowbirds having journeyed north for the summer, we most likely will not have another luncheon until October.

We would like some of the retirees who have recently moved to the valley to start coming to our luncheons. Spouses are always welcome. *Ken Killmon*

Seattle Gooney Birds RUPA Luncheon

March 17, 2016 The Seattle Gooney Birds had a nice lunch and gathering (15 members) at the SEATAC Marriot, on a nice spring day.

After lunch we introduced our newest member, Dan Mueller. Dan retired two years ago, and just decided to come out and renew old friendships. Welcome aboard, Dan.

We called on our in-house joke master, Herb Marks, for a few jokes and Dave Carver demonstrated some light emitting devices from his neon sign business days. The host told another joke and we adjourned until next month.

In attendance: Dick Anderson, Jim Barber, Bill Brett, Jack Brown, Dave Carver, Mark Gilkey, Al Haynes, Hank Kerr, Herb Marks, Dan Mueller, Bill Shumway, Fred Sindlinger, Tom Smith, Bill Stoneman and Chuck Westphal. *Bill Brett*

San Diego North County RUPA Luncheon

Tuesday the 12th was a good day. The place we meet is at a country Club, and they have a great menu. Little by little, some of us keep trying new items. Bob Bowman and I both had the Po-Boy sliders, which consisted of three round rolls with tomato slices, lettuce, and French fried shrimp. Mucho good! Very yummy in the tummy.

Of course, the main purpose of these luncheons is not the food. that's #2. Number one is the companionship and the hair raising tales of the sky warriors. For instance, "There I was at 40,00 feet, upside down and the only thing the airspeed indicator said was Kohlsman." Scary stuff for sure. I was going to tell them about the time I rolled a DC-6 but held off because it was in the simulator. I also held off on my submarine experiences. They were real, though, no fairy tales. The ladies present join in on the conversations. We wouldn't have it any other way. All in all, a very nice meeting, and next month we will look for the Paulings plus Paul Whitby, who was busy.

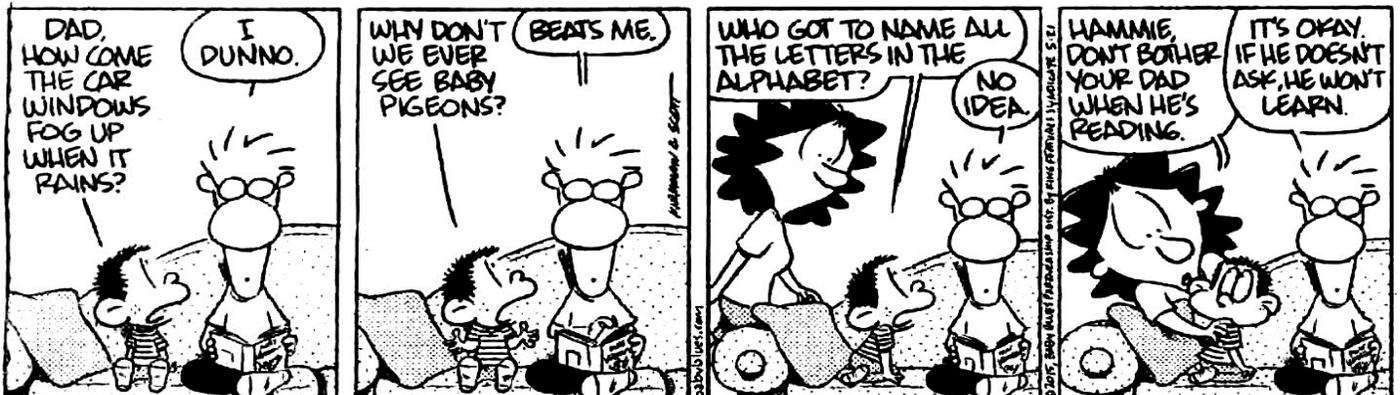


Left to right: Brad Green, Bob Bowman, Ruth Bowman, Bob Harrell, Mark Mayer, Rhoda Green + Colin Winfield.

Missing was Evelyn and Bill Pauling, Bill is still on the sick list, but hopes he will make the May meeting.

AS always, thanks for your service and the rest of the people who make our magazine. *Bob Harrell*

BABY BLUES | Rick Kirkman and Jerry Scott



The Columbia River Geezer's RUPA Luncheon

Eight retired Columbia River Geezer's all gathered at CPK - California Pizza Kitchen- Wednesday April 13, 2016.



Front row left to right are: Ron Blash HNLFO, Mike Thomas SEAFO, Bill Park LAXFO, Lew Myer IADFO, Bill Englund SFOFO, Tony Passannante SFOFO. In the back row, for the tall guys, Dick Ionata and Fred Krieg.

Mike Thomas carpooled with Dick Ionata and Lew Meyer from Southern WA. Mike Thomas was the former Commander of the PDX Air National Guard's 123rd Fighter Squadron "Redhawks" for many years while also flying the Friendly Skies. Mike retired flying the 757/767 in SEA and the F-15 in the PDX Guard. Today was Mike's first Geezer Luncheon, followed closely by Lew Meyer's second Geezer luncheon. Lew moved to our Great North West from the East coast several months ago.

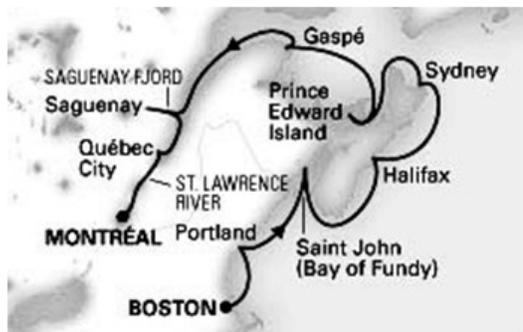
Bill Park has been exercising his absentee ballot as he has not been to a Geezer Luncheon for some time. He shared with us that he has been on sick list after contracting pneumonia during one of his long, long dehydration bike rides in Arizona. Welcome back Captain Park, your looking good.

Dick Ionata mentioned that both he and his wife, Gert, just recently completed their 41st ocean cruise. Dick also brought to the luncheon a beautiful metal model of N7001U. The actual B-727 N7001U was delivered to United Airlines in 1964, where it spent its entire 27 years flying as a passenger airliner. A few numbers to ponder: the aircraft first rolled out of the Boeing factory on November 27, 1962, and took its first flight (from Renton Field to Paine Field) on February 9, 1963. It was then used for a year as a Boeing test flight aircraft before being delivered to United Airlines on October 6, 1964. With United, it flew 64,495 hours, with 48,060 take-offs and landings. Over the course of its career it carried around 3 million passengers and generated an estimated \$300 million for United. In 1991, United retired the plane, flying it from San Francisco to Seattle/Tacoma airport. It was then repainted in the original 1960s United livery and flown to Everett as a donation to the Museum of Flight. Over all it was a 25 year restoration project. We all took a poll at lunch and to our amazement, at one time or the other, 7 out of 8 of the Geezers had flown N7001U.

Our next luncheon will be on the second Wednesday of May CPK's at 1100. See you there. *Ron Blash*



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:

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

RUPA Day at the 2016 SUN-n-FUN Fly-In

The theme of this year's Sun-n-Fun International Fly-In and Expo was a salute to our Armed Forces. In addition to the static displays and workshops there were numerous fly overs by vintage aircraft and warbirds plus a special Veterans tent, one for Air America and another for the Vietnam Helicopters Association, to name a few.

The weather the day before our RUPA Day was perfect but on the morning of our day there was a steady drizzle which did not deter many attendees and the RUPA attendees started to show up about 11:00 am as the skies cleared. There was a very good turnout again this year of 29 including spouses/friends and one retired A and P mechanic, Robin Lamar, who had worked for both TWA and United (LAX). She said she was part of a group called "Women Wrenches."



In the group photo, unfortunately not a very straight lineup, but moving in the direction starting left and moving right are: Sylvia Wedge, Dave Thompson, Mike Wedge, Bob Olsen, Dot Prose, Jim Peterson, Chrispy Peterson, Stanley Crosier, Burt Olson, Ham Oldham, Ruth Oldham, Gene Hammond, Art Jackson, June Jackson, Carl Eberle, Bob Helfferich, Norm Clementsen, Pam Gerber, Jim Howard, Jim Arnold, Brian Leiding, Nile Meling, Jim Sutton, Sue Guletsky, Jim Good, Gene Chapman, Don Roberts and Wes Paget.

Once again, thanks to the generosity of the local OX-5 Mid West Florida Wing's President, Wayne Gordon, we were able to enjoy the comfort of the Club's facilities, a first rate luncheon and camaraderie. This year's five-dollar luncheon (probably the best value of the entire air show) was prepared by OX-5 volunteer members, Deborah Waldrop and Brenda Jones. In addition to hot dogs, nachos, salads and chicken Alfredo, the dessert line-up included key lime pie, coconut tres leches cake, pecan pie, peanut butter pie and chocolate Irish Crème brownies – all homemade! This was as much a hit as the demonstration flying and aircraft displays.

As last year, at 1:00 pm in front of the club house, and the star of the show, was the start-up and running of the club's OX-5 engine which is now 98 years old – built in 1918. Quite a crowd gathered and its timing was just before the traditional RUPA photo so most attendees stood in anticipation of wondering how it would go. Bob Lock, an OX-5 member and A and P mechanic, pushed a magic starter (somewhere in the rear of the engine) and it came to life – wind blowing in his face from the prop, dust flying, smoke from the exhaust, and loud! The gas leak from the day before apparently fixed. It ran for about two minutes as all stood in awe during its performance followed by a standing ovation! As overheard from one of the RUPA members "that's how an engine should sound!"



For those not familiar with the Curtiss OX-5 engine, it was developed and manufactured by Glenn Curtiss in 1912 prior to the start of WWI to power the JN4 "Jennies" of that era plus many other types of aircraft in the 1920's and 1930's. The OX-5 is an eight cylinder, V-type, water cooled engine, and developed 90 HP at 1400 RPM (if you were lucky). Web site is www.ox5.org.

Thanks to all who stopped by. We hope to do it again in 2017. The dates for Sun-n-Fun next year are April 4-9, 2017. RUPA Day would be Thursday April 6, 2017. Mark your long range calendars! Have a great summer! *Gary Crittenden and Dot Prose*

United files for authority to begin service to Havana, Cuba



We submitted our final procedural filing to the DOT for authority to begin service to HAV (Havana) from EWR, IAD, IAH and ORD. The U.S. government's authorization of people-to-people travel to Cuba underscores the benefit of choice and access that our proposal for nonstop service to HAV would bring to four of the largest metropolitan areas and Cuban-American populations in the nation.

"With people-to-people travel to Cuba now authorized, it's even more important to ensure individuals across the country -- not only South Florida -- have access to convenient air service to this beautiful and culturally rich country," Regulatory and Policy VP Steve Morrissey said.

Our application has received more than 17,000 letters of support from employees and customers, along with business and cultural leaders and elected officials at all levels of government.

An outpouring of support from cultural institutions in New Jersey, New York, Texas, Washington, D.C., and Illinois sent to U.S. Secretary of Transportation Anthony Foxx underscores the demand for U.S.-Cuba cultural exchange opportunities from four regions across the country, especially from the metropolitan areas we have applied to serve.

United strengthens and extends Air China partnership



We recently signed a multi-year agreement with Air China (CA) to strengthen our long-standing strategic partnership. In addition to the long-term extension of our agreement, we have established a joint strategic initiative that will significantly deepen coordination between us and CA for the benefit of our customers in China and the U.S.

"We are honored by the close partnership United and Air China have shared since 2003 and the positive difference it has made in the travel experience for both carriers' customers," Oscar said in a news release.

"This agreement marks a significant milestone in our long-standing cooperation and further distinguishes United and Air China as the leading carriers between the U.S. and China."

Through the new initiative, we will work with CA to elevate our product offering to customers across the travel experience, including:

- Expanding connecting flight opportunities to further enhance our industry-leading joint network between China and the U.S.
- Creating a more seamless experience for customers when traveling through key gateway airports, such as PEK (Beijing) and SFO.
- Enhancing elite frequent flyer benefits for each other's most loyal customers when traveling on the joint network.
- Coordinating and expanding joint marketing and product-enhancement opportunities in both the U.S. and China.

The new initiative will be led by senior executives from both carriers, who will meet regularly to coordinate new initiative rollouts, promote closer cultural integration between us and CA, and prepare both companies for future joint opportunities.

"Both the United States and China are crucial for the international aviation market," CA's President Song Zhiyong, said. "I firmly believe that the strengthened partnership between United and Air China will provide better and more convenient services for the passengers in the joint Sino-U.S. market."

New type of aircraft seating: Tourist Class



HAMBURG, Germany – Tourist Class Seating maximizes passenger seating space, regardless of the pitch chosen by an airline, because it is specifically designed for the 737, designed to produce an open and comfortable environment in the main cabin.

LIFT by EnCore announced the launch of its new Tourist Class Seating for Next-Generation 737 and 737 MAX airplanes. This type of seating is available in-line and retrofit, and is the first seat specifically designed to complement the 737 Boeing Sky Interior. The LIFT and Boeing collaboration resulted in a seat that is optimized spatially, structurally and

aesthetically for the Boeing Sky Interior, which delivers an improved travel experience for passengers.

"We welcomed the opportunity to partner with Boeing to deliver a seat that perfectly complements the Boeing Sky Interior while setting the industry standard for comfort and reliability," said Tom McFarland, owner and chief executive officer of the EnCore group of companies. "We know that the industry is craving predictability and to that end, we are applying EnCore's proven track record for delivering on time, every time."

The seats have been ergonomically optimized and designed for maintainability and reliability, ensuring long term comfort and reduced cost of ownership. Currently in the design and certification phase, Tourist Class Seating will cover a comprehensive range of pre-certified options to suit an array of missions. The seat option is available now for airline engagements and is targeted for delivery in mid-2017.

"A seat designed in such close collaboration with an airframer is an industry first," said Alan Wittman, director, Seat Integration Team, Boeing Commercial Airplanes. "This collaboration will allow airlines and leasing companies to build on the success of the Boeing Sky Interior in a whole new way. It also means our customers will be able to better serve their customers and differentiate themselves in the marketplace."

Passenger group appeals FAA refusal to stop airline seat shrinkage



WASHINGTON, DC - FlyersRights.org has appealed the US Federal Aviation Administration's (FAA) denial of its rulemaking petition to halt further shrinkage of airline seats and legroom until minimum passenger space standards can be set. The appeal was filed in the US Court of

Appeals for the District of Columbia which has the power to review federal agency decisions.

Paul Hudson, the group's president and longtime member of the FAA Aviation Rulemaking Advisory Committee stated: "For years the incredible shrinking airline seat has been one of the top complaints of airline passengers. Airlines have aggressively shrunk seat size and passenger leg room to the point that the average man's shoulders are wider than an economy seat. Persons over 240 lbs or 6 feet 2 inches tall must now encroach on their neighbor's space or the aisle. These overcrowded conditions have become intolerable. They are not only torturously uncomfortable but pose health and safety risks, including life threatening blood clots, impeding emergency evacuation, and sparking passenger discord."

FlyersRights.org called on the Federal Aviation Administration and Congress in 2015 to set minimum seat standards so 90% of passengers can fit without any additional charges. And for the 10% of passengers whose size makes economy standard seats impractical, airlines would be required to provide larger seats for a reasonable and proportional additional charge.

However, until the minimum seat standards can be set, a moratorium on further seat shrinkage is necessary. Without regulation, airlines have and will continue to aggressively reduce economy seat size. Some may reduce passenger space until most passengers above average size will be forced to pay extra, simply not fly safely.

Airbus recently unveiled a bench seat that would have four passengers across instead of the current three.

Others are proposing bar stool or bicycle style seats, overhead seating, stand up seating and further shrinkage of the number of bathrooms and their sizes.

Airlines are also shrinking seat padding, eliminating or reducing seat recline, virtually eliminating tray tables, and narrowing aisles. Shrunken seats and passenger space has been found to contribute to blood clots and passenger disturbances. The smaller seats and leg room have never been realistically tested to determine if they meet the FAA's longstanding emergency evacuation rule. This rule requires that all passengers in a fully loaded plane with half the exits disabled in low light conditions be able to exit the aircraft within 90 seconds.

Regulations currently protect prisoners, animals and the disabled from inhumane conditions in air transportation, but not regular passengers.

Nearly everyone remembers the Titanic disaster of 1912 where 1,200 perished due to unsafe overcrowded conditions. But apparently the FAA has forgotten.

Despite overwhelming public support to set minimum seat standards, the FAA, citing cost, other priorities, and lack of imminent safety threat, denied the petition.

Congress last bestirred itself to protect passengers from overcrowded conditions on ships nearly 200 years ago. The Manifest of Immigrants Act of 1819 set a limit of two passengers per over five tons of ship burden, at least 60 gallons of water and 100 pounds of bread and salted provisions and one gallon of vinegar for every passenger. This law was updated in 1855 with more stringent conditions, but never further updated.

Why This U.S. Airline Fare Policy Is Outrageous -Is Europe next?



New U.S. Airline Fare Policy Is Anticonsumer In The Extreme; Europe Is Next!

American Airlines, Delta Air Lines and United Airlines (the Big Three) may have recently coordinated on a complicated and comprehensive scheme to change airfare rules that have the effect of driving up the price of an airline ticket on unsuspecting consumers by as much as a factor of seven.

How The Policy Change Works: The policy change bars customary multi-city ticketing using the lowest available fare on each segment. Instead, the new policy combines the highest refundable fares available on each segment and returns a round-trip single price that is substantially higher than if a consumer purchased separate one-way fares.

Why This Policy Is Outrageous: Since the Big Three secured grants of antitrust immunity for their global alliances, and consolidated the domestic industry, they have worked hammer and tongs to reduce price transparency, undermine their regulator and block foreign carrier new entry. This fare-rule change appears worse than tacit coordination as there was no public announcement and airlines don't usually spend their time watching the Airline Tariff Publishing Company (ATPCO) feeds for such very infrequent changes. In the off chance two of the three airlines were monitoring ATPCO and spotted the change, which is complex and far-reaching, they would have likely needed considerable time to analyze the competitive move and decide whether to match. Normally, with a policy change of this magnitude, airlines would watch how the market responds before taking a risk. Moreover, because it was implemented secretly, there was no immediate threat of revenue loss, and thus no need to rush to match. Taken together, this is why Business Travel Coalition asked the U.S. Department of Justice to add this industry development to its ongoing investigation into collusive airline agreements.

Who This Policy Affects And To What Degree: Because of this rule change business travelers who work for major corporations, with well-developed travel management programs, will be forced to purchase a series of one-way tickets as a workaround to substantially higher multi-city itineraries issued as a single round-



trip ticket. Industry estimates suggest this change will affect between 20 and 25 percent of business travel trips - these are either open jaw or multi-city journeys. Those travelers, and the organizations that actually pay for the travel, will face travel agency service fees on each segment, and to add insult to injury, when travel plans are modified, they will face change and cancellation fees of up to \$200 per segment. However, the most pernicious impact will be on the majority of business travelers who work for themselves or smaller organizations that do not have managed travel programs and ready access to expert travel agents. They will simply get blindsided because they will be unaware of the fare-rule change and the workaround.

Leisure travelers, who have been trained to always buy the more affordably priced round-trip ticket, will be caught unprepared. As an example, a two-city domestic U.S. trip researched today returned a coach fare of \$1,200 for travel from Jacksonville to Los Angeles (rental car to San Francisco), returning from San Francisco to Jacksonville a popular route for vacation travelers. If priced as two one-way tickets the fare is \$400. While a travel agent will be cognizant of the policy change, the threshold problem is that most consumers, especially the majority who are infrequent travelers, will not be aware and will pay dearly when booking online at an airline website.

The Airline Motivation: The Big Three will likely say they are responding to some consumer demand or another and also that they had to do this to remain competitive with one another as well as with ultra-low cost carriers. This industry development is the clearest sign yet that the U.S. marketplace for commercial airline services is failing. What's more, any further domestic U.S. industry consolidation needs to be contingent upon a package of reforms designed to provide consumer protections found in all other industries and encourage higher levels of foreign carrier service to and within the United States under U.S. Open Skies agreements.

Europe Is Next: If the Big Three prevail with this fare-rule change, their airline alliance partners will no doubt see this as a weapon against the ubiquitous low-cost carriers in Europe. The major U.S. and European airlines are coordinating closely on blocking Norwegian Air International's application to serve the U.S., the scorched-earth campaign against the Gulf carriers and the Lufthansa Group's 16 euro anticonsumer and discriminatory surcharge for bookings outside of its websites, call centers and airport ticket counters. This would be one more shared best practice among the antitrust immunized alliances.

Founded in 1994, the mission of Business Travel Coalition is to interpret industry and government policies and practices and provide a platform so that the managed travel community can influence issues of strategic importance to their organizations.

Applicants to compete for JetBlue pilot jobs

By David Koenig/Associated Press



DALLAS - JetBlue Airways is taking applications for 24 slots in a new program to train novice pilots to fly a passenger jet. The airline said that the program - the first of its kind at a large U.S. airline - will cost about \$125,000 and take four years to complete. Graduates could wind up flying 100-seat passenger jets. Warren Christie, Jet-Blue's senior vice president of safety and training, say the program won't replace the airline's traditional pipelines for pilots, many of whom come from smaller airlines. JetBlue hired more than 300 pilots last year, and a group of 30 new hires just started training last week, he said.

Applicants will be judged with tests measuring hand eye coordination, multitasking, critical thinking and other skills. Those who service the first cut will be interviewed. There also will be a "personality assessment" but, not psychological screening, Christie said. The debate over psychological screening has increased since a Germanwings pilot intentionally crashed a plane last year in France, killing 150 people.

JetBlue expects the first group of six prospects to begin training in late summer at the airline's training center in Florida. JetBlue hired CAE, a maker of flight simulators, to provide the training. CAE has run similar programs for EasyJet and Ryanair in Europe and several airlines in Asia.

Christie believes the program will open the profession to more people. The trainees will meet all federal requirements before carrying passengers, he said. The applicants will pay for their own training.

Brussels shows vulnerability of airports to terror attacks

By Scott Mayerowitz and David Koenig



The airport attack in Brussels highlights one of the most vulnerable stages of aviation security: the time travelers spend between the curb and the checkpoint. As travelers wait first to check luggage and then go through metal detectors, they crowd together in areas that are usually lightly patrolled and accessible to nearly anyone. "We ignore it," says Isaac Yeffet, a former head of security for the Israeli Airline El Al who now runs his own firm, Yeffet Security Consultants, based in the New York area. "We are careless."

For more than 40 years, security officials and terrorists have been fighting to stay ahead of each other. When airlines and governments made it harder to hijack planes, terrorists found new ways to destroy aircraft. They put bombs in checked luggage until bag screening became standard. The 9/11 hijackers defeated 2001 passenger-screening measures and used knives to turn jets into weapons. Security checkpoints are designed to keep terrorists and weapons off planes, and for the most part they have worked since the September 2001 attacks. But along the way, the airport itself became a target.

In 1983, Armenian terrorists set off a bomb at the Turkish Airlines check-in counter at Paris' Orly Airport, killing seven people and wounding 55. Just two years later, near simultaneous attacks hit the ticket counters of Israeli Airline El Al in both Rome and Vienna, killing 18 people and wounding 120 others. El Al's ticket counter in Los Angeles was targeted in 2002, an attack that killed two people and wounded four others. And in Moscow, it was arriving passengers who were the target in a 2011 bombing near the baggage claim area; 36 people were killed and more than 180 injured. On March 22nd terrorists set off two bombs in the departure area of the Brussels airport and another in the subway, killing at least 34 people and wounding over a hundred. The Islamic State group claimed responsibility.

"Those areas really can't be protected," says Douglas R. Laird, former director of security at Northwest Airlines and now head of Laird & Associates, Inc. They are similar to subway stations, shopping malls or any other large public space. And if the airport is secured, "all that is going to happen is that they will go after the train, the bus or whatever." Laird says the focus needs to be more on counter-terrorism intelligence. "By the time they get to the airport, the game is over," he says. "You can't have police everywhere."

Security experts say the keys to effective screening are intelligence and constant change in procedures to keep terrorists guessing. "Random is always good," said Brian Jenkins, a senior security analyst at the RAND Corp. Terrorists "don't like things that they can't predict. They want to know that a target is unprotected." Jenkins added that visible presence of more police would be a deterrent and allow for quicker response to an attack.

In the U.S., airport security is complicated by the division of responsibilities. Typically, the Transportation Security Administration handles the screening of passengers and baggage but the airport or local police oversee security of terminals, parking lots and other public areas. There are increased police patrols within terminals during times of heightened security but even then most passengers don't interact with police and aren't questioned until they reach the checkpoint. Airport operators and the TSA note that there are many layers to security, many which are not visible to the public.

The vulnerability of airports outside of the checkpoint has been the subject of studies, recommendations and has led to some changes in airport operations, says Richard Bloom, who teaches aviation security at Embry-Riddle Aeronautical University. But increased security requires more manpower and costs money.

At Israel's Ben-Gurion airport in Tel Aviv, all cars are stopped on the way in. Some are searched by armed guards and license plates are scanned by a computer. Uniformed and undercover armed security personnel are stationed inside and outside the terminals. Cameras — some in plain sight, some hidden — provide additional surveillance. Travelers are subject to profiling and questioning about the purpose of their travel, their personal background and their luggage. But Tel Aviv is a unique airport. It is smaller than each of the 20 largest U.S. airports. Israeli culture is much more focused on security, with most citizens doing mandatory military service.

The airport handles 15 million passengers a year, compared with more than 100 million in Atlanta, the busiest airport in the world.

In the U.S., the public has shown an unwillingness to subject itself to such an invasive level of screening. "Political correctness has become a liability for the traveling public," says Peter W. Harris, president of security consulting firm Yankee Foxtrot.

Harris says security teams really don't have a good idea about who is entering the airport. He suggests more random screening, chatting with passengers as they enter the terminal and teams of explosive-detecting.

FAA: New alternative jet fuel approved



WASHINGTON, DC - The Federal Aviation Administration (FAA) has played an integral role in development, testing and recent approval of a new alternative, environmentally-friendly, bio-based jet fuel, bringing the total number of these approved products for use in air travel to five. This new fuel will make air travel more sustainable environmentally and increase our national energy resources. In contrast to traditional petroleum-based fuels, these new alternative fuels can reduce air quality emissions and are renewable.

In collaboration with the aviation industry, the FAA approves new renewable jet fuel pathways through ASTM International. The FAA's Continuous Lower Energy, Emissions and Noise (CLEEN) partnership with industry was crucial in completing the necessary steps to support ASTM International approval of this new fuel, known as Alcohol to Jet Synthetic Paraffinic Kerosene (ATJ-SPK). It is created from an alcohol called isobutanol that is derived from renewable feed stocks such as sugar, corn or forest wastes.

Other previously approved fuels include:

- Synthesized Iso-parafins (SIP) which convert sugars into jet fuel.
- Hydro-processed Esters and Fatty Acids Synthetic Paraffinic Kerosene (HEFA-SPK), which use fats, oils and greases.
- Fischer-Tropsch Synthetic Paraffinic Kerosene (FT-SPK) and Fischer-Tropsch Synthetic Kerosene with Aromatics (FT-SKA). Both fuels use various sources of renewable biomass such as municipal solid waste, agricultural wastes and forest wastes, wood and energy crops. These fuels can also be made from fossil resources such as coal and natural gas.

These new fuels will help the aviation industry meet its climate change goal of carbon neutral growth. For example, operation with ATJ-SPK could reduce greenhouse gas emissions on a life-cycle basis by up to 85 percent.

As more alternative jet fuels are developed, these products have the potential to be increasingly viable for cost-competitive production and broad use. Another cost-saving goal and FAA focus area is a "drop-in" requirement for alternative fuels. That means the fuels can be used directly in existing aircraft without any modification to engines or other equipment while maintaining an equivalent level of safety and performance to petroleum jet fuels.

In addition to CLEEN, the FAA is working with industry, other government agencies and academia through the Commercial Aviation Alternative Fuels Initiative (CAAIFI) and the agency's Aviation Sustainability Center (ASCENT), a consortium of research universities.



FAA acts to reduce bird fatalities



The FAA has developed a number of tower lighting configurations for tall structures to warn pilots they are approaching an obstruction, particularly during nighttime hours and in bad weather. The configurations include white and red steady-burning lights, flashing lights and strobe lights, as well as various combinations of the three types of lights. Over the past few years, wildlife biology research has determined that migratory birds appear to be particularly attracted to non-flashing red tower lights. The research concluded the birds are drawn toward that type of light and become confused and exhausted or collide with the towers and their supporting guy wires, killing thousands of birds every year.

As a result of the research conclusions, wildlife organizations, the telecommunication industry, and the Federal Communication Commission collectively asked the FAA to consider changing its lighting standards to reduce migratory bird fatalities by developing configurations that feature flashing lights instead of steady-burning lights, or completely omit the steady-burning lights in some cases.

After evaluating the proposal, the FAA conducted flight tests in northern Michigan to compare the traditional steady-burning lighting with a variety of different types of flashing lights. The results showed that the new configurations that featured flashing lights provided acceptable warnings for pilots and were likely to result in a significant decrease in bird fatalities.

Based on that determination, the FAA updated its Advisory Circular (AC) for obstruction marking and lighting in December 2015. New tower lighting schemes should now follow the revised guidance, and operators of towers with the old lighting system should submit plans explaining how and when they will transition to the new standards.

FAA Deputy Administrator talks aviation safety at Sun 'n Fun



LAKELAND, FL - FAA Deputy Administrator Mike Whitaker visited the Sun 'n Fun International Fly-In and Expo in Lakeland, FL this week as part of the agency's ongoing partnership with the general aviation community to improve safety. Whitaker announced the FAA's Got Data? initiative to give the private sector better access the FAA's aeronautical data.

Speaking at a listening session on Thursday with General Aviation (GA) manufacturers and pilots, Whitaker said that "our goal is to help industry be in a position to create innovative products and technologies that improve safety and efficiency."

During the Meet the FAA session, Whitaker discussed the revolutionary technology called ADS-B and encouraged pilots to equip well ahead of the January 1, 2020 deadline. ADS-B is one of NextGen's most important safety technologies, and the FAA is working closely with the Equip 2020 team to get it into more general aviation aircraft. ADS-B gives a general aviation pilot a view that's similar to what a commercial jetliner pilot can see with the Traffic Alert Collision Avoidance System. Whitaker, a pilot, told the crowd, "don't wait until the last minute to equip. Prices on ADS-B equipment have fallen as low as \$1,500. The time to equip is now."

The initiative includes data such as airports, navigation aids, fixes, obstacles, holding, approaches, and Temporary Flight Restriction information. The agency also seeks to identify additional data resources that may be needed by the GA community. Take the online survey to help the FAA get better data into GA cockpits.

The United States has the largest and most diverse GA community in the world. While the fatal accident rate is beginning to decline, too many lives are still being lost. Last year, 384 people died in 238 general aviation accidents. By working together, government and industry are making a difference to improve GA safety.

NASA gets down to Earth with globe-spanning expeditions



NASA is sending scientists around the world in 2016 – from the edge of the Greenland ice sheet to the coral reefs of the South Pacific – to delve into challenging questions about how our planet is changing and what impacts humans are having on it. While Earth science field experiments are nothing new for NASA, the next six months will be a particularly active period with eight major new campaigns taking researchers around the world on a wide range of science investigations. The public is invited to follow this journey of exploration online through NASA's social media channels and the new Earth Expeditions webpage, which will feature regular video, photos and blog posts from these missions and other ongoing field activities.

"Combining the long-term global view from space with detailed measurements from field experiments is a powerful way of deciphering what's happening in our world," said Michael Freilich, director of NASA's Earth Science Division in Washington. "Scientists worldwide use NASA Earth science field data together with satellite data and computer models to tackle many of today's environmental challenges and advance our knowledge of how the Earth works as a complex, integrated system."

NASA uses the vantage point of space to increase our understanding of our home planet, improve lives, and safeguard our future with a fleet of orbiting satellites and instruments. To gain a more complete picture of how and why our planet is changing, NASA also sponsors intensive field studies targeting critical science issues that can benefit from a deeper look.

The first of the new projects, currently in the field, is an examination of the extent to which the oceans around Greenland are melting the edges of the ice sheet from below. The Oceans Melting Greenland (OMG) team is now conducting its first airborne survey of the ice edge around the entire coast of Greenland. This fall, they will return to measure coastal water temperatures by dropping sensors in the sea from a plane.

Air quality is the focus of the Korea U.S.-Air Quality (KORUS-AQ) campaign in South Korea, which begins in May. This joint study between NASA and the Republic of Korea will advance our ability to monitor air pollution from space, with coordinated observations from aircraft, ground sites, ships and satellites.

Also in May, the North Atlantic Aerosols and Marine Ecosystems Study (NAAMES) takes to the sea and air for the second year to study how the world's largest plankton bloom gives rise to small organic particles that influence clouds and climate.

Throughout much of this year, teams of scientists working on the Arctic Boreal Vulnerability Experiment (ABoVE) will be in the tundra and forests of Alaska and northwestern Canada investigating the role of climate in wildfires, thawing permafrost, wildlife migration habits and insect outbreaks.

In June, the CORal Reef Airborne Laboratory (CORAL) project team will begin testing airborne and in-water instruments in Hawaii to assess the condition of threatened coral-based ecosystems. CORAL's next stop, in the fall, will be Australia's Great Barrier Reef.

Three airborne research campaigns will take to the skies this summer, focusing on critical climate-related components of the atmosphere. Flying tracks over the Pacific and Atlantic oceans thousands of miles long, the team of the Atmospheric Tomography (ATom) mission will gather measurements on more than 200 different chemical species from the ocean surface up to approximately seven miles in the atmosphere to understand how the movement and transformation of short-lived greenhouse gases, such as ozone and methane, contribute to climate change.

Focusing on the skies over the eastern half of the United States, the Atmospheric Carbon and Transport – America (ACT-America) research team will track the movement of atmospheric carbon to better understand the sources and sinks of greenhouse gases. Flights will originate from Louisiana, Nebraska and Virginia.

The Observations of Clouds above Aerosols and their Interactions (ORACLES) study will use airborne instruments to probe the impact on climate and rainfall of the interaction between clouds over the southeastern Atlantic Ocean and smoke from massive vegetation burning in southern Africa. A better understanding of how the smoke particles alter stratocumulus clouds that play a key role in regional and global surface temperatures and precipitation will help improve current climate models.

KORUS-AQ and ABoVE originated from NASA's ongoing research program in the Earth Science Division. The other six new experiments are the latest in a series of multi-year NASA Earth Venture Suborbital investigations selected in 2014. Earth Venture projects provide the U.S. scientific community with regular

opportunities to accommodate new Earth science research priorities. Earth Venture is part of NASA's Earth System Science Pathfinder program managed at the agency's Langley Research Center in Hampton, Virginia, for NASA's Science Mission Directorate in Washington.

NASA's 'Spaceport of the Future' reaches another milestone



WASHINGTON, DC - NASA has completed a major milestone on its journey to Mars and is ready to begin another phase of work on its spaceport of the future, where the next generation of astronauts will launch to Mars and other deep-space destinations. The agency recently wrapped up a comprehensive and successful review of plans for the facilities and ground support systems that will process the agency's Space Launch System (SLS) rocket and Orion spacecraft at NASA's

Kennedy Space Center in Florida.

"NASA is developing and modernizing the ground systems at Kennedy to safely integrate Orion with SLS, move the vehicle to the pad, and successfully launch it into space," said Bill Hill, deputy associate administrator of NASA's Exploration Systems Development Division at the agency's Headquarters in Washington. "Modernizing the ground systems for our journey to Mars also ensures long-term sustainability and affordability to meet future needs of the multi-use spaceport." Over the course of a few months, engineers and experts across the agency reviewed hundreds of documents as part of a comprehensive assessment. The Ground Systems Development and Operations Program (GSDO), responsible for processing SLS and Orion for flight and ensuring all systems and facilities are ready, completed its critical design review (CDR) of the facilities and ground support systems plans in December 2015.

This was followed in January by the completion of an independent assessment by a Standing Review Board, a team of aerospace experts that assessed program readiness and confirmed the program is on track to complete the engineering design and development process on budget and on schedule. In the final step before actual fabrication, installation and testing of Kennedy's ground systems, the GSDO program and review board briefed the results of their assessments to NASA's Agency Program Management Council, led by Associate Administrator Robert Lightfoot.

Engineers are transforming Kennedy's launch infrastructure to support the SLS rocket and Orion spacecraft. The heavy-lift rocket will be stacked in the Vehicle Assembly Building on the mobile launcher and roll out to Launch Pad 39B atop a modified crawler transporter. The Orion spacecraft will be fueled with propellants in the Multi-Payload Processing Facility at Kennedy prior to stacking atop the rocket. The launch team will use the new command and control system in the firing room as the clock counts down to liftoff of SLS's first flight.

"The team is working hard and we are making remarkable progress transforming our facilities," said Mike Bolger, GSDO Program Manager. "As we are preparing for NASA's journey to Mars, the outstanding team at the Kennedy Space Center is ensuring that we will be ready to receive SLS and Orion flight hardware and process the vehicle for the first flight in 2018."

The council also heard the results of the Orion CDR, completed at the program level in October 2015. The evaluation assessed the primary systems of the spacecraft, including the capsule's structures, pyrotechnics, Launch Abort System jettison, guidance, navigation and control and software systems among many other elements.

For the spacecraft's first mission on the SLS rocket, ESA (European Space Agency) is providing Orion's service module, which powers, propels, cools and provides consumables like air and water in space. Results from ESA's service module design review, which began in March, will be assessed and incorporated into Orion development and integration plans later this summer. Systems unique to the first crewed flight will be addressed at a review in the fall of 2017.

Progress continues on Orion at NASA facilities across the country. The underlying structure of the crew module arrived at Kennedy in early February for outfitting, which is currently underway. Over the next 18 months, thousands of Orion components will arrive and be installed.

Meanwhile, a structural representation of the service module is being tested at NASA's Plum Brook Station in Sandusky, Ohio, where engineers conducted a successful solar array wing deployment test on Feb. 29 and are preparing for a variety of tests to confirm it can withstand the harsh conditions of launch.

FAA doubles 'blanket' altitude for many UAS flights



WASHINGTON, DC - After a comprehensive risk analysis, the Federal Aviation Administration (FAA) has raised the unmanned aircraft (UAS) 'blanket' altitude authorization for Section 333 exemption holders and government aircraft operators to 400 feet. Previously, the agency had put in place a nationwide Certificate of Waiver or Authorization (COA) for such flights up to 200 feet.

The new COA policy allows small unmanned aircraft -- operated as other than model aircraft (i.e. commercial use) -- to fly up to 400 feet anywhere in the country except restricted airspace and other areas, such as major cities, where the agency prohibits UAS operations. "This is another milestone in our effort to change the traditional speed of government," said FAA Administrator Michael Huerta. "Expanding the authorized airspace for these operations means government and industry can carry out unmanned aircraft missions more quickly and with less red tape."

Under the blanket COA, the FAA will permit flights at or below 400 feet for UAS operators with a Section 333 exemption for aircraft weighing less than 55 pounds and for government UAS operations. Operators must fly under daytime Visual Flight Rules, keep the UAS within visual line of sight of the pilot and stay certain distances away from airports or heliports:

- Five nautical miles (NM) from an airport having an operational control tower; or
- Three NM from an airport with a published instrument flight procedure, but not an operational tower; or
- Two NM from an airport without a published instrument flight procedure or an operational tower; or
- Two NM from a heliport with a published instrument flight procedure.

FAA expands online small unmanned aircraft registration

As of March 31, 2016, owners of small unmanned aircraft systems (UAS) used for commercial, public and other non-model aircraft operations will be able to use the FAA's new, streamlined, web-based registration process to register their aircraft. The web-based process will significantly speed up registration for a variety of commercial, public use and other users. Registration for those users is \$5, the same low fee that model aircraft owners pay.

"Registration is an important tool to help us educate aircraft owners and safely integrate this exciting new technology into the same airspace as other aircraft operations," said FAA Administrator Michael Huerta.

Drones market worth \$36.9 billion by 2022



The Drones Market Shares, Strategies, and Forecasts, Worldwide, 2016 to 2022 research report provides a comprehensive analysis of drones in nine different categories, illustrating the diversity of uses for remote flying devices. The use scenarios cover Drone Aerial Systems Forecasts by Sector, Agriculture, Oil and Gas, Border Patrol, Law Enforcement, Homeland Security, Disaster Response, Package Delivery, Photography, Videography and others. Worldwide drone markets are poised to achieve significant growth with the use of cameras on stable flying platforms.

According to lead author of a study, "Use of drones represents a key milestone in provision of value to every industry. Customized cameras are used to take photos and videos with stunning representations. Digital controls will further automate flying, making ease of use and flight stability a reality. New materials and new designs are bringing that transformation forward. By furthering innovation, continued growth is assured."

Drones are miracles: flying cameras and flying weapons. Drones are being used for lifting cameras above the ground so every person who wants it can use a camera to rise above the earth to look down from above. Each person can choose thousands of vantage points, extending visualization beyond dreams. Drones are set to make every industry more productive with better, more flexible visualization. Drone uses provide the prospect of trillions of dollars in economic growth. Drones connect seamlessly and securely to the Internet and to each other.

Drone aerial vehicle (UAV) technology has reached a level of maturity that has permitted DJI to garner \$1 billion in revenue in 2015, doubling their revenue in one year. This achievement puts the drone systems at the forefront of aerospace manufacturing. Every industry and around the entire world vendors are adapting to drone availability. Use cases are evolving rapidly. Video, photos, specialized video, targeted video, and package delivery systems are offered.

Next generation commercial drones achieve a complete replacement of existing commercial airfreight delivery systems, they are used for 3D mapping, commercial pipeline observation, border patrol, package delivery, photography, and agriculture are more energy efficient, last longer and have a significantly lower cost of operation than manned aircraft.

Drones markets promise to grow significantly because of the more economical visualization and navigation provided by systems. Visualization includes mapping from the air, inspection from the air, surveillance from the air, and package delivery from the air. The unmanned aircraft equipped with cameras are able to do things that cannot be done in any other way. This bodes well for market development.

Unmanned aircraft systems promise to achieve a more significant aspect of commercial market presence. Army Unmanned Aircraft Systems flying of 3 million flight hours gives drones market credibility. 88% of those hours were logged in combat situations in Iraq and Afghanistan, paving the way for commercial drone markets to develop.

Congress to city and states: You can't say no to drones



WASHINGTON, DC - Smart Government reported that a new national poll found 68% of respondents do not feel the federal government knows their community well enough to be the sole lawmaker over drones. This news comes as Congress began debating the Federal Aviation Administration (FAA) Reauthorization Act, which contains many provisions regarding drone activity. One critical provision tucked within the bill would make the FAA the sole lawmaker over drones by allowing FAA rules and regulations to preempt state and local drone restrictions. If this provision stays within the bill, there will be a single national policy for drones and state and local governments would be blocked from adopting measures to prohibit drones from encroaching on private properties in their communities.

Leading Municipal Organizations such as the National League of Cities and Conference of Mayors have voiced their opposition to this policy. In a joint letter to the Senate Commerce Committee it was stated, "municipalities must retain their longstanding authorities to impose reasonable and appropriate zoning regulations in the future. Much like automobiles and land use development regulations, local leaders know best how to regulate issues that affect their residents in their own backyards."

This position is also shared by the majority of Americans, as found by a recent national poll conducted by Public Policy Polling. "Our poll results show that U.S. residents want their Mayors, City Councils, and State Legislators to have a say in whether a drone can fly through their back yards, over local parks, schools and pools," said Jim Williams of Public Policy Polling. "For example, Americans are open to new innovations such as package delivery by drones, but overwhelmingly support their local and state leaders having a say in when and where drones can deliver these packages in their local communities."

Key findings from the poll include:

- 69% of respondents believed that drones should be able to operate for legitimate commercial uses with a combination of reasonable federal and local restrictions;

- 68% believe that state and local government should make the rules because the federal government does not know the particular concerns of their community well enough to be the sole lawmaker over drones;

- 79% of those polled believed that their local government should be able to pass laws to restrict the use of drones in the event that drones

**This too shall
pass - painfully
like a kidney stone
but it will pass**

were flying in the low altitude airspace above their property;

- 83% of those polled believed that there should be restrictions on when and where drones are allowed to deliver packages.

It would be a mistake for Congress to ignore the calls from city and state leaders and from the majority of Americans to remove the federal preemption language of state and local drone laws from the FAA Reauthorization bill. The notion that a patchwork of state and local laws will hurt the industry is simply untrue, as it has not harmed the automobile industry despite different parking and speed limits in cities and states throughout the country. Drones take off from city streets and land on city streets—they are not jetliners—they operate in low altitude airspace just feet from homes, businesses and public spaces.

Including federal preemption language of state and local drone laws in the FAA Reauthorization bill is a perfect example of the federal government overstepping its bounds to the detriment of its citizens. There is no logical reason for state and local governments to not have a voice in this process. Local officials know their communities best and must be able to respond to citizen concerns about how drones are flown near schools, prisons, hospitals, power plants, backyards, and other sensitive areas. Congress must not stop city and state leaders from doing what they do best—protecting the safety and wellbeing of their residents.

The Stranger

A few years after I was born, my Dad met a stranger who was new to our small town. From the beginning, Dad was fascinated with this enchanting newcomer and soon invited him to live with our family. The stranger was quickly accepted and was around from then on.

As I grew up, I never questioned his place in my family. In my young mind, he had a special niche. My parents were complementary instructors: Mom taught me good from evil, and Dad taught me to obey. But the stranger... he was our storyteller. He would keep us spellbound for hours on end with adventures, mysteries and comedies.

If I wanted to know anything about politics, history or science, he always knew the answers about the past, understood the present and even seemed able to predict the future! He took my family to the first major league ball game. He made me laugh, and he made me cry. The stranger never stopped talking, but Dad didn't seem to mind.

Sometimes, Mom would get up quietly while the rest of us were shushing each other to listen to what he had to say, and she would go to the kitchen for peace and quiet. (I wonder now if she ever prayed for the stranger to leave.)

Dad ruled our household with certain moral convictions, but the stranger never felt obligated to honor them. Profanity, for example, was not allowed in our home - not from us, our friends or any visitors. Our long time visitor, however, got away with four-letter words that burned my ears and made my dad squirm and my mother blush.

My Dad didn't permit the liberal use of alcohol but the stranger encouraged us to try it on a regular basis. He made cigarettes look cool, cigars manly, and pipes distinguished. He talked freely (much too freely!) about sex. His comments were sometimes blatant, sometimes suggestive, and generally embarrassing.

I now know that my early concepts about relationships were influenced strongly by the stranger. Time after time, he opposed the values of my parents, yet he was seldom rebuked ... And NEVER asked to leave.

More than fifty years have passed since the stranger moved in with our family. He has blended right in and is not nearly as fascinating as he was at first. Still, if you could walk into my parents' den today, you would still find him sitting over in his corner, waiting for someone to listen to him talk and watch him draw his pictures.

His name?.... We just call him "TV."

He has a wife now.... we call her "Computer."

Their first child is "Cell Phone."

Second child "I Pod."

And JUST BORN A FEW YEARS AGO WAS a Grandchild "iPad."

Original B-17 Found - Battle Scars And All

In February 1942, after America's first heavy bomber offensive raid of World War II, a bullet-riddled U.S. B-17E bomber crash landed in a remote swamp in Papua New Guinea because it was running out of fuel. The crew of nine survived, and over the next six weeks, battled malaria and heat exhaustion to make their way to safety. But the Flying Fortress was left for lost for decades. The plane has a pretty incredible story, and getting it back to Hawaii was no small feat.



After a half-century in the soggy marsh, this once-forgotten piece of history returned to its homeland in April 2013, and is sitting on display at Hawaii's Pacific Aviation Museum Pearl Harbor.

It wasn't until 1972, three decades after its crash, that Australian soldiers spotted the partially submerged aircraft from a helicopter. They landed on one of its wings to investigate and found it "eerily untouched," according to John Darnton's article in Smithsonian magazine.

"The machine guns were in place, fully loaded, and in the cabin there was a thermos with what used to be coffee inside," Darnton wrote. "Some claim there was even an ashtray with cigarette butts." Local press nicknamed the plane "Swamp Ghost."

It took years of negotiations between the salvage team, led by former WWII bomber pilot and famed aircraft collector David C. Tallichet, and the Papua New Guinea government. Kenneth DeHoff, the Pacific Aviation Museum's executive director of operations, says it was well worth it, however, calling "Swamp Ghost" a national treasure. "It's one of those first-time original airplanes, if you will," he told The Huffington Post. "I'm just in awe." "Swamp Ghost" is arguably the world's only intact and un-retired World War II-era B-17E bomber, a "one-of-a-kind example of an aircraft that played an indispensable role in winning WWII," according to the Pacific Aviation Museum. And it is the only B-17 in the world that still bears its battle scars. "This airplane was such a fortress," DeHoff said. "We counted 121 bullet holes in it."

As for the aircraft's original crew, they had one week of rest after their ordeal and then were reassigned to another bomber. They continued to fly for the rest of the war. According to Darnton, the plane's pilot, Capt. Frederick "Fred" C. Eaton, would often fly over the wreck and tell his new crew about how all nine men survived.

Now, visitors can see the plane up-close in its original wreckage state with the Pacific Aviation Museum's special B-17E Swamp Ghost Tour. Consider this for a side trip when visiting Hawaii.

BLONDIE | Dean Young and John Marshall



Clearing up any confusion on use of an ATM internationally

By Rick Steves



Throughout Europe, ATMs are the standard way for travelers to get cash. European ATMs work like your hometown machine and always have English-language instructions. Using your debit card at an ATM takes dollars directly from your bank account at home and gives you foreign cash. You'll pay fees, but you'll still get a better rate than you would exchanging cash dollars at a bank. Ideally, use your debit card with a Visa or MasterCard logo to take money out of ATMs.

Before you leave on your trip, confirm with your bank that your debit card will work in Europe and alert them that you'll be making withdrawals while traveling — otherwise, they might freeze your card if they detect unusual spending patterns.

ATM transactions made with bank-issued debit cards come with various fees. Your bank may levy a flat \$2–5 transaction fee each time you use an out-of-network ATM, and/or may charge a percentage for the currency conversion (1–3 percent), on top of Visa and MasterCard's 1 percent fee for international transactions.

When possible, withdraw your cash from bank ATMs located outside banks — a thief is less likely to target a cash machine near surveillance cameras, and if your card is munched by a machine, you can go inside for help.

Most bank ATMs in Europe don't charge a usage fee, but stay away from "independent" ATMs, which have high fees and may try to trick users with "dynamic currency conversion." These ATMs (labeled with names such as Travelex, Euronet, Moneybox, Cardpoint, and Cashzone) are often found next to bank ATMs in the hope that travelers will be too confused to notice the difference.

If your US bank charges a flat fee per transaction, make fewer visits to the ATM and withdraw larger amounts. (Some major US banks partner with European bank chains, meaning that you can use those ATMs with no fees at all — ask your bank.) Quiz your bank to figure out exactly what you'll pay for each withdrawal.

Since European keypads have only numbers, you'll need to know your personal identification number (PIN) by number rather than by letter. Plan on being able to withdraw money only from your checking account. You are unlikely to be able to dip into your savings account or transfer funds between accounts from a European ATM.

Bringing an extra ATM card provides a backup if one is demagnetized or eaten by a machine. Make sure your card won't expire before your trip ends. You do not need a chip-and-PIN card to use a European ATM — your standard magnetic stripe card will work fine.

Before you go, ask your bank how much you can withdraw per 24 hours, and consider adjusting the amount. Some travelers prefer a high limit that allows them to take out more cash at each ATM stop, while others prefer to set a lower limit as a security measure, in case their card is stolen. To avoid excess per-transaction fees, I usually go with a higher maximum. Either way, it's a good idea to monitor your account while traveling to detect any unauthorized transactions.

Remember that you're withdrawing a different currency than dollars; for example, if your daily limit is \$300, withdraw just 200 euros. Many frustrated travelers have walked away from ATMs thinking their cards were rejected, when actually they were asking for more cash in euros than their daily limit allowed.

Be aware that many foreign ATMs have their own limits. If the ATM won't let you withdraw your daily maximum, you'll have to make several smaller withdrawals to get the amount you want. Note that few ATM receipts list the exchange rate, and some machines don't dispense receipts at all.

In some countries (especially in Eastern Europe), an ATM may give you high-denomination bills, which can be difficult to break. My strategy: Request an odd amount of money from the ATM (such as 2,800 Czech koruna instead of 3,000). If the machine insists on giving you big bills, go to a bank or a major store to break them.

If you're looking for an ATM, ask for a distributeur in France, a "cashpoint" in the UK, and a Bankomat just about everywhere else. Many European banks have their ATMs in a small entry lobby, which protects users

from snoopers and bad weather. When the bank is closed, the door to this lobby may be locked. In this case, look for a credit-card-size slot next to the door. Simply insert or swipe your debit or credit card in this slot, and the door should automatically open.

Children of the 1930s: “The Last Ones”

A Short Memoir - Anonymous



Born in the 1930s we exist as a very special age cohort. We are the “last ones.” We are the last, climbing out of the depression, who can remember the winds of war and the war itself with fathers and uncles going off. We are the last to remember ration books for everything from sugar to shoes to stoves. We saved tin foil and poured fat into tin cans. We saw cars up on blocks because tires weren’t available. My mother delivered milk in a horse drawn cart.

We are the last to hear Roosevelt’s radio assurances and to see gold stars in the front windows of our grieving neighbors. We can also remember the parades on August 15, 1945; VJ Day.

We saw the ‘boys’ home from the war build their Cape Cod style houses, pouring the cellar, tar papering it over and living there until they could afford the time and money to build it out.

We are the last who spent childhood without television; instead imagining what we heard on the radio. As we all like to brag, with no TV, we spent our childhood “playing outside until the street lights came on.” We did play outside and we did play on our own. There was no little league.

The lack of television in our early years meant, for most of us, that we had little real understanding of what the world was like. Our Saturday afternoons, if at the movies, gave us newsreels of the war and the holocaust sandwiched in between westerns and cartoons. Newspapers and magazines were written for adults. We are the last who had to find out for ourselves.

As we grew up, the country was exploding with growth. The G.I. Bill gave returning veterans the means to get an education and spurred colleges to grow. VA loans fanned a housing boom. Pent up demand coupled with new installment payment plans put factories to work. New highways would bring jobs and mobility. The veterans joined civic clubs and became active in politics. In the late 40s and early 50’s the country seemed to lie in the embrace of brisk but quiet order as it gave birth to its new middle class.

Our parents understandably became absorbed with their own new lives. They were free from the confines of the depression and the war. They threw themselves into exploring opportunities they had never imagined. We weren’t neglected but we weren’t today’s all-consuming family focus. They were glad we played by ourselves ‘until the street lights came on.’ They were busy discovering the post war world.

Most of us had no life plan, but with the unexpected virtue of ignorance and an economic rising tide we simply stepped into the world and went to find out. We entered a world of overflowing plenty and opportunity; a world where we were welcomed. Based on our naïve belief that there was more where this came from, we shaped life as we went.

We enjoyed a luxury; we felt secure in our future. Of course, just as today, not all Americans shared in this experience. Depression poverty was deep rooted. Polio was still a crippler.

The Korean War was a dark presage in the early 50s and by mid-decade school children were ducking under desks. China became Red China. Eisenhower sent the first ‘advisors’ to Vietnam. Castro set up camp in Cuba and Khrushchev came to power.

We are the last to experience an interlude when there were no existential threats to our homeland. We came of age in the late 40s and early 50s. The war was over and the cold war, terrorism, climate change, technological upheaval and perpetual economic insecurity had yet to haunt life with insistent unease.

Only we can remember both a time of apocalyptic war and a time when our world was secure and full of bright promise and plenty. We experienced both.

We grew up at the best possible time, a time when the world was getting better not worse.

We are the ‘last ones.’

Many of you will remember these (Good Old Days?)



When I was a young boy, my father had one of the first telephones in our neighborhood. I remember the polished, old case fastened to the wall. The shiny receiver hung on the side of the box.. I was too little to reach the telephone, but used to listen with fascination when my mother talked to it.

Then I discovered that somewhere inside the wonderful device lived an amazing person. Her name was "Information Please" and there was nothing she did not know. Information Please could supply anyone's number and the correct time.

My personal experience with the genie-in-a-bottle came one day while my mother was visiting a neighbor. Amusing myself at the tool bench in the basement, I whacked my finger with a hammer, the pain was terrible, but there seemed no point in crying because there was no one home to give sympathy. I walked around the house sucking my throbbing finger, finally arriving at the stairway. The telephone! Quickly, I ran for the footstool in the parlor and dragged it to the landing. Climbing up, I unhooked the receiver in the parlor and held it to my ear.

"Information, please," I said into the mouthpiece just above my head.

A click or two and a small clear voice spoke into my ear.

"Information."

"I hurt my finger..." I wailed into the phone, the tears came readily enough now that I had an audience..

"Isn't your mother home?" came the question.

"Nobody's home but me," I blubbered.

"Are you bleeding?" the voice asked.

"No," I replied. "I hit my finger with the hammer and it hurts."

"Can you open the icebox?" she asked.

I said I could.

"Then chip off a little bit of ice and hold it to your finger," said the voice..

After that, I called "Information Please" for everything. I asked her for help with my geography, and she told me where Philadelphia was. She helped me with my math.

She told me my pet chipmunk that I had caught in the park just the day before, would eat fruit and nuts.

Then, there was the time Petey, our pet canary, died. I called, "Information Please," and told her the sad story. She listened, and then said things grown-ups say to soothe a child. But I was not consoled. I asked her, "Why is it that birds should sing so beautifully and bring joy to all families, only to end up as a heap of feathers on the bottom of a cage?"

She must have sensed my deep concern, for she said quietly, "Wayne, always remember that there are other worlds to sing in."

Somehow I felt better.

Another day I was on the telephone, "Information Please."

"Information," said in the now familiar voice.

"How do I spell fix?" I asked.

All this took place in a small town in the Pacific Northwest. When I was nine years old, we moved across the country to Boston. I missed my friend very much.

"Information Please" belonged in that old wooden box back home and I somehow never thought of trying the shiny new phone that sat on the table in the hall. As I grew into my teens, the memories of those childhood conversations never really left me.

Often, in moments of doubt and perplexity I would recall the serene sense of security I had then. I appreciated now how patient, understanding, and kind she was to have spent her time on a little boy.

A few years later, on my way west to college, my plane put down in Seattle. I had about a half-hour or so between planes. I spent 15 minutes or so on the phone with my sister, who lived there now. Then without thinking what I was doing, I dialed my hometown operator and said, "Information Please."

Miraculously, I heard the small, clear voice I knew so well.

"Information."

I hadn't planned this, but I heard myself saying,

"Could you please tell me how to spell fix?"

There was a long pause. Then came the soft spoken answer, "I guess your finger must have healed by now."

I laughed, "So it's really you," I said. "I wonder if you have any idea how much you meant to me during that time?"

"I wonder," she said, "if you know how much your calls meant to me. I never had any children and I used to look forward to your calls."

I told her how often I had thought of her over the years and I asked if I could call her again when I came back to visit my sister.

"Please do," she said. "Just ask for Sally."

Three months later I was back in Seattle.

A different voice answered, "Information."

I asked for Sally.

"Are you a friend?" she said.

"Yes, a very old friend," I answered.

"I'm sorry to have to tell you this," She said. "Sally had been working part time the last few years because she was sick. She died five weeks ago."

Before I could hang up, she said, "Wait a minute, did you say your name was Wayne?" "

"Yes." I answered.

"Well, Sally left a message for you. She wrote it down in case you called. Let me read it to you."

The note said, "Tell him there are other worlds to sing in. He'll know what I mean."

I thanked her and hung up. I knew what Sally meant.

Never underestimate the impression you may make on others. Whose life have you touched today?

PICKLES | Brian Crane



George Carlin's Views on Aging

Do you realize that the only time in our lives when we like to get old is when we're kids?
If you're less than 10 years old, you're so excited about aging that you think in fractions.
"How old are you?" "I'm four and a half!" You're never thirty-six and a half.
You're four and a half, going on five! That's the key.
You get into your teens, now they can't hold you back.
You jump to the next number, or even a few ahead.
"How old are you?" "I'm gonna be 16!" You could be 13, but hey, you're gonna be 16!
And then the greatest day of your life! You become 21.
Even the words sound like a ceremony. YOU BECOME 21. YESSSS!!!
But then you turn 30. Oooohh, what happened there?
Makes you sound like bad milk! He TURNED; we had to throw him out.
There's no fun now, you're Just a sour-dumpling.
What's wrong? What's changed?
You BECOME 21, you TURN 30, then you're PUSHING 40.
Whoa! Put on the brakes, it's all slipping away.
Before you know it, you REACH 50, and your dreams are gone....
But! wait!!! You MAKE it to 60. You didn't think you would!
So you BECOME 21, TURN 30, PUSH 40, REACH 50, and make it to 60.
You've built up so much speed that you HIT 70!
After that, it's a day-by-day thing; you HIT Wednesday!
You get into your 80's, and every day is a complete cycle;
you HIT lunch; you TURN 4:30; you REACH bedtime.
And it doesn't end there. Into the 90s, you start going backwards; "I Was JUST 92."
Then a strange thing happens. If you make it over 100, you become a little kid again.
"I'm 100 and a half!"
May you all make it to a healthy 100 and a half!!

HOW TO STAY YOUNG

1. Throw out nonessential numbers. This includes age, weight and height. Let the doctors worry about them. That is why you pay them.
2. Keep only cheerful friends. The grouches pull you down.
3. Keep learning. Learn more about the computer, crafts, gardening, whatever, even ham radio. Never let the brain idle. 'An idle mind is the devil's workshop.' And the devil's family name is Alzheimer's.
4. Enjoy the simple things.
5. Laugh often, long and loud. Laugh until you gasp for breath.
6. The tears happen. Endure, grieve, and move on. The only person, who is with us our entire life, is ourselves.
Be ALIVE while you are alive.
7. Surround yourself with what you love, whether it's family, pets, keepsakes, music, plants, hobbies, whatever. Your home is your refuge.
8. Cherish your health: If it is good, preserve it. If it is unstable, improve it. If it is beyond what you can improve, get help.
9. Don't take guilt trips. Take a trip to the mall, even to the next county; to a foreign country, but NOT to where the guilt is.
10. Tell the people you love that you love them, at every opportunity.

AND, ALWAYS REMEMBER:

Life is not measured by the number of breaths we take, but by the moments that take our breath away. Life's journey is not to arrive at the grave safely in a well preserved body, but rather to skid in sideways, totally used up and worn out, shouting "man, what a ride!"

A Simple Step to Stop Vertigo's Whirl

By Paula Span/The New York Times



The first time it happened, in 2011, Bob Amberger thought he might be having a stroke. A retired real estate agent and contractor in Modesto, Calif., he awoke one morning, started to climb out of bed and felt the room whirling around him. “It was the most disconcerting experience imaginable,” said Mr. Amberger, 71. If he kept still, the sensation abated, “but as soon as I moved, it was a wild merry-go-round.” Frightened, he called 911 and spent a day and a night at a hospital, undergoing thousands of dollars in tests — CT scan, M.R.I., ultrasound, blood work — that found nothing alarming. But whenever a nurse or doctor asked him to sit up in bed, he had to reach for the rails. Two weeks later, still feeling as if he had a hangover, he saw his primary care doctor, who finally explained that Mr. Amberger had the most common kind of vertigo. Reassuringly, there was an easy fix.

So many of the ailments that plague older adults can be managed but not cured. Benign paroxysmal positional vertigo is a different story. Although it can be terrifying and tormenting, a trained physical therapist, audiologist or otolaryngologist can usually dispatch its symptoms on the spot with a simple repositioning maneuver. When the vertigo comes back months or years later, as it tends to do, it can be vanquished again. Often, patients can perform the maneuver at home.

“When you tell patients that all you have to do is move your head in a few different directions, they think you’re crazy,” said Dr. John Oghalai, an otolaryngologist at Stanford University. But when they find their vertigo gone with a simple test and a non-pharmacological treatment, “they love it,” he said.

B.P.P.V., as it’s known, occurs when the tiny calcium carbonate crystals of your inner ear loosen and migrate into one of the semicircular canals, where their presence signals the brain that you’re moving when you’re not.

The resultant spinning sensation usually lasts only a minute or so, but changes in head position can bring it on multiple times a day — when you bend down to empty the dishwasher, lean back in a dentist’s chair, or merely roll over in bed. B.P.P.V. can also follow a head injury. The whirling sometimes become intense enough to cause nausea and vomiting. This kind of vertigo occurs more frequently in older adults, apparently because the protein coating that holds the crystals in place weakens with age. “Like an old Post-it note, after 60 or 70 years the stickiness wears off,” said Dr. Carol Foster, an otolaryngologist who directs the Balance Laboratory at the University of Colorado Hospital. Mercifully, the dizziness often resolves on its own within a few days or a couple of weeks. That also makes it difficult to calculate how many people suffer from vertigo, since some never seek treatment or get a correct diagnosis if they do.

When Dr. Oghalai and his colleagues evaluated 100 patients who came to a geriatrics clinic at Baylor College of Medicine over two weeks, none of whom had previously reported dizziness, they found that 9 percent had undiagnosed B.P.P.V. Balance experts think it is even more widespread. Though the vertigo itself isn’t dangerous, the Baylor study found that patients who had it were more likely to fall, which can cause serious injuries, and were less able to handle daily activities like bathing and dressing. They were also more likely to have received a depression diagnosis. If the vertigo persists, “it can be very debilitating,” said Dr. Susan Herdman, professor emerita of rehabilitation medicine at Emory University. Some patients come in feeling so unsteady that they are holding onto walls and furniture, or even using a wheelchair.

On average, patients with this disorder have already visited five other physicians before they arrive at Emory’s Dizziness and Balance Center, Dr. Herdman said. Along the way, they may have undergone lots of expensive, unnecessary tests. They may also have been taking prescription anti-nausea drugs for months, or even years, which may slow the perceived spiraling but don’t stop the vertigo.

What does stop it, an estimated 90 percent of the time, is canalith repositioning, also known as the Epley maneuver, after the Oregon ear surgeon who devised it in 1980. “This is a simple mechanical disorder,” said Dr. Foster, who has performed the maneuver thousands of times. “You can fix it in minutes.” The therapist first confirms the benign paroxysmal positional vertigo (there are many other kinds) by turning your head from one side to another while looking for a characteristic eye movement called nystagmus. The Epley maneuver also involves turning your head in several positions while you’re sitting, then lying on your side.

The process is quick, generally taking less than five minutes. Gravity allows the inner ear crystals that have shifted to float back into place. Practitioners sometimes must repeat the maneuver or use related ones. The treatment can bring on vertigo in itself, and patients sometimes report feeling a bit off-balance for a day or two afterward. Usually, however, they're startled to find that the spinning has stopped.

"It was amazing," said Ora Larson, 76, who lives in St. Paul. She had taken anti-nausea drugs for years after her first bout of B.P.P.V. in the 1970s. A decade later, Mrs. Larson was experiencing vertigo again and happened to read a newspaper article about the Epley maneuver. She drove 65 miles to a hospital that offered it. "I was willing to try anything," she said. She had immediate relief then, and continues to head for a clinic when the vertigo threatens to reappear. "It's so noninvasive and so easy," she said. "You don't even have to put on a gown."

Dr. Foster has developed an additional maneuver for home use, called the half-somersault, that is done kneeling on the floor. Mr. Amberger found it online and reports that "it works stunningly well." Dr. Foster's initial trial with 68 patients using it at home showed that the half somersault was as effective as a self-administered Epley, but it's still so new that studies replicating her results haven't been published.

The Epley itself has only been widely practiced for about 20 years. Some medical professionals clearly don't know about it — or even recognize B.P.P.V. Frustrated specialists believe that tens of thousands of older adults endure its miseries without learning that there's a safe, accepted, low-cost way to make the world stop twirling around them. "Sometimes, health care providers say, 'You're just getting older,'" said Courtney Hall, a researcher and physical therapist at James H. Quillen V.A. Medical Center in Mountain Home, Tenn. "But feeling dizzy isn't a normal part of aging."

Posterior Vitreous Detachment (PVD) and the Aging Eyeball

Johns Hopkins Health Alert



Even eyeballs age. As you edge over 40, the vitreous -- the clear, gel-like substance inside your eyes -- begins to liquefy and shrink. Within the gel are millions of fibers attached to the retina, the light-sensitive nerve tissue lining the interior of the eye. As the gel shrinks, the fibers break, allowing the vitreous to peel away from the retina, a process called posterior vitreous detachment (PVD). This event occurs in everyone as they get older.

When PVD occurs you may develop floaters -- these appear as spots, specks, strings or cobwebs -- that move or swim as you move your eyes. The floaters are actually clumps of gel, fibers and cells floating in the liquefied portions of the vitreous; what you see are the shadows they cast on the retina.

Many older people have floaters without PVD. But their sudden appearance or an increase in the number of typical floaters may announce PVD, as may flashes of light. These arise as the separating vitreous tugs on the retina, stimulating cells that send a message of light to the brain. In some cases, this pulling may break a blood vessel in the retina, resulting in what's called a vitreous hemorrhage. The rupture of a retinal blood vessel may produce a shower of floating spots. If the hemorrhage is dense, a dark blob may appear that may even eclipse vision, dropping like a curtain before the eye.

Danger of detachment. In 10 to 15 percent of people who have PVD with symptoms, some of the vitreous fibers pull so hard as they naturally separate from the retina that they create a tear or hole in the retina, especially in the thin retinal peripheral tissue. Vitreous fluid then has the opportunity to travel or pass through the tear, which can cause the retina to detach from the back wall of the eye. This is a sight-threatening situation: If the tear is not repaired, the retina can detach completely. That's why it's essential to see an ophthalmologist promptly -- within 24 to 72 hours -- if you have any symptoms of PVD.

Preventing detachment. Although you can't prevent or treat PVD, you can try to prevent its repercussions by alerting your doctor at the first sign of floaters, flashes of light or any change in side (peripheral) vision. It is usually possible to repair a retinal tear, but a tear can also evolve quickly to retinal detachment. So don't wait to see whether floaters discontinue when you suddenly begin to notice lots of them. Even if no retinal tear is present, your doctor can help you stay alert for that possibility.

Medical articles are published for informational purposes only. You are advised to consult your personal physician before following any advice contained in these articles. Ed

Steps to Avoid an Accident

By Katie Hafner/The New York Times



Preventing a fall, and the resulting injuries, isn't simply a matter of being more careful. Indeed, experts who have studied falls wish that people would take measures to protect themselves much as they do against heart disease or viral infections.

Judy A. Stevens, an epidemiologist at the Centers for Disease Control and Prevention, stressed the importance of exercise. Among those who do fall, she said, "if you're in better physical condition, you're less likely to be injured."

Regular exercise classes can help, especially those that include balance drills, such as standing on one foot, or working with Bosu balls, the squishy hemispheres seen at gyms. The regular practice of tai chi has also been found to help. Tai chi involves very slow, purposeful movements in coordination with breathing and muscle activity, which in turn affects respiration, balance, and gait.

At The Sequoias-Portola Valley, a retirement facility 35 miles south of San Francisco, 12-week tai chi programs are offered twice a year. Before and after, participants are tested for how many times they can rise from a chair without using their arms. Dr. Kati Murray, a geriatrician who is medical director of The Sequoias, said they saw marked improvement after the tai chi. Dr. Lewis A. Lipsitz, a professor of medicine at Harvard, said he saw similar results at two facilities run by Hebrew SeniorLife, where he is vice president of academic medicine. "If only we could put tai chi in a pill," he said. Integrating balance and strength work into daily life - standing on one foot while brushing your teeth, for instance, or simply putting one foot in front of the other - can help as well.

Several studies have shown that vitamin D, which can improve muscle strength and balance, helps reduce falls. Also, remaining appropriately hydrated, particularly on hot days or for people at risk for low blood pressure (a main cause of dizziness), is important.

People on multiple medications can be at especially high risk of falling. Psychotropic drugs such as antidepressants, antipsychotics and benzodiazepines are most clearly implicated in falls. Antidepressants "can directly affect your balance," said Dr. Mary Tinetti, a geriatrician at Yale who studies falls.

Blood pressure medication, used by 70 percent of people over 70, can cause dizziness when blood pressure drops too much, and is another oft-cited culprit in falls. A study in *JAMA Internal Medicine* last April found that among older people with hypertension, the risk of serious fall injuries - fractured bones, brain injuries or dislocated joints - was significantly higher for those who took hypertension drugs than those who did not.

Given such findings, Dorothy Baker, a research scientist at the Yale School of Medicine, recommends that elderly patients discuss their drugs with their primary care physician, with an eye toward reducing dosages or eliminating medications that might not be necessary.

Sleep medication, for instance, can cause a wobbly gait. "Instead of taking sleeping pills, people can drink warm milk, or listen to talking books or soft music," said Patricia Quigley, a fall prevention expert at the James A. Haley Veterans Affairs hospital in Tampa, Fla. And for patients taking diuretics for disorders such as high blood pressure and heart failure, Dr. Quigley said, they should take the medication during the day rather than in the evening, to avoid unnecessary nighttime trips to the bathroom.

Reducing the number of tripping and slipping hazards at home also helps prevent falls. Scatter rugs should be removed, for instance, and floors and stairways kept clear of obvious threats like shoes and toys.

Also, people should have their eyes checked at least once a year and wear single-vision glasses while out on walks, as bi-focal and progressive lenses can cause missteps, according to a study published in the *British Medical Journal* in 2010.

Dr. Tinetti warned that excessive tentativeness can actually increase the risk of falling. "People who are more cautious cut down on their activity," she said, "which makes their balance worse, their strength worse."

Aging Brains May Miss Signs of Untrustworthiness

By Judith Graham-The New York Times



There's a reason so many older people fall for financial scams, new research suggests. They don't respond as readily to visual cues that suggest a person might be untrustworthy, and their brains don't send out as many warning signals that ignite a danger-ahead gut response.

The research, published in the Proceedings of the National Academy of Sciences, is the first to show that older adults' vulnerability to fraud may be rooted in age-related neurological changes.

Specifically, researchers from the University of California, Los Angeles, found that an area in the brain known as the anterior insula was muted when older people looked at photographs of suspicious-looking individuals. This part of the brain activates gut-level feelings that help individuals interpret the reliability of

other people and assess potential risks and rewards associated with social interactions.

In one part of the U.C.L.A. study, both younger and older adults were asked to evaluate the trustworthiness of people portrayed in 60 photographs while undergoing brain scans. When the younger adults (21 altogether, from ages 23 to 46) labeled a person "not trustworthy," their anterior insulas lighted up. But this wasn't true for older adults (23 altogether, ages 55 to 80).

"The warning signals that convey a sense of potential danger to younger adults just don't seem to be there for older adults" said Shelley Taylor, the lead researcher and a professor of psychology at U.C.L.A.

In another part of the study, researchers asked 119 older adults (ages 55 to 84) and 24 younger adults (20 to 42) to rate people in photographs as trustworthy, neutral or untrustworthy. Signs that they were potentially untrustworthy included insincere smiles, averted gazes and postures that "leaned away" rather than toward the camera, among others, Dr. Taylor said.

Older adults were equally adept at identifying people judged to be trustworthy or neutral, but much more likely to miss signs of those who may be untrustworthy and to view suspicious-looking people as approachable, the study found.

"We believe what's going on is that older adults have a bias toward positive emotional experience and this keeps them from recognizing negative cues," Dr. Taylor said.

This so-called "positivity effect" has been documented through research by Laura Carstensen, a professor of psychology and public policy at Stanford, and it explains why older adults are, on the whole, happier than younger adults.

Asked to comment about the new study, Dr. Carstensen said in an e-mail that it was "very well done," and observed that for older adults, "there are likely many benefits of looking on the bright side. However, there are likely some contexts where looking away from the negative and focusing on the positive is not good," including financial scams and fraud.

Alexander Todorov, a professor of psychology at Princeton, called the findings "interesting," but warned that "there is an implicit assumption that these trustworthiness evaluations based on facial appearance are accurate. This is far from clear."

Dr. Taylor became acutely aware of financial fraud targeting the elderly almost 20 years ago when her father handed \$17,000 to two men who approached him on the street and walked with him to his bank.

"I got descriptions of the two men from someone who lived nearby - one had few teeth, both were dressed in a slovenly manner, and they'd been seen sleeping in doorways and were using the drug rehab center nearby," Dr. Taylor said in an e-mail.

In other words, they would have been viewed suspiciously by most people, but weren't seen that way by Dr. Taylor's father.

Statistics show that financial exploitation of older people is on the rise. According to a study published last year by the MetLife Mature Market Institute and the National Committee for the Prevention of Elder Abuse, elder financial abuse - everything from fraudulent sweepstakes to bank accounts emptied out by guardians - totaled \$2.9 billion in 2010, a 12 percent increase from only two years before.

Earlier in 2012, the Government Accountability Office weighed in on the issue, noting the inadequacy of existing safeguards and calling for a new national strategy to address the problem.

Recently the National Center on Elder Abuse and the Eldercare Locator, a federal service that helps older adults and caregivers find local programs and agencies, published "Protect Your Pocketbook," a consumer guide intended for older adults and families who wanted to understand what put them at risk, how to prevent fraud, and where to turn for help.

As for Dr. Taylor, she advises that seniors never agree on the spot to a phone offer or a pitch from a door-to-door salesman. "Either hang up or wait and get someone else involved in your life to evaluate what's being presented," she said.

With financial fraud, almost half the time seniors end up being duped by a caretaker or someone posing as a friend. "Make absolutely sure that you've carefully checked out the people taking care of an older relative," or any "surprising new friend" that you've never heard of before who is now on the scene, she tells family members.

Diabetes can spur Dementia

By Nicholas Bakalar/The New York Times

Researchers have discovered that people found to have diabetes in their 50s are significantly more likely than others to be in mental decline by their 70s.



The study, published in *The Annals of Internal Medicine*, started in 1990. Scientists examined 13,351 black and white adults, aged 48 to 67, for diabetes and pre-diabetes using self-reported physician diagnoses and glucose control tests. They also administered widely used tests of memory, reasoning, problem solving and planning. About 13 percent had diabetes at the start. The researchers followed them with five periodic examinations over the next 20 years. By that time, 5,987 participants were still enrolled. After adjusting for numerous health and behavioral factors, and for the large attrition in the study, the researchers found people with diabetes had a 30 percent larger decline in mental acuity than those without the disease. Diabetes can impair blood circulation, and the authors suggest that the association of diabetes with thinking and memory problems may be the result of damage to small blood vessels in the brain.

"People may think cognitive decline with age is inevitable, but it's not," said the senior author, Elizabeth Selvin, an associate professor of epidemiology at the Johns Hopkins Bloomberg School of Public Health. "Factors like diabetes are potentially modifiable. If we can better control diabetes, we can stave off cognitive decline and future dementia."

PICKLES | Brian Crane



Forgetfulness — 7 Types Of Normal Memory Problems



It's normal to forget things from time to time, and it's normal to become somewhat more forgetful as you age. But how much forgetfulness is too much? How can you tell whether your memory lapses are within the scope of normal aging or are a symptom of something more serious?

Healthy people can experience memory loss or memory distortion at any age. Some of these memory flaws become more pronounced with age, but — unless they are extreme and persistent — they are not considered indicators of Alzheimer's or other memory-impairing illnesses.

Seven normal memory problems:

1. **Transience:** This is the tendency to forget facts or events over time. You are most likely to forget information soon after you learn it. However, memory has a use-it-or-lose-it quality: memories that are called up and used frequently are least likely to be forgotten. Although transience might seem like a sign of memory weakness, brain scientists regard it as beneficial because it clears the brain of unused memories, making way for newer, more useful ones.

2. **Absentmindedness:** This type of forgetting occurs when you don't pay close enough attention. You forget where you just put your pen because you didn't focus on where you put it in the first place. You were thinking of something else (or, perhaps, nothing in particular), so your brain didn't encode the information securely. Absentmindedness also involves forgetting to do something at a prescribed time, like taking your medicine or keeping an appointment.

3. **Blocking:** Someone asks you a question and the answer is right on the tip of your tongue — you know that you know it, but you just can't think of it. This is perhaps the most familiar example of blocking, the temporary inability to retrieve a memory. In many cases, the barrier is a memory similar to the one you're looking for, and you retrieve the wrong one. This competing memory is so intrusive that you can't think of the memory you want.

Scientists think that memory blocks become more common with age and that they account for the trouble older people have remembering other people's names. Research shows that people are able to retrieve about half of the blocked memories within just a minute.

4. **Misattribution:** Misattribution occurs when you remember something accurately in part, but misattribute some detail, like the time, place, or person involved. Another kind of misattribution occurs when you believe a thought you had was totally original when, in fact, it came from something you had previously read or heard but had forgotten about. This sort of misattribution explains cases of unintentional plagiarism, in which a writer passes off some information as original when he or she actually read it somewhere before.

As with several other kinds of memory lapses, misattribution becomes more common with age. As you age, you absorb fewer details when acquiring information because you have somewhat more trouble concentrating and processing information rapidly. And as you grow older, your memories grow older as well. And old memories are especially prone to misattribution.

5. **Suggestibility:** Suggestibility is the vulnerability of your memory to the power of suggestion — information that you learn about an occurrence after the fact becomes incorporated into your memory of the incident, even though you did not experience these details. Although little is known about exactly how suggestibility works in the brain, the suggestion fools your mind into thinking it's a real memory.

6. **Bias:** Even the sharpest memory isn't a flawless snapshot of reality. In your memory, your perceptions are filtered by your personal biases — experiences, beliefs, prior knowledge, and even your mood at the moment. Your biases affect your perceptions and experiences when they're being encoded in your brain. And when you retrieve a memory, your mood and other biases at that moment can influence what information you actually recall.

Although everyone's attitudes and preconceived notions bias their memories, there's been virtually no research on the brain mechanisms behind memory bias or whether it becomes more common with age.

7. Persistence: Most people worry about forgetting things. But in some cases people are tormented by memories they wish they could forget, but can't. The persistence of memories of traumatic events, negative feelings, and ongoing fears is another form of memory problem. Some of these memories accurately reflect horrifying events, while others may be negative distortions of reality.

People suffering from depression are particularly prone to having persistent, disturbing memories. So are people with post-traumatic stress disorder (PTSD). PTSD can result from many different forms of traumatic exposure — for example, sexual abuse or wartime experiences. Flashbacks, which are persistent, intrusive memories of the traumatic event, are a core feature of PTSD.

Mental Health Care Lags For Seniors

By Luran Neergaard/Associated Press



Getting older doesn't just mean a risk for physical ailments like heart disease and bum knees: A new report finds as many as 1 in 5 seniors has a mental health or substance abuse problem.

And as the population rapidly ages over the next two decades, millions of baby boomers may have a hard time finding care and services for mental health problems such as depression - because the nation is woefully lacking in doctors, nurses and other health workers trained for their special needs, the Institute of Medicine said Tuesday.

Instead, the country is focused mostly on preparing for the physical health needs of what's been called the "silver tsunami."

"The burden of mental illness and substance abuse disorders in older adults in the United States borders on a crisis," wrote Dr. Dan Blazer of Duke University, who chaired the Institute of Medicine panel that investigated the issue. "Yet this crisis is largely hidden from the public and many of those who develop policy and programs to care for older people."

Already, at least 5.6 million to 8 million Americans age 65 and older have a mental health condition or substance abuse disorder, the report found - calling that a conservative estimate that doesn't include a number of disorders. Depressive disorders and psychiatric symptoms related to dementia are the most common.

While the panel couldn't make precise projections, those numbers are sure to grow as the number of seniors nearly doubles by 2030, said report co-author Dr. Peter Rabins, a psychiatrist at Johns Hopkins University. How much substance abuse treatment for seniors will be needed is a particular question, as rates of illegal drug use are higher in boomers currently in their 50s than in previous generations.

Mental health experts welcomed the report. "This is a wake-up call for many reasons," said Dr. Ken Duckworth of the National Alliance on Mental Illness. The coming need for geriatric mental health care "is quite profound for us as a nation, and something we need to attend to urgently," he said.

"Merely getting older doesn't make mental health problems more likely to occur," Rabins said, noting that middle age is the most common time for onset of depression.

But when they do occur in older adults, the report found that they're too often overlooked and tend to be more complex. Among the reasons: People over 65 almost always have physical health problems at the same time that can mask or distract from the mental health needs. The physical illnesses, and medications used for them, also can complicate treatment.

On the other side, older adults with untreated depression are less likely to have their diabetes, high blood pressure and other physical conditions under control - and consequently wind up costing a lot more to treat.

Age alters how people's bodies metabolize alcohol and drugs, including prescription drugs. That can increase the risk of dangerous overdoses, and worsen or even trigger substance abuse problems.

Grief is common in old age as spouses, other relatives and friends die. It may be difficult to distinguish between grief and major depression.

LETTERS

MARTY BERG—Saratoga, CA
5 more days and it will be 31 years. Jean and I are both ambulatory. I am working on 3 projects to keep my sons on their bucket lists. (CALOTTO, PCH, and SFWY MONOPOLY.)

BARRY DIXON—Las Vegas, NV
Well, I left sending my information being too busy to write. That extended into two more months. Must have something to do with 20 years of retirement.

Ruth talked me into two trips this past year. The first was by SA passes. It turned out to be a disaster, although we arrived at destination just late. The second trip was by Southwest Air on a full coach fare, on sale for a very good price. The full fare departed on time, arrived at destination on time. same on the way home. I'm still not ready for travel!!!!!!!!!!!!

Thanks to the RUPA Magazine crew who do so much for our reading pleasure.
Check is in the mail. *Barry*

BOB EBENHAHN—Saratoga, CA
Here it is March 5th, birthday time again! It's been 22 years since my last flight to Hong Kong.

4 Phases of flying Career



Retirement is very enjoyable. Jill and I don't travel as much since we sold our motorhome about 3 years ago. We miss the fun places we visited and great friends we travelled with, but the traffic was getting to be too much for us. Jill likes to go "home" to London occasionally. She travels with our daughters, Sondra, Meg, and Carol. I stay home with the dog, which is ok with me.

We did take a trip to Hawaii with Carol and her husband, Daral, last October to see their son, our oldest grandson, Steven. He is a Marine Helicopter Pilot based at Kaneohe Bay, Oahu, Hawaii. Steven flew his UH1 Huey in an airshow! It was thrilling to see him perform, and the Blue Angels were there too. However, Jill said that "our grandson was the airshow."

We meet daily in Saratoga village for coffee with a few of the retired UAL Pilots that live in the area, Bob and Ann Kibort, Karl and Jan Kassel, Gayland and Kay Kessel, along with other good friends. I like to ride my bicycle about 10 miles a day, if I can. I bike to coffee and the neighborhood grocery store mostly.

Jill and I will be celebrating 60 years of marriage in 2017, where has the time gone? We have 5 grandchildren, 3 of which are boys and 2 girls. The youngest one is nearly 21 and graduating from university next year.

I appreciate the good people who I worked with and flew with for so many years. I also appreciate the gatherings that RUPA has, that brings us together through these retirement years.

Thank you to the RUPA volunteers who keep the magazine coming and all of us connected.
Bob & Jill

LEROY EMBRY—Poplar Grove, IL
Many thanks to those who make the *RUPANEWS* available. I haven't written to the *RUPANEWS* since the last time I set a B-747 parking brake. That was 28 years ago.

This year Dorothy and I celebrated our 64 wedding anniversary. It is hard to believe our six children are all in their fifties and sixties, with some retired. For my 87th birthday this month they are celebrating with a family reunion---6 children, 15 grandchildren, 16 great grandchildren and one in the hanger. REUNION (not unlike acoustical pandemonium).

Life is good but thank God for Blue Cross and Blue Shield. I got a stint put in my heart when I turned 80. So far it has bought me another 7 years. Like the guy who fell from a tall building. When he passed the 7th floor he was heard to say "so far so good."

Dorothy and I haven't used a pass in 15 or 20 years. I wouldn't know how to get a pass. I doubt if United knows I am still around but I sure miss the United folks.

Best Wishes to all. *LeRoy* MDW-ORD 54-88

DWIGHT LUBICH—Los Altos, CA

I released the parking brake on 2/27/96 for BOS with F/O Jeff Pinnock and F/A Margie Paulsen (yes, that would be Jerry's guardian angel), and my wife, former F/A Elaine and son Derek. For lunch on the return day we enjoyed a repast of lobster at Anthony's. Departing, Margie, who was known by UA people in BOS, set up a pack of fresh lobsters, a sheet cake for serving to the passengers (with which Elaine helped), a journal for passengers to sign, and finally the highlight was the BOS fire department to display the traditional send-off with water cannon. The tears soiled my departure plate and I hoped not to have a problem with the take-off! Upon arrival at SFO we were met, in addition to non-airline friends, by Captains Charlie Stamschror, Al Milotich, Bob Beavis and Jerry Paulsen (he was there to make sure I got his wife home safely). The limo ride home was enjoyable even with Champaign spilled on my uniform. And Margie, thank you so much for making my final flight into the pasture so memorable!

Sincerely, *Dwight*

P.S. I did set the parking brake but don't remember turning off the engines?

PETE MAURY—Florence, OR

I hope I don't repeat myself too much. As a newly-wed 7/20/2014, my life has been a wonderful whirlwind, Palm Springs in Novembers, Alaskan Cruise, anniversary celebration the 20th of every month, my first Great Grandson, the Elks dancing Friday nights, on and on.

As of April 1st, no longer an officer at Elk, still Florence Airport Manager 2 or 3 time a month, amateur radio, just being with my lovely wife pretty well fills my time. We're planning the RUPA Cruise and Palm Springs in November.

Son, Rick, is doing great at American after their merger, about 75 hours on his RV-7, and luckily still in good health. Bob is still being Bob.



In the picture L to R is me, my wife, Bea, and Retired Capt. "Sam" Spyd at Elk's inauguration dinner.

No one has enjoyed life more or been luckier than me.

Thanks to the RUPA group, I appreciate the magazine and the work it requires.

Checks in mail, *Pete*

DICK MURDOCK—North Aurora, IL

WOW! We are still plugging along after 23 years of retirement, 60 years of marriage, 60 years since receiving Navy wings (pinned on by bride-to-be),



and 33+years of flying the Mainline. It was a pleasure made possible by working with such honorable and reliable people in the cockpits and cabins of United Airlines.

Thank you one and all. *Dick*
ORD DEN ORD DENTK ORD SFO

OAKLEY PORTER—Pahrump, NV
Still in good health at 91, hope it lasts a few more years. I guess my highlight of the year was going down the white water on the Snake River. Lots off fun then fishing on the Snake River with my grandson and his three great grand kids ages 3 thru 8, and having them catch fish is a lot of fun.

We are planning a cruise from Melbourne Australia to New Zealand and we are hoping to get first class on the 787 from LAX to Melbourne.

I sure do appreciate all the hard work and time that all the RUPA officers do to get the very good *RUPANEWS*. LaVera and I both enjoy it very much.

Oakley Porter 1944 to 1985 LAX SFO

PETE SAEGER—Boca Grande, FL
Hit the big 75 today (Apr. 3). Nice to be able to pay dues online, meaning a wasn't late.

15 years since signing out and it sure went by in a hurry. The upside is Jeanne and I are both in good health (for the moment), however living in FL with the "older folks", it seems every week someone here develops an ailment or an injury.

We've been keeping busy with a variety of activities ie tennis 5 days a week. I've been doing 100 miles a

week on my bike and spending time in the gym (weight room).

We sold our Colorado condo last fall but still plan on being in the mountains for the summers. Basically, downsizing and planning the end game. Put our name on the Wait List for a club med style tri-level care retirement community in FT. Myers. Not planning to sign in anytime too soon, however one can't see the future all that clear.

Our daughter just got engaged, so the intensity around the house just went up several levels.

Regards to all my fellow airmen and friends who made a career dream come true for me. *Pete*

JACK STEIDL—Issaquah, WA
Well, I'm 97 this month and still capable of a memory trick: I remember to get up every morning. I have not written to RUPA in quite a while. Bear with me while I reminisce. I learned to fly before World War II because I did not want to die in the trenches. I preferred to be shot down nice and clean. I tried to enlist in the Royal Canadian Air Force in 1940, when Britain was already in the war. They would not take me because I wore glasses. I proceeded back to Notre Dame, graduated in 1941, married my first love, Madelyn, had a child (three more children later), and became a primary flight instructor for the Army Air Corps in Jackson, Tennessee. One of my fellow instructors was going to Chicago to apply for a pilot job with United, and I tagged along for the ride. I applied and was hired in 1944.

I flew out of SLC, MDY, LAX, ORD, SFO, and SEA as a co-pilot, captain and, after age 60, as a second officer, retiring after 46 years in 1990. Except for an encounter with a roll cloud before we had radar, I had a pretty uneventful career, not even a blown tire. As I neared the end of my 747 Captain career in 1979, I had a nice chat with our CEO during a mechanical delay. As he left the cockpit, I told him amiably, "See you in court." And I did.

Somewhere in there I served on the MEC, started the ALPA newsletter, became a sailboat racer, traveled a lot, started the Pineapple Isle Yacht Club on the island of Lanai, earned an MBA degree at the University of Hawaii, married the second love of my life, Kathryn, saved up for my old age, served on a county advisory board, started the William F. Shakespeare Marching Band and Drinking Society

How to prepare tofu:

Step 1: Throw it in the trash

Step 2: Grill some meat.

(a serious group which read all the Bard's plays), started another yacht club on a small lake where we lived in the Seattle area, which led to the construction of about 40 party/racing barges and much fun, including annual performance of a Shakespeare play, aptly called "Bard-on-a-Barge," returned to the Church of my youth (a great source of comfort), kept playing in the Notre Dame Alumni Band until I was the oldest active player, punched cows for the Reno Rodeo for four years—300 head, 60 miles--and, for 11 years, played the bugle at the Tahoma National Cemetery. If you Google my name, there is a very nice public TV snippet suitable for Memorial or Veterans' Day viewing.

Now I am a habitué of the local senior center, which is a wonderful place where I have many friends. A good life, so far.

With warm regards to all, *Jack* (425) 427-0863

GARY TIMM—Wilsonville, OR

Just used the online payment option to get my dues paid early (that's probably a first for me) because we'll be leaving town shortly and won't be back for a while. That's because, after some 35 or so years of plying the coastal waters of British Columbia every summer in our Seattle based boat, the NOON BALLOON (with apologies to Ernie Gann), my first mate Lenore of 53 years and I are going to push on through to SE Alaska for the summer. We'll be leaving May 1 and back about the end of August. The Harley will be lonely this summer.

The piece in the April RUPA about the first B-727, N7001U, brings to mind the last time I recall flying her. Capt. Bill Stock and me as F/O had flown her from Denver to Palm Springs for an overnight with a next morning departure to Seattle. Upon our arrival at PSP, the Seattle flight office called us and said that the company was planning on dedicating her to the Museum of Flight after arrival in Seattle. They requested that we give her a good once-over and let them know if she would need a wash job or any obvious paint touch-up before presentation. This all came to naught, as we later found out, as the company reconsidered and kept her on the line for about another year. Greetings to All, *Gary*

TERRY TRUE—Mundelein, IL

Yesterday, April 1st, marks 17 years since my final flight for UAL. Time has proven that, which many of us forced to retire at age 60 knew, we were not

ready to hang it up. I was fortunate to have been able to fly corporate/charter flights for 16 years after my airline career, just retiring for good last July. It would have been nice to have had another 5 years of 747-400 pay, but I'm not complaining. I got to go to a lot of places and see lots of things that I never would have on the airline.

My wife, Jerry, is still officially a F/A for United although she hasn't flown for over 2 years due to an occupational injury. Workman's Comp keeps requiring monthly updates from her doctor, but it seems obvious that she will not be able to return to work. Sooner or later she will be forced to retire. She has benefited from her time off by being able to get to know our grandson, Charlie, who turns 2 this month. Daughter-in-law, Teresa, is pregnant with their second child due this fall, so we will have two grandchildren to spoil before long.

Our daughter, Teryn, gave birth to her first child this January. Unfortunately, they live in Mesa, AZ, so getting to see them is a bit of a chore. Both Jerry and I have been out to see baby Lily separately, but had to buy full fare tickets on other carriers since it's practically impossible to get on UAL with a pass.

We sold our townhouse in Libertyville in January and moved to a Del Webb community in Mundelein. Going from a three-story townhouse to a ranch home has made it a lot easier to get around, especially since Jerry has had both knees replaced and stairs were becoming more and more difficult.

I seem to keep busy with working out, church, and grandchildren. Fortunately, my health has been good with the exception of an enlarged prostate which has led to several urinary tract infections.

No matter how
big a hammer
you use, you can't
pound common
sense into
stupid people.

JUST FOR JOES AND FUN
www.facebook.com/joke014



Otherwise, just the usual age related aches and pains.

Best wishes to all. *Terry* ORD, LAX

WAYNE WALCZAK—Leander. TX

Life is much like a roll of toilet tissue; the closer you get to the end, the faster it goes! Hard to believe ten years have passed since that fini flight, but the years have surely slipped by quickly.

Moved into the newly built house the end of September with Nani, and I am concluding this will be the last move until the crematorium. Seven months later, boxes are still unpacked and pictures still unhung!

Still healthy, still holding a first class medical, and still planning on reaching the goal of becoming a centenarian.

Ten grandkids will require some travel in the upcoming months, most likely on RJs, but smiley faces and big hugs at the destination.

Hope to make a few of the RUPA luncheons as well!

That tissue roll is turning faster and faster!
Aloha, *Wayne*

IN MEMORIAM

JOHN M. "TONY" BUCK

Cleared for take-off one last time, John "Tony" Buck began his celestial journey on March 20, 2016 following a brief 5-week battle with lung cancer.



Tony was born in Fresno, CA in 1938 and grew up in Placerville, CA and Lake Tahoe. He graduated from George Washington HS in San Francisco, attended Cal Berkeley and graduated from San Jose State. In 1962 Tony proudly became a Naval aviator (first in his class and captain of the Navy's water polo team). He joined United in 1967 and retired in 1994 as a 757/767 Captain.

In 1973 Tony married UAL flight attendant, Gay Brazas. They remodeled a home in Marin Co. CA and moved to Sahalee in Redmond, WA in 1977 followed by a move to Woodinville in 1984. At

various times through the years they enjoyed family vacation homes in Sun Valley, Cannon Beach and finally Palm Desert.

Pilot, cowboy, rascal, builder, outdoorsman, embellished storyteller, natural athlete, astronomer, mathematician, mechanic, sports fan, animal lover, hard worker and frequently irreverent.... a guy's guy who loved planes, cars, cattle drives, flannel shirts and coffee. Equally comfortable in a cockpit, under the hood of a car or atop a horse driving cattle from Montana to North Dakota, Tony was an adventurer, a daredevil.

Tony is survived by his wife, Gay, three children and two grandchildren.

Suggested memorials: Homeward Pet Adoption Center of Woodinville (homewardpet.org) or Keep Tahoe Blue (keptahoeblue.org)

WILLIAM "BILL" CHRISTIE

William "Bill" Christie completed his final flight west on Mar 17, 2016, two weeks' shy of his 81st birthday. Bill was born in Aberdeen, Scotland, the second youngest of five children. He joined the RAF at age 17 as a fighter pilot and began his life-long career of flying airplanes.

Bill followed Dorothy, his childhood sweetheart, in immigrating to Canada where they married in 1957 and he joined the RCAF becoming a flight instructor and air-sea rescue pilot. He was recruited by United Airlines in 1966 and immigrated to the United States where he spent the rest of his career, retiring as a captain in 1999.

Besides flying, Bill loved square dancing, ballroom dancing, gardening, reading, and art. His favorite medium was cartooning, which allowed him to express his unique sense of humor. He was a master storyteller and spent many hours keeping his friends and family entertained with his sagas. He served as a Scoutmaster when his sons were growing up and was proud that his sons and grandsons all became Eagle Scouts. His children remember him as a dedicated father who supported and encouraged them to pursue their dreams.

Bill is survived by his wife, Dorothy Christie; Three children and two grandchildren.

ROBERT GEROULD GIFFORD SR.

Long time Carmel resident, Robert Gifford Sr., died peacefully at home on March 24th at the age of 86, after a long battle with cancer.

Bob was born March 9, 1930 in Canandaigua, NY. After graduating from Syracuse University in 1951, he lived his childhood dream by becoming a Fighter Pilot in the Air Force, serving in the Korean War. Bob was discharged from the Air Force 1955 and started his flying career with United Airlines. He retired in 1990 after serving 35 years with the airline.

Bob and family moved to Carmel in 1972, where he enjoyed many years of tennis and golf. Both activities were his favorite pastimes.

Bob married Mary Alice Hinman Porch on New Year's Eve 1980, joining two families together.

Bob is survived by six children, eight grandchildren and great grandchildren.

**DAVID EMMETT MUSSELMAN**

David Emmett Musselman, 75, Passed away peacefully at his home in Dade City, Floried on February 17, 2016

David enjoyed flying, boating and tennis. He loved his time in the US Navy as a Naval Aviator. United Airlines hired David as a Pilot soon after his discharge, where he spent the next 24 years flying from home base in Chicago. At retirement, David completed the United States Coast Guard 55 Ton Licensed Merchant Marine Officer course and once again became captain of his own ship, a Charter fishing boat in Key West. David loved boating and taught all his children water safety and seamanship skills.

David is survived by his wife, Marilee (Lee) of 25 years, five children and five grandchildren.

If you would like to honor David, you may make donation to the Wounded Warrior Project.

**SAM C. O'DANIEL**

Sam O'Daniel (73) passed away on April 5, 2016 of complications from colon cancer treatment. He was a longtime resident of Evergreen, Colorado.

Sam was born in Memphis, TN on



September 17, 1942. He was Known as 'Sammy' to his classmates at Messick High School. Sam was a proud member of the 12 Year Club and was a starter on the 1959 city championship football team. He attended Memphis State University and was a brother in the Kappa Alpha Order fraternity.

Sam and Judy were married in 1964 and he was hired by United Airlines shortly thereafter. They made their home first on the east coast and then the west, but eventually settled for good in Colorado. During his 38 years with United Airlines he was based in several domiciles - Washington, D.C, Los Angeles, Cleveland, Denver, Honolulu, and San Francisco. He took pride in his work with the Air Line Pilots Association (ALPA) and served in many positions, including Executive Vice President from 1978-1980.

Besides his family, Sam's passions included classic cars, flying airplanes, and playing golf. He could name most cars on sight, often visually differentiating models by details as small as the shape of a tail-light. During his teen years, Sam's uncle Leon helped guide him to a career as a pilot. From his teenage years flying a Piper J-3 Cub to his retirement flying the Boeing 747-400, there wasn't an airplane that he didn't love. Sam's gentle obsession for golf grew deeper after his retirement from United, where he lived out his days as a member of Hiwan Golf Club. He was a member of the Freemasons in Occoquan, Virginia and the Blue Spruce Kiwanis in Evergreen.

Sam is survived by his wife Judy; daughter Kendra, her husband Tom, and grandchildren Shelby, her husband Blake, Blake and Sam, residents of California; and his son Sam, wife Jill, and granddaughters Ashley and Avery, residents of Colorado. He is also survived by his mother Lou and sisters Johnnie Mae and Lorraine, and his sister-in-law Gwen.

In lieu of flowers, the family requests that donations be made in memory of Sam to the LeRoy W. Homer Foundation to fund scholarships for students working to receive their private pilot's license: <http://www.leroywhomerjr.org/make-a-contribution/>; Mt. Evans Hospice 3081 Bergen Peak Dr., Evergreen CO 80439; or to St. Jude Children's Research Hospital, 501 St. Jude Place, Memphis TN 38105.

EDGAR A. RIEHL

Edgar A. Riehl reported for final take-off March 31, 2016. He was born November 16, 1920 in Suisun Valley CA and grew up in a farming family in and around Vacaville CA.



Ed learned to fly in the Army Air Corps beginning in a PT-17 and served in the South Pacific during WWII, flying 55 missions in a B25. He was hired by United in 1946 as a First Officer based in Denver. During a pilot furlough in 1948 he returned to the Air Force and flew the Berlin Airlift in 1948-1949. In 1953 Ed resumed flying with United piloting virtually all of the aircraft in the United fleet, retiring as a 747 Captain in November 1980. After he retired he remained an avid aviation buff, keeping up with new aircraft, attending airshows and giving presentations for schools, churches, museums, and retirement communities. The final flight that he piloted was a "souped-up" PT-17 in 2015, thanks to a program honoring World War II veterans.

Edgar is survived by his wife Ruth of 73 years, three daughters, four grandchildren, and numerous nieces and nephews.

Both he and Ruth loved to travel by air, land, and sea and they had many wonderful adventures. Ed and Ruth traveled around the USA and Canada and Australia in a travel trailer and particularly enjoyed camping in the mountains. After he retired, they divided their time between Colorado and Ft Myers Florida. He enjoyed attending the RUPA luncheons in both locations. They took a different route each year so they could visit places he had seen from the air.

Ed was a remarkable storyteller and he took time to write his life story and continued writing stories of his military service and tales from many of their trips right up until his death.

Although he left the farm, Ed loved growing fresh vegetables and had a small fruit orchard for many years. When there was an abundance he shared freely with family, friends, and neighbors.

Throughout his life Ed was active in his community. After his retirement he did mission work, transcribed Braille for the Red Cross, volunteered at ECHO, participated in Crop walks, built Habitat for Humanity homes and served his churches in roles too numerous to mention.

In lieu of flowers, donations to a charity of one's

choice in Edgar's honor are appreciated.

Notes to Ruth can be sent to 1855 Plaza Dr Apt 3022, Louisville, CO 80027

WILLIAM BENTON STOOKEY

William Benton Stookey, 92, went to be with our Lord Jesus Saturday, March 12, 2016, at the University of Iowa Hospital in Iowa City, following a brief illness.



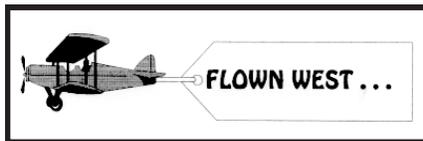
Bill was born on October 25, 1923, in Macomb, IL. At the age of 19, he became a WWII B-24 Commander. After the war, he returned to Macomb to attend Western Illinois University. In 1946, he began his career as an airline pilot with Capital Airlines. As a captain based at Chicago's Midway Airport, he flew the DC-3 and Viscount. When Capital merged with United in 1961, Bill continued to fly as captain on the DC-6, DC-7, 727, DC-8, DC-10 and the 747. He flew both domestic and international routes originating from ORD and SFO.

Bill enthusiastically shared his love of aviation with his children and they are blessed with many fond memories of accompanying their father on his trips during the early, innocent years of commercial aviation.

After a 37-year career as an airline pilot, Bill retired to Idaho where he enjoyed God's blessings of family and natural surroundings. In his retirement years he lovingly and painstakingly restored a Cessna UC-78 Bobcat or T-50, the twin-engine advanced trainer he flew during his military flight training. Bearing the moniker "LOLO" in honor of his wife, Lois, he proudly exhibited his Bamboo Bomber, as the plane is known in military lore, at the 1998 Oshkosh Air Show and was awarded the Judges' Choice Award. He later donated the plane to the Collings Foundation in Stow, MA. The aircraft is featured in the photo gallery of the foundation's website at www.collingsfoundation.org.

Bill was predeceased by the mother of his children, JoAnn Ruth Stookey; his wife, Lois Davison Stookey, and is survived by his wife of 4 years, Doris Croxton Stookey; eight children, 14 grandchildren and 20 great-grandchildren.

Bill's gentle, loving, generous, and forgiving spirit was evident to all because of his love for his Lord Jesus Christ.



John M. “Tony Buck	Mar. 20, 2016
William Christie	Mar. 17, 2016
*Robert J. Falco	Apr. 14, 2016
Robert G. Gifford, Sr.	Mar. 24, 2016
Edward S. “Ted” Graves	Apr. 04, 2016
*David L. Kirkendall	Apr. 04, 2016
Joseph M. Messina	March, 2016
David E. Musselman	Feb. 17, 2016
*Earl E. Nelson	Jan. 30, 2016
Sam C. O’Daniel	Apr. 05, 2016
*David P. Perrine	Mar. 16, 2016
Edgar A. Riehl	Mar. 31, 2016
William B. Stookey	Mar. 12, 2016
*James E. Turner	Mar. 26, 2016
<i>*denotes RUPA non-member</i>	



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

May, 2016 Edition

From:

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



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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) - Location TBA — 310-541-1093 — 310-869-4444
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge, Carmel Valley*—*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*—925-735-1946
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)
(*31 North Banquets & Catering, 217 Front St, McHenry, IL*)

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*—psofman@gmail.com

Ohio

Cleveland Crazyies (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