
rupanews



Journal of the Retired United Pilots Association



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President's Letter

Happy 240th birthday to our nation. As we celebrate the 4th of July, we should all pause to think what that date really means and the sacrifices our founders made for us. With that said, hope this July missive finds all RUPA members in good health and enjoying their summer.

Had the good fortune to make it to the June Goldwinger RUPA group lunch in Folsom, CA, hosted by John Gorscyca and his lovely wife, Sharon. John had an awesome presentation, complete with a sign in table, name tags and a printed agenda with the latest updates off the internet regarding retiree issues. It was wonderful seeing old colleagues and friends. If in the Sacramento area, highly recommend attending the Goldwinger luncheon.

Some have inquired about the Guppy Gathering mentioned in the last *RUPANEWS*. This gathering is located in the wine country of Sonoma, CA. It was started by a group of SFOFO 737-200 pilots and SFOSW F/As (Guppy Goddesses) who flew together in the doldrums of the early 1970's. Over the years, this gathering has morphed into a picnic (bring your own) get together for all pilots and F/As, retired or active, to reunite and reminisce about old times or just catch up. In the past we have had crews from all corners of the country attend. Perhaps make it part of a visit to beautiful San Francisco.

The 2016 Guppy Gathering will be held Wednesday, September 21st from 11- 2 PM at the NE corner of the Sonoma Town Plaza in Sonoma, CA. Any and all pilots and flight attendants are invited to come. For more information, contact Jan Wheadon at 707-224-3901 or janicewheadon@aol.com. Hope you can attend; it is loads of fun.

Speaking of gatherings, don't forget the 2016 RUPA cruise departing Boston the 24th of next month. A huge thank you to Rich Bouska for organizing this amazing trip.

Special Happy Belated Birthday wishes to two of our centenarians. Current RUPA members Captain Chuck McKinnon and Captain J. Perry Thomas, both of whom passed the century mark earlier this year. Can you imagine the changes they have seen in aviation?

RUPA would like to welcome our most recent new members:

Martin Donald "Marty" Amelung, Shaumburg, IL

Ronald C. "Ron" Bertacini, (SFOCS/ RUEA past Pres.) Roseville, CA

Capt Robert H. "Bob" Buehler, (SFO) San Diego, CA / Capt Richard Joseph "Rich" Crofton, (DCA) Belvedere, CA

William K. "Bill" Davis, (DCA) Fredericksburg, VA / Capt Michael D. "Mike" Flynn, (DCA) Graysonville, MD

Capt James W "Jim" Gordon Palmetto Bay, FL / Capt John Howard Greuser, (LAX) The Villages, FL

Capt James "Jim" Haeni, (ORD) Huntington, NY / Capt William Robert "Bill" Kirkpatrick, (LAX) Camarillo, CA

Jay R. Miller, (DENTK) Surprise, AZ / Capt Bruce Monroe, (DEN) Littleton, CO

Capt John W. Myer, (DEN) Centennial, CO / Capt Dan M. Romceovich, (SFO) Denver, CO

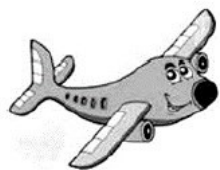
Welcome back to RUPA:

Capt Robert G. "Bob" Briggs, Park City, UT / Capt Taylor S Neff, Fountain Hills, AZ

Capt Fred A Page, Apex, NC / Capt Robert "Bob" Shaet, Brevard, NC

Until the dog days of August... Best Regards, *Cort*

Annual Guppy Gathering



The 2016 Guppy Gathering will be held Wednesday, September 21 from 11-2 pm at the NE corner of the Sonoma Town Plaza in Sonoma, CA. Any and all pilots and flight attendants are invited to come.



For more information, contact Jan Wheadon at
707-224-3901 or janicewheadon@aol.com.

About the Cover

The first B-727 (N7001U) parked next to a brand new B-787

Vice President's Letter

It's that month again. On July 9th, it was three years since I flew my last trip for United, HNL-ORD on the 777. My wife, daughter and son were on board and we had a wonderful, memorable time in HNL. It was over way too soon, the layover and the career!

I was ready though. The commute from South Florida to ORD after MIA was closed ten years earlier was just grinding me down, and that's what I'm most happy to leave behind. My time is my own, and I haven't worn a watch in three years. Missing the view out the cockpit windows, and the approaches and landings, as well as the great pilots I flew with is tough. Luckily, I'm still in touch with many of my friends, thanks to email and cellphones.

Okay, on to a subject that keeps coming up in phone calls and enotes. When flying on a UA Discount ticket, do you get the two free checked bags just as you do when pass-riding? About a year ago, a friend from down here got nailed for \$100 a bag. Well, that seems to have changed for the better. Go to Flying Together, Employee Res, Quick Links and then "my UA Discount." Under "Additional Program Details" you'll see

"First and second checked-bag fees are waived*"

Then at the bottom is

"*A remark is added to myUAdiscount records at the time of booking which will automatically waive the first and second bag fees at check-in."


One of my friends will be flying on a UA discount ticket later this month and in his itinerary, which was emailed to him, it says the charge for the first bag - 0 and charge for the second bag - 0. I suggest doing as he did, i.e. print that out and take it to the airport with you just in case.

I got a call asking if I knew anything about checking golf clubs. I'm not a golfer, so I didn't, but I looked it up on FlyingTogether, Travel Policies, under "Baggage Policy for Pass Travel." It says that passriders "may take one item of sporting equipment in lieu of one checked bag free of charge." Lots of other important info in that document, so take a look.

As always, I enjoyed the entire June issue of the *RUPANEWS*. I still get emails and phone calls from pilots to thank us. Of course, the thanks must go to our most excellent editor, Cleve Spring, and our secretary treasurer, Leon Scarbrough, for all the work they do for all of us. Someone I flew with out of MIA, who also retired three years ago, called to say he had read an issue and enjoyed it so much he was joining RUPA! Welcome aboard Jim.

As I read the letters I'm happy to see how many of our members are in their 80's and 90's, and how sharp they are. One letter, from a younger retired pilot, told about having a stroke and his wife knowing about the drug TPA, and how within 30 minutes of getting it at the ER, his speech and then ability to move came back. Read up on TPA, and make sure your loved ones do too!

The highlight for me had to be the letter from Chuck McKinnon, possibly the last of the Tracy Aces. He just turned 100 and he related stories of his early career at United and of the captains he flew with and learned so much from. I look forward to his letter next year, at 101, so I can read more stories of his early career. Thanks Chuck, for making my day!



RUPA members are invited to attend the RUA EA Seattle Convention

The RUA EA Convention is being held in Seattle, September 21 -24, at the DoubleTree SuitesSouthcenter. All the information you need about the convention is posted on our website, www.rupa.org. Click on the "2016 RUA EA Convention"

There are 12 pages so you have to scroll down, or page down to see all the information. The schedule of events sounds great, especially

The Boeing Museum of Flight
Check it out. Hope to see many of you there.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



“Flight Pan ‘54” - A Denver Main-Line Musical Comedy. The zaniest flight in United’s history “took-off” April 2 & 3, 1954 when the “First Nighters” of Denver presented their first production at Denver’s East High School Auditorium. Approximately 125 employees participated in the unique musical revue, sponsored by the Mainliner Club and the UAL Supervisors Club. Some 2,700 employees, families and friends attended the two smash performances.

Flight Pan ‘54 opened with a ramp scene featuring a sterling United ground crew. When the flight was ready, the most motley collection of passengers ever assembled proceeded to board the plane. Before the passengers reached their destination they found themselves in Paris, the Deep South and Hawaii.

Surprising and Outstanding Talents were discovered among the Denver employees - Pictured are:

(Can-Can Girls) Joan Haney, Lorna Howard, LaBeth Summer, Dean Edwards, Jean Drongoski, Mary Crichton & Scotty Childs;

(Rampmen’s Chorus) Bill Johnson, ‘Snowy’ White, Bob Graham, Howard Pollard, Bill Becraft, Rod Lang, George Thal, John Wilson & Tom Dawson;

(Dixieland Combo) Bud Enge, Jack Watson, Bob Blaschke, Kermit Miller, O.E. Wilkinson & Don Magarrell;

(Hula-Hula Boys) Chuck Allison, Earle Carkin, Nate Goodspeed & Tony Weih and many many more.

By Marvin Berryman DENTK A/V Ret. - Excerpted from the May 1954 issue 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

Reno's Biggest Little RUPA Group Luncheon

The Biggest Little Group gathered for lunch at The Flowing Tide Pub on May 25 with an even dozen present.

After telling the usual lies and relating our harrowing experiences, conversation turned to taxes and retirement income.

All of us recall the attempts of States to collect taxes on income earned while flying over their individual state boundary's during our working lives. The federal government stepped in and in 1994 amended the Aviation Safety and Noise Abatement Act of 1979 to preclude states from imposing their income tax on a pilot who lived in another state. California and New York were the big offender here and other states to a lesser degree.

The second tax issue was the Source Tax levied by California and New York (and, to a lesser extent by other states) on the pension income of former residents now living in other low or no tax states. Once again the Feds stepped in and on January 10, 1996 President Clinton signed Public Law 104-95 precluding states from collecting same. Reviewing these issues is possible with that thing called *Google*.



From left to right around the table are: Sam Jacobsen, Ned Peterson, Don Merucci, Gene Lamski, Dean Shuff, Lyle U'Ren, Jim Whiteley, Gary Dyer, Tom Diehl, Larry Fritz, Jim Nugent, and Chuck Kettering. For those of you who may be visiting our fair city, we will be at the Flowing Tide Pub for the rest of the summer on the fourth Wednesday of the month. Please Join us.

Submitted by your reluctant Scribe, *Lyle U'Ren*.

**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



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

The FAT Flyers RUPA Breakfast

Our small group of RUPA members and other misfit aviators met for breakfast on June 10th. We honored just-retired Rick Pamplin, (back left in photo). Poor boy has had to fly one trip per month for the last few years. Seems that United's never-ending change of heart had B-747 flying moving in and out of domiciles, eventually creating quite a surplus in SFO. Rather than spend more money on bumps and training, they just retained the surplus knowing that most of the guys would retire within a few years. Rick managed to cajole the crew desk into letting him pick up a trip every now and then. Hmmm.

We also honored Wayne Thompson, right front in photo, who recently went on one of our Central Valley Honor Flights back to Washington DC. At 92, Wayne was one of the healthiest of the gang. These men and women of the Greatest Generation had a 3 day stay in DC and got to visit all the war memorials and other places of interest. I take some credit for this because a good friend is the CEO of our Clovis Veterans Memorial District and was instrumental in getting Wayne on one of the flights. I only regret that I was not able to go along as his sponsor. Each honoree has a "younger person" as a sponsor to attend to their needs, as required. I really am younger than Wayne since he flew his first of 30 B-17 missions over Germany the day I was born.



In the photo clockwise from front left: Errol Mullins, Rick Pamplin, Andy Bender, Wayne Thompson. I'm not pictured since I was taking the photo.

I wish Richard Jordan had come, but he called from his place in the mountains and said it was so much more comfortable at 5,000 feet at Shaver Lake that the thought of coming down the hill into the valley heat to have breakfast with a bunch of old farts just didn't cut it. What else can you expect from a Marine?

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

San Francisco East Bay Ruparian's Luncheon

We had a very small turnout for our luncheon this time; only five of us were able to make it.

The good news was Neil Dahlstrom can see again out of both eyes, and without glasses. Last month Neil had to beg off attending due to having to undergo emergency surgery for a detached retina following cataract surgery. He's looking good and says he can see just fine.

The five of us hung around our table well after lunch discussing the state of the airline industry as our dining room had cleared out and we had the room all to our self's. We discussed the passing of Dick Anderson. He was well remembered as hosting one of the last RUPA Conventions. We all will miss him and offer his wife Laurie our deepest sympathies.

In attendance were B.S. Smith, Steve Filson, Neil Dahlstrom, and Rich and Georgia Bouska.

Until the 2nd Wednesday next month and every month, we look forward seeing you at the Primavera Ristoraunte in San Ramon, CA. *Rich*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Yup, our Season here in SE FL is definitely over. Although we had GR8 guys and good conversation, etc. etc. - we only had 4 for lunch today.....the HARD Core, if you will. Well, when you consider the ages involved, I'm hoping that it's the 'Hard' Core. 🍷

Well, besides 'that'.....a terrific day at Shrimper's once again with Ashley as our Server with good food and conversation, as always. Among the various topics discussed included but not limited to: Pass travel (as usual), Health Issues (nothing serious), Buenos Aires Layovers 🍷, Recent Passing's 🍷, and of course the Thunderbird and Blue Angel Accidents.



Those who attended were L to R, Jack Boisseau, Dave Hoyt, Bob Langevin and Dave Damon. You can check out our smiles in the accompanying picture to see and state of health. 🍷

Wishing you all a Happy and SAFE Summer and if you happen to be in the Stuart area around Tuesday, July 12th we'd love to have you join us at Shrimper's at 11:30 AM. If you should get confused and show up at 11:30 PM, there's a 'chance' that a few of us might still be there.....Shrimper's is an excellent place for Adult Beverages. Just Sayin'.....ya know, an FYI type thing, because Pilots do that for other Pilots. Meanwhile, be sure to have a Happy and SAFE 4th of July Holiday. Best Regards, *Bob Langevin*

The Columbia River Geezer's RUPA Luncheon

Seven Columbia River Geezers/RUPA members met for Lunch on Wednesday June 08, 2016 at the California Pizza Kitchen.



L to R: Ron Blash, Lew Myer, Steve Barry, Mac McCroskey, Roger Parsons, Fred Krieg and Bill Englund.

We all had a great time and of course our conversations revolved around the continuation of accomplishing priorities of our bucket list's which included travel, Zed fares, sailing, flying and moving to be closer to grandchildren. One of our regulars who did not make today's luncheon was Dick Ionata who was under the overcast with Pneumonia. We all wish you well and to get well, Captain Ionata.

Our next regular scheduled Geezers will take place on the second Wednesday of July, at the California Pizza Kitchen located at the Clackamas Town Center in Happy Valley Oregon. Yes, that's Happy Valley!

Blue side up or in your back pocket, *Ron Blash*

Ohio Cleveland Crazies (May) RUPA Luncheon

Another great meeting at TJ's in Wooster, Ohio with seventeen members and wives present. Rousing conversation, great stories, great food and our lovely waitress Shalya made for a fantastic gathering on this beautiful day in May.

Rich McMakin reminded us of the "Summer Do" coming in June. Ken Wheeler brought many great jokes for all of us to enjoy. Dick Sanders had a great collection of pictures for us to see and enjoy. And Phil Jach shared some information and stories from his recent 50th Air Force Flight School reunion.



Standing from left to right –: Phil Jach, Rich McMakin, George Bleyle, Al Cavallaro, John Hochman, Jim Burrill, Don Karaikos, Joe Getz, Tom Losasso, and our waitress Shayla.

Seated from left to right: John Pinter, Dawn Lang, Dick Sanders, Bob Lang, Shirley Curtiss, Rip Curtiss, Ken Wheeler, and Diane Johnson. Cheers, *Phil Jach*

Ohio Cleveland Crazies (June) RUPA Luncheon

The Cleveland Crazies had another great "Summer Gather" at Carol and Rich McMakin's beautiful home on June 11, 2016. We had 18 pilots and wives present and, as usual, great food from everyone. Our attendance this year was less than usual but that offered more time to spend time with everyone present.



Back row from left to right: Rob & Jane Marshall, John Pinter, Dick & May Lou Sanders, and Tom Lasasso.

Middle row from left to right: Bob Olsen, Carol McMakin, Harvey Morris, JoAnn Pinter, and Skip Irwin.

Front row from left to right: Phil Jach, Rich McMakin, John Hochmann, Suzee Lasasso, Monica & Jim Burrill and Linda Jach. Cheers, *Phil Jach*

DCA "Boy's Night Out" Hagerstown, Maryland

The DCA members of RUPA (and any other members) are invited to get-together, quarterly in Hagerstown, Maryland, to celebrate good friendship and the wonderful times in Frankfurt Germany.... many years past by now! The German food and beer is enjoyed by all!



Pictured from left to right around the table, Chuck Rine, Gill Coshland, John King, E.K. Williams, JC Black, John Easton, Gary Cook, Stokes Tomlin, John Gallagher, Jim Turner, Charlie Schwab, PAA, and Bill Wellborn.

Williamsburg RUPA group meeting

June 2016 Williamsburg RUPA group meeting. After having 7 people at our April and 3 at the May meeting, we managed to have 3 for June. We reminisced about some of the better known "honey" Captains we flew with.

Along with the normal rigors of retirement, Spring in Virginia is a great time for travel.



Left to Right: Vic Shumaker, Jim Krasno and Gean Rockhill.

Our meetings are held every month on the second Saturday at 9 am at Victorias Restaurant at 5262 John Tyler Highway in Williamsburg. *Jim*

AVIATION 101

A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in motion. Helicopters can't really fly - they're just so ugly that the earth immediately repels them.

SAC Valley Gold Wingers RUPA Luncheon

Summer is in full session for the Gold Wingers. We are enjoying the wonderful weather and near 100 degree temperatures, ha, with very little humidity. Another great luncheon was held at the Sudwerk Brewhouse and Grill in Folsom, CA. This was probably one of the best luncheons we have had to date. They seem to be getting better as the months roll along. We are approaching one year as a newly formed group within the RUPA organization.

At this luncheon, we were very happy to have a few guests from the national RUPA organization. Cort de Peyster, President of RUPA, and Leon Scarbrough, Secretary/Treasurer of RUPA were in attendance. They flew their flying machines into Auburn Airport and made their way to the luncheon. This show of support to our group is what makes RUPA a great group to be associated with. We do appreciate their attendance. Also in attendance was Leon's brother in law, Jim Tolley. Leon brought along a young gentleman, Colin Traynor, who Leon is trying to mentor as a pilot. This young man already has his private pilots license. We also were going to be blessed in attendance at our luncheon with the former President of the Retired United Airline Employee Association, Ron Bertacini. Unfortunately, his wife had a medical problem and they could not attend. He informs me that he will be a regular at our luncheons in the future. Welcome aboard Ron! Kneeling is Colin Traynor. First row: John Gorczyca, Sharon Gorczyca, Al Fink, Dave Ulm, Leon



Scarbrough, Jo Beth Berry, Joanie Mooneyham, Karl Winkelbrandt, Vivian Stolp and Jim Whittington. Back row: Jim Tolley, Bill Authier, Ed Akin, Lori Muir, Cort de Peyster, Hugh Berry, Wayne Mooneyham, Dave Leippe, and Dave Stolp.

I presented to our group a parking diagram of the retiree parking in San Francisco and a copy of the employee parking permit that needs to be accomplished once there. There will be a phase two presentation at the IAM Hall on June 8 near the SFO airport of United Pass Travel to cover standby travel on other airlines using ZED tickets and how to buy "myUADiscount tickets". I also told the Wingers about the annual Guppy Gathering in Sonoma, CA on Sept 21. Our group was also presented with the need to keep an eye on the state's unclaimed fund listings. There always may be a pot of gold for us retired United pilots.....somewhere. We also indicated the new routes UAL is initiating in the near future to include Venice, Rome, Madrid and Xi'an. Cort passed on there are letters of verification and a retiree badge application that can be obtained on our Skynet web site. I included a super message from Oscar Munoz about the state of United Airlines. Folks, this company is headed in the proper direction. There was also a discussion of the TSA lines around the country. Lastly, I duplicated an article from the RUPA magazine in my Winger's handout about how physical activity can forestall the mental decline in aging brains. This was not to suggest any of us need to worry about this as we are all as sharp as a tack. Dave Leippe suggested we have a visit and luncheon at a United Boeing 727 static display at the Mather Airfield. We may consider that in the very near future.

That is about all for now if that is not enough already. Send me over to the next frequency!
Still Flying High, *John Gorczyca*

Los Angeles South Bay RUPA Luncheon

We met again at Sam's Woodfired Pizza Restaurant whose staff are very friendly and helpful caring to our complex table arrangement and food ideas. So until the Proud Bird Restaurant re-opens we shall continue with Sam's Pizza in El Segundo. Having gone by the area it looks like it will be awhile before we can go back.



By the way, the Hacienda Hotel where we were for years has really changed as it has now divided into two, one a Fairfield Inn and the other a small boutique hotel. But neither is open yet. The Coffee shop might be open but since everything is full of construction junk it is not very inviting.

Sue and Arvi first on the scene were happy to welcome Loyd Kenworthy and Linda May Wylie. Then Dick McKay, Tom and Helena Reidt and, to our delight, Ron and Mary Matsuda made the long trek from Apple Valley. Thanks for your effort we were happy to see you.

LAX is again heavily impacted by much construction. There will be a multi-story rental parking and a passenger transport of about a mile from the parking to the many terminals. You might check the lawa.org website for updates and plans.

Next meeting for the LAX South Bay gang will be August 11th at 11:00 as the restaurant opens at 11:00. We hope to see you there. Cheers, *Arvid von Nordenflycht*

Dana Point RUPA Luncheon

During the absence of our usual Dana Point representative, Ted Simmons, who was in Colorado with his son's family, helping them to move from the mountains into Denver, I was asked to cover for him. Because I receive my reminders about RUPA luncheons by email from both my Hotmail and Yahoo calendars, I neglected to send out a reminder message, as Ted does, to our gang of local regulars, about the 2nd Tuesday luncheon at the Wind & Sea Restaurant, the consequence of which was a rather sparse turnout.

But what we missed in quantity of people, we sure made up with quality of subjects discussed. One of our regulars, Al Pregler, brought his daughter and grandson, Wendy and Chase Web along, or rather, they brought him, since Al had not had an opportunity to renew his California Drivers' License, after having open heart surgery in January (BTW Al is feeling fine). Their contribution to the discussion included the fact that both of them are active in Civil War re-enactments, which proved to be quite interesting. Young Chase also explained to me, a neophyte SMART Phone user, that FREE texting can be obtained by going to the site *textnow.com* and signing up. I've always stayed away from texting because it adds complications to my life, and it seems you are overcharged for many messages.

The weather was a welcome cool June Gloom at a pleasant 69-degrees, prior to an anticipated heat wave over the Fathers' Day weekend, when temperatures will be soaring into triple digits, and up to even 110-degrees.

The parade of boats is always a part of the great scenery here at the Dana Point Harbor, both the Catalina Express and the whale-watching boats slipped by, and with a warming change in sea water temperature, the whale watchers had spotted a large Great White Shark, not more than a mile offshore. It's no wonder; some of their favored prey, the California Sea Lions are plentiful in this area, along with dolphins and several species of migrating whales.

As mentioned, we were a small party of seven, Al Pregler, Bill Rollins, Bob Fuhrmann, Butch Trembly, Joe Udovch, and Wendy and Chase Webb. And because we were a small party, the restaurant made available to us two wait persons; a trainer Danielle and a trainee Maddy, who both provided us with marvelous service. The Wind & Sea is a top work environment and jobs are coveted by hard-working people who want to become employees, and it is shown in their eagerness to make customers happy. And that is what we became today: Happy customers. Cheers, from your alternate scribe, *Joe Udovch*

The Big Island Stargazers RUPA Luncheon

We had a small group this month as several members took advantage of the pre-tourist season to travel space available. Gerry & Joan Baldwin, Bobby & Linda Michael, Don Diedrick and Beth Raphael got together for lunch at The Fish Hopper Restaurant along the Kailua-Kona waterfront.

Much of the table talk centered around the ongoing changes at UAL. Our travelling members had 100% success with pass travel: Dick and Grace Slinn flew to San Francisco to visit with family and made their flights with ease from Kona to San Francisco. This scribe and her husband, Walt, flew to Hong Kong with fellow Ruparians Bill & Lauren Cochran. The four of us made our round-trip ID90 flights on Hawaiian Airlines from Kona to Honolulu, then UAL Business Class (on two-class airplanes) to Hong Kong via Guam. It was great to visit with many of the pilots and flight attendants that we knew from our days on the line. They provided us with excellent service and made our flights very enjoyable.

The tourists and part-timers are arriving on the island, but we will always have a seat available for you on the third Thursday of the month at The Fish Hopper Restaurant. *Linda Morley-Wells*, Scribe

Seattle Gooney Birds RUPA Luncheon

The host arrived a little late because of a traffic jam on Interstate 5 and the conversations were already going strong.

After lunch we welcomed a new member to our gathering, Bob Passmore, who has been retired for a couple of years. Welcome, Bob, we hope to see you often. Herb Marks had a couple of good jokes as usual and the host tried to tell a humorous poem to polite laughter. There were no serious discussions this day, just a lot of fun chatter and old memories of past events.

In attendance: Herb Marks, Fred Hope, John Bley, Eric Malm, Jack Brown, Bob Wulff, Bob Passmore, Bill Stoneman, Al Haynes, Fred Sindlinger, Tom Smith, Al Black, Jim Barber, Hank Kerr, Chuck Westphal, and *Bill Brett*

The Monterey Peninsula RUPA Lunch Bunch

Wednesday June 8th was a perfect day for a gathering of friends at Edgar's! The temperatures had been in the mid-90s the week before but by Tuesday it was back in the more comfortable low 70s!

Those enjoying the repast was Milt Jines, Bob and Paula Lawrence from Los Altos, Don Roszel, Pete and Donna Walmsley (our gracious hosts), Ken and Cheryl Bohrman, Jack Cowles, Diane Emerson, Diane Ellis, Brett Morris, Barry Nelson (Sharon was in Frankfurt), Carlos and Judy Quintana, Bob and Cindy Benzies, and yours truly!

Several of our regulars were either on the sick list or having a medical procedure. Aside from missing Jon and Jane Rowbottom, Dave and Linda Mackie, and Lee and Nancy Casey it was a very boisterous and happy group at table. Our server Sam was back from Chicago which meant everything went smoothly!

Pete made an assignment for discussion next month – a true story about either a funny or serious event that occurred while flying for UAL.

Wednesday July 13th is our next lunch at Edgar's. As always please RSVP by the Monday before so we can notify Edgar's for staffing and stocking considerations! *Happy July 4th! Phyllis Cleveland*

MALLARD FILLMORE | Bruce Tinsley



The San Francisco Bay-Siders Luncheon

We had a surprisingly good turnout, 28, for our S.F. Bay-Siders June RUPA luncheon. Perhaps because it fell on Flag Day. Our leader, Larry Wright and wife Pat, weren't able to attend as they were working on their spread in Oregon, so I took over the duties this month.

For the second month in a row, we were pleasantly surprised to see many of our "sometimes" regulars and also Dennis and Cindy Dillon, whom we haven't seen in years because of their prior commitments. Conversations ranged from discussions of our latest, assorted aches and pains to plans for upcoming vacations and, of course, the varied activities of children and grandchildren.

We were all saddened to learn from Walt Ramseur that his wife, our dear friend Mary, is currently homebound with debilitating health problems. We all send our love and caring thoughts to Mary.



L to R: Cyndi & Rich Erhardt, Isabell Traube, Walt Ramseur, Stephanie & Bruce McLeod, Bill O'Connell, Ginny & Barry Hamley and Bob Ebenhahn. Somehow, Jill Ebenhahn eluded the cameraman.



George Mendonca, Bob & Roz Clinton, Carol & Gene Walter, Cindy Dillon, Pat & Manning, Dennis Dillon.

Bob & Dee Norris, Rich & Georgia Bouska, Cleve & Rose Spring.

Also missing from the pictures are:
Bill Hartman and Ruby Moimoi.

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



Golf Snippets

An interesting thing about golf is that no matter how badly you play; it is always possible to get worse.

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

Oscar shares a message with small-biz owners

Posted June 15, 2016



In addressing a significant small-business owners conference in June, Oscar shared that the secret to the success of our airline and any business is putting employees and customers first. He told the audience that all companies must create stakeholder value, and at United this starts by elevating our employee and customer experience. "I'm going to do it by earning their trust every day. United will succeed through the caring nature and service of our wonderful employees, and that will build rewards for all of our stakeholders."

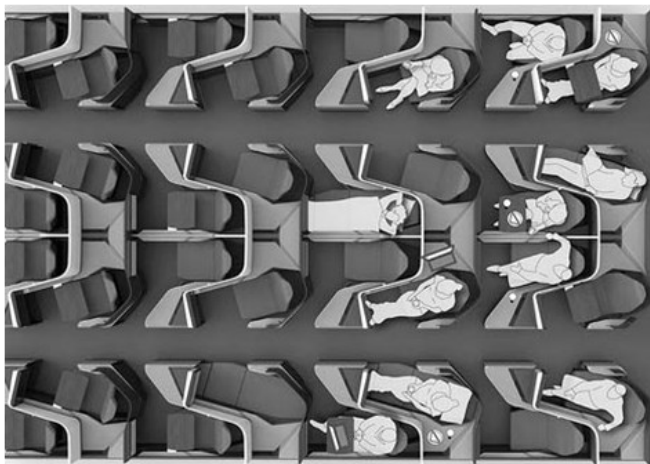
Oscar was a featured guest at the U.S. Chamber of Commerce's America's Small Business Summit in Washington, D.C., a gathering of more than 800 business owners and chamber executives from across the country. The Summit was an opportunity for those leaders to hear from business and policy experts while providing a forum for their needs to be heard by Congress and larger enterprises. While United has corporate contracts with many of the world's largest corporations, we also serve the travel needs of countless small and medium-sized businesses across the globe.

Here at United, Oscar explained, we're focused on improving the things within and outside our control. "By the time many of you get on my beautiful planes and are greeted by my caring employees," he told the small-business owners, "you are already exhausted and livid. We have to return comfort to the travel experience from curb to gate." He mentioned that United is working closely with TSA to ease the frustrations of the security process, for example.

When asked how United can differentiate ourselves in a market where many customers buy on price, Oscar emphasized that United's 86,000 aviation professionals are the company's most significant competitive advantage. But he highlighted that we are supporting employees with terrific products, such as illy coffee, which will be on board July 1, and our recently unveiled international business class -- United Polaris. "I'm so proud of that experience. One blogger compared United Polaris and Emirates' offering and concluded that 'pound for pound' on a 777: 'UA wins.'"

Oscar also shared his excitement about our leadership in U.S.-China travel. "There are more business travelers to, from and inside China than in the U.S.," he noted. "And the country has 16 cities larger than Houston." He proudly said that United offers the best service between China and the U.S., including routes to several vibrant cities such as Xi'an (XIY), Chengdu (CTU) and, beginning July 13, Hangzhou (HGH).

United unveils all new Polaris international business class



United unveiled its new international business class cabin on June 2, a revamping that it hopes will help it win back coveted corporate travelers who may have turned away from the carrier as its performance struggled in the wake of its bumpy merger with Continental. The new Polaris business class will ferry passengers traveling on long-haul intercontinental flights starting Dec. 1.

In an interview, United CEO Oscar Munoz said that the upgraded service, from a new custom designed seat to exclusive airport lounges, marks the carrier's biggest product overhaul in a decade. It also builds on a series of other moves, from upgrading the overall fleet to bringing back free snacks in coach, meant to restore confidence in

the airline. In order to win "back the trust of not only our employees and our customers . . . we have to make some serious investment," Munoz said. "And we've been doing that . . . You've got to put your money where your mouth is."

Business travelers and others who buy seats in the front of the plane play a vital role in bolstering an airline's bottom line, potentially accounting for 25% to 45% of a flight's revenue, according to travel industry analyst Henry Harteveldt. United hopes this new offering will boost its share of that segment of the traveling public. "That is of course the obvious intent," Munoz said. "I want to win back customers and have that revenue share perk up. But at the same time we want to provide a win for the customer, and that's the reason for the focus on sleep."



The Polaris experience is designed to be restful, from the lie-flat seats inside suite-like pods, to the "Do Not Disturb" signs to the lavender pillow mist and gel-cooled pillows available if a passenger wants one. Flight attendants will receive special training and expedite the serving of meals to ensure passengers can rest without interruption. And before takeoff, international business class fliers can grab a shower or a nap inside one of nine new airport lounges, the first of which is scheduled to open at Chicago O'Hare on Dec. 1. Unlike typical airline clubs, including United's, which are open to members who pay an annual fee, buy a day pass or anyone with a first or business class ticket, the new lounges will be exclusively for those traveling in the Polaris cabin.

Many of the offerings, whether it's the pajamas that passengers can request on flights lasting more than 12 hours to the lie-flat seats or the seasonal in-flight menus, can be found on other airlines. But Munoz says that United's emphasis on rest, along with heightened service and perks will add up to a distinctive experience. "The individual components may be like others, but at the end of the day, it's the way you deliver the product that has us excited," he says. "It's the collective experience we're selling from the lounge, when you first arrive, all the way to landing."

The new offering could also help United better compete with international carriers like Etihad and Emirates, which are known for their luxe service, and have been expanding their presence in the U.S. Those overseas carriers are engaged in a battle with several major U.S. airlines who argue that they receive unfair subsidies from their Gulf-region governments.

"It clearly provides the frequent traveler an option," Munoz says. Referencing an Emirates ad in which actress Jennifer Aniston is dismayed to learn that there's no shower on a different carrier, Munoz added that "we're never going to put Jennifer Aniston in her personal shower. That's just not the way the model works in the U.S. We're doing this to improve the level of experience for our customers period and that should compete well against other carriers here and other carriers anywhere."

Gary Leff, author of the blog, View From The Wing, says United's new lie-flat seat is better than what is found on British Airways and Lufthansa, and comparable to what is offered by American and Delta.

The seat is a "huge leap forward for them, better than many of their competitors (and) playing catch-up with American and Delta," Leff said. United is "betting a lot on some of the soft amenities, their upgraded food, upgraded bedding, and that's great. But they'll acknowledge the seat is most important."

As we update our fleet over the next several years to incorporate our signature United Polaris direct-aisle-access seating, we will be phasing out the first class cabin and moving toward a two-cabin experience for international travel."

UAL-University of New Haven safety project wins national award

WEST HAVEN, CT - A project that partnered University of New Haven student interns and United Airlines was awarded the National Safety Council's 2016 Green Cross for Safety Innovation award. The award, which recognizes measurable safety innovation, was awarded at a dinner in Chicago. It recognizes a corporation, coalition, organization or individual that has achieved evidence-based success by taking an innovative approach to solving a long-held safety challenge.

The United-UNH Data Visualization project came about after the Federal Aviation Administration required airlines to implement a safety management system and there was a merger between United and Continental Airlines. The project relies on data mapping to discover patterns and reduce injuries. The work done was a joint project of student interns from the University of New Haven Center for Analytics and United Airlines' Corporate Safety Office.

"This has been a great collaborative effort between United and UNH and is a terrific example of a 'best-practice' model," said Michael Quiello, United's vice president of corporate safety and a 1975 UNH engineering graduate. "We thank the University for its support; we view the data-visualization as a leading-edge approach to safety and the results have applicability in other areas of business. The National Safety Council's recognition showcased our innovation for a very large audience, as well as the partnership between United and the University of New Haven."

The project began when United needed to analyze mountains of data and put into accessible, actionable, easy-to-use, multilingual information, Quiello said. Since United Airlines and United Express operate nearly 5,000 commercial flights a day to 342 airports worldwide, Quiello said, the information had to quickly make sense to everyone from front-line workers to top executives in multiple countries.

"The program has been a remarkable opportunity for our students to contribute to a real and meaningful project," said Mario Gaboury, dean of UNH's Henry C. Lee College of Criminal Justice and Forensic Sciences. "The college's Center for Analytics has led this effort, providing dozens of students with unparalleled field experiences and we are delighted that the project was so productive for United Airlines and worthy of national recognition."

The project provided flexible, easy-to-use data that drives United employees' attention to safety. "Marketing, sales, cargo, tech operations, network operations, airport operations and food services groups all have adopted it," Quiello said. And best of all, the program worked. "Over two years, United reduced damages by 23 percent and injuries by 11 percent, and our airport operations division reduced injuries by 20 percent," he added.

The program has been adopted by five key operating divisions at United. "We continue to expand the program by adding real-time data sources, which increases transparency and improves the quality of our discussions about how we can improve as an organization," Quiello said.

"The Green Cross safety award is highly competitive and is fitting recognition for the work the UNH students have done," Quiello said. "This partnership has had tangible results for United and for the students. It was the ideal internship from both the corporate and the educational standpoint."

The University of New Haven is a private, top-tier comprehensive institution recognized as a national leader in experiential education. Founded in 1920, the university enrolls approximately 1,800 graduate students and more than 4,600 undergraduates.



7 steps United is taking to shorten your TSA wait



We know TSA security lines have never been the highlight of your travels, but recently, that step of the journey has become particularly frustrating due to unacceptably long wait times through the passenger and baggage screening process. We are working with the TSA every day, and have been for the past several months, to help them address the longer-than-normal wait times at airport security checkpoints, including supporting the initiatives TSA recently announced.

At United, your safety and security – and that of our employees – remains and always will be our number one priority. While we encourage you to allow plenty of time

in your travel schedules, particularly during the upcoming, always bustling summer travel season, here are seven important steps we're taking to help get you through security in a timely manner and on your way:

1. More hands on deck: In an effort to get you through security faster, we are redeploying some of our employees at our hubs to help manage wait lines and perform other non-screening tasks. On top of the \$11 million we spend on support from service partners, we've spent an additional \$4 million to provide additional assistance from our service partners at several locations around the system, including at our hubs in Chicago, Newark and Houston. These partners are assisting with non-screening tasks at the security checkpoints and bag screening areas. This is an investment in you, because the wait times are unacceptable.

2. Volunteers are on the way: Employees from our Corporate Support Center in Chicago are volunteering to assist their co-workers at the airports and improve the travel experiences by helping better prepare you for the security process. Volunteers were on hand at O'Hare International Airport Thursday, May 26 and Friday, May 27 to provide basic assistance in the lobby and terminal area by giving directions and answering questions to expedite the security process for Memorial Day travel. This is an extension of an already-existing program and we are looking at further expanding it.

3. Staying in the loop: We are partnering with and strengthening communication with TSA on a local level at each airport to provide a more efficient deployment of resources to help alleviate wait times.

4. Operational flexibility: To help you in case you do get stuck in a long line, in certain situations we will hold a flight to allow you extra time to go through security. We will balance this with running a reliable operation as we know this is a priority for all of you. Additionally, we may have our employees 'prioritize' the security line for those of you whose flights are soon to depart.

5. Ensuring you have your belongings: Working with TSA, we have developed baggage processes to meet all security and safety requirements, with a focus on ensuring you receive your bags in a timely manner. This has supported record-setting baggage performances in Chicago, San Francisco, Los Angeles, Denver, Washington, D.C., and Newark.

6. Innovative checkpoints: With checkpoint redesign projects underway across our system, we are working with TSA to make sure we take advantage of the latest innovative checkpoint technology. We are in the process of consolidating our three checkpoints in Newark into one new, centralized checkpoint. This will allow for additional lanes and a much better process for you. We have redesigned checkpoints in Chicago to create more room for you. Our new checkpoint in Los Angeles is under construction. Once complete, this will be a dramatic improvement in your overall experience. We are engaged with TSA on a long-term project to alleviate wait times in Denver.

7. Sign up for TSA PreCheck: We are installing TSA PreCheck enrollment centers at each of our U.S. hub airports and other key locations to make it more convenient for you to enroll. Please visit the TSA PreCheck website for more information. Enrollment costs \$85 and is valid for five years.



American and United Ready No-Frills Fares to Take on Discounters

by Mary Schlangenhein/Bloomberg



Stung by competition from ultra-discount carriers, American Airlines Group Inc. and United Continental Holdings Inc. are striking back with cheap, no-frills tickets of their own. By year-end, the pair plans to lure budget travelers with basic-economy fares -- inexpensive tickets that don't include typical benefits like an assigned seat before you get to the airport. Taking a cue from Delta Air Lines Inc., the carriers also hope that once the new fares draw attention, the bare-bones features will prompt some customers to "buy up" to a pricier choice, aviation consultants said.

Basic economy is one prong of a broader effort by the largest U.S. carriers to bolster revenue from each seat flown a mile, a standard industry measure that has been battered for about a year, partly because of fare wars with discounters such as Spirit Airlines Inc. and Frontier Airlines Holdings Inc. The declines have helped push down the Bloomberg U.S. Airlines Index 17 percent this year through Thursday.

"Spirit and Frontier, by the choices they've made with recent expansion, have managed to give a poke at the dragon," said Samuel Engel, head of the aviation practice at consultant ICF International. "When you start flying into the major carriers' hubs instead of skimming a bit at their sides, you tend to evoke a competitive response."

Discount Competition: Passenger revenue for each seat flown a mile tumbled 8.9 percent at American in the first quarter from a year earlier, and fell 7.4 percent at United. Meanwhile, Spirit plans to boost capacity 65 percent this year in Los Angeles, an American hub, while Frontier will grow 12 percent in Denver, a core market for United, according to Credit Suisse Group AG.

American and United are still working out the details, but the rock-bottom fares could come with restrictions against upgrading the tickets or carry no ability to make changes or get refunds, in addition to allowing seat assignments only at the airport. American declined to comment as it continues to refine its offering. United declined to comment, referring only to previous remarks by executives.

It's too early to know what effect the new fares will have on the ultra-discounters, according to a Spirit spokesman. A Frontier representative said the airline will watch to see how markets develop.

Weighing Risk: The strategy carries risks for the legacy airlines. American, United and Delta dominate the U.S. and have alliances with global carriers, advantages that would seem to negate the need to compete for the most price-conscious customer, said Jay Sorensen, a former Midwest Airlines executive who is now president of airline consultant IdeaWorksCompany. "Something just seems very wrong here," he said. "The analogy is like Kohl's saying, 'We're going to have a section in our store dedicated to dollar deals because we think Dollar Store is a threat.' You'd look at that and say, 'Why are you doing that? That's not your market.'"

'Wine List Effect': The big airlines see basic-economy fares as putting passengers into seats that otherwise would fly empty. A crucial part of the strategy is the "wine list effect" -- a tendency for people to avoid the least-expensive item offered in favor of a slightly higher-priced option, believing they're getting a better value, Engel said. The restrictions that come with the low fares may push buyers to higher-priced options, said Peter Belobaba, principal research scientist in the Department of Aeronautics and Astronautics at the Massachusetts Institute of Technology. "As a strategy, it's not a bad one" for the large carriers, he said.

Delta, which also is battling drops in unit revenue and already offers basic-economy fares, has acknowledged the dynamic in how passengers make decisions. "When presented with the options, when they were informed of what this product was, those customers chose something else," Delta President Glen Hauenstein said on a conference call in April. Basic economy is available on about 2,000 domestic Delta routes, and the carrier plans to keep rolling it out this year. Delta also has been experimenting by increasing some fares and putting restrictions on certain low-price options in an effort to keep revenue firm. It also has started requiring a round trip for some of its lowest fares, which previously were available for one-way flights.

Avoiding 'Buy-Down': United expects that many customers "will buy the next higher fare to preserve all of their frills, all of the things they're accustomed to," like priority boarding, Douglas Leo, senior vice president for revenue management, said at a March conference. "This will help us improve revenue, reduce the risk of buy-down and it also helps us compete in a more surgical manner with ultra-low-cost carriers," Leo said.

“Segmenting products is a good way to compete and to offer those fares when you need to be competitive but not putting them out there and matching the entire economy cabin,” said Michael Bentley of consulting firm Revenue Analytics.

American has said that 87 percent of its passengers -- accounting for half the airline’s revenue -- flew on the carrier just once last year. For those people, air travel was probably purchased just on the basis of price, meaning 50 percent of the company’s revenue was up for grabs, President Scott Kirby said. “We have to compete for them,” he said.

United Should Shrink in CLE and LAX and grow in SFO, Analyst Says

By Ted Reed/THESTREET.COM.....06/07/16

TheStreet

United Airlines should announce at its impending investor update that it will grow in San Francisco and shrink in Los Angeles and Cleveland, says a leading airline analyst. As Wall Street looks ahead to United Airlines' (UAL) scheduled June 21 update on earnings initiatives, Wolfe Research analyst Hunter Keay is suggesting potential changes to the carrier's route structure.

In a report issued June 3rd, Keay said United could move routes from Los Angeles International Airport, a congested airport where no carrier has been able to build a sizable hub, to San Francisco International Airport, where United's hub is the best on the West Coast. Additionally, Keay suggested that United may want to continue downsizing in Cleveland, where it closed a hub in 2014. United now offers about 50 daily departures from Cleveland.

United is under pressure because it has generally underperformed its rivals after completing a merger as the airline industry consolidated in the early part of the 21st century. Delta (DAL) merged with Northwest in 2008, United merged with Continental in 2010 and American (AAL) merged with US Airways in 2013.

Regarding Cleveland, Keay wrote that United showed a 13% yield decline in its third-tier markets, with the tier based on the number of passengers carried. He said the primary reason for the relatively large decline "is ultra-low-cost carrier growth in places like Cleveland, which United dehubbed in 2014 and which was subsequently backfilled by Delta and ultra-low-cost carriers, though United still flies a few routes to Cleveland."

"Has enough been done in Cleveland and are more cuts necessary in places that aren't necessarily strategically imperative but also weak, like LAX and Dulles?," he asked.

In a controversial 2014 report, Imperial Capital analyst Bob McAdoo urged United to close the Dulles hub and move the trans-Atlantic flying to Newark, N.J. "Today the Dulles hub is the smallest in the Northeast, carrying fewer passengers to Europe than Newark, than Delta at JFK or American Airlines/US Airways in Philadelphia," wrote the highly regarded McAdoo, who is now retired. Newark, by contrast, is the largest. Regarding California, Keay wrote that San Francisco is obviously a better place for United to do business than Los Angeles (LAX), where both Delta and American seek to grow. He also noted that United has benefited from pulling out of New York's John F. Kennedy International Airport and adding capacity between Newark and California.

"Things are likely to get worse before they get better {at LAX}," he said. "So why not, on a small scale like what United did with the JFK to Newark shift, move assets from LAX to SFO? All else equal, we'd be supportive of something like that."

United's first-quarter earnings call in April was disastrous and is best recalled for a question by JPMorgan analyst Jamie Baker, "Does mediocrity suffice?" Keay, meanwhile, declared, "I think it has been one step forward and one step back for United over the last four years."

During that call, Keay raised the possibility that United ought to consider shrinking, asking, "Is United too big?" He asked whether the carrier requires "major surgery to the network, asset or real estate divestitures, or structural overhaul?"

In response to the barrage of critical analyst questions and comments, CEO Oscar Munoz offered few specifics, rather declaring "allow me a little more patience" and deferring answers to the investor call that is now scheduled for June 21.

Market exits, suspensions effective this summer and fall



As part of our ongoing process of reallocating flying where there's the most profitable demand, we are implementing several market exits and suspensions this summer and fall.

On June 30, we'll end service between IAH and ONT (Ontario, California) and between IAH and YUL (Montreal, Canada). We plan to upgauge DEN-ONT to mainline starting with the September schedule to accommodate demand from the exited IAH market. Also on June 30, we'll end service to YEG (Edmonton, Canada) from SFO and ORD. We will continue to serve YEG from DEN and IAH, upgauging the DEN-YEG flight to mainline during the September schedule period and adding a second DEN express round trip starting with the October schedule to accommodate demand from the exited SFO and ORD markets. LAX-MSY (New Orleans) ends Aug 16. We serve MSY from DEN, EWR, IAD, IAH and ORD and have seasonal service to and from SFO. With our continued focus on upgauging regional jet flying, we plan to offer more mainline service on these routes this fall.

Service from ORD to ANC (Anchorage, Alaska) will be suspended Oct. 5 and will resume Dec. 16; we'll continue to serve ANC via DEN. We're also suspending SFO-FLL (Fort Lauderdale, Florida) on Sept. 7 eastbound and Sept. 8 westbound, resuming Oct. 29. We will fly there daily from EWR, IAH and ORD and from DEN (except in September and October, when DEN-FLL will be Saturdays only).

United operating longest scheduled flight by any U.S. carrier



United Airlines launched the longest scheduled flight operated by any U.S. airline carrier on June 1, nonstop between the United States and Singapore.

The nonstop flights connecting the two financial and tech centers will save travelers up to four hours' journey time each way compared with one-stop service. Measured by distance, the new route between San Francisco and Singapore is the longest scheduled 787 flight operated by any airline, and the longest scheduled flight operated by any U.S. carrier, at 8,446 miles. This nonstop service further enhances United's already unprecedented trans-Pacific route network and builds an even stronger gateway to the Pacific from its San Francisco hub.

United Flight 1 will depart San Francisco at 10:55 p.m. daily, arriving at Singapore's Changi Airport at 6:15 a.m. two days later (all times local). On the return, Flight 2 will depart Singapore at 8:45 a.m. daily, arriving at San Francisco International Airport at 9:15 a.m. the same day. Flying times will be approximately 16 hours, 20 minutes westbound and 15 hours, 30 minutes eastbound.

Get ready: Use the United app for all your travel needs

(Posted June 10, 2016)



Coming soon, you'll be able to use the United app for your full employee travel experience at your fingertips while on-the-go.

You can already use the United app to check in and view boarding passes, boarding totals, seat maps and the standby list. When we launch enhanced features later this month, you'll be able to book and manage positive-space, space-available and myUAdiscount flights and much more! We'll provide more details when the enhanced features launch.

To take advantage of these great new features on the app, link your MileagePlus number to your u-ID if you already haven't done so. Linking the two numbers allows the app to identify you as an employee and provide you with employee travel features. To link these numbers, simply go to employeeRes > Quick Links > Employee Profile and add your MileagePlus number to your profile. The linkage can take up to 24 hours to process, so we're giving you advance notice so you can take advantage of the new features as soon as they're available. If you don't have a MileagePlus account, you can sign up for one for free on united.com.

(Posted June 13, 2016)

The Employee Travel Center has posted an exclusive sneak peek of the United app in action! The video will show you how a booking is created from start to finish right from the app. This is one of many future enhancements you can expect later this month. Go to the Travel tab > Untied App and Pass Travel section to check it out!

Stay tuned for more information, and, in the meantime, read our Q&A and quick reference guide on the Travel tab's United app and Pass Travel page.

TSA union: Congressional response to airport wait times falls far short



WASHINGTON, DC - The American Federation of Government Employees, the union representing Transportation Security Officers at our nation's airports, says recent Congressional actions to reduce passenger wait times are a good step but that the permanent solution remains hiring an additional 6,000 full-time screeners.

Congress approved shifting \$28 million within the Transportation Security Administration's current budget to convert 2,784 part-time officers to full-time positions and accelerate the hiring of 600 additional officers by the end of the fiscal year. This follows a similar action in May that enabled TSA to expedite the hiring of 768 new officers and pay additional overtime for current

workers.

"The reprogramming requests that Congress has approved should provide some short-term relief to TSA officers who are clearly overworked and a flying public that is understandably frustrated," AFGE National President J. David Cox Sr. said. "However, the funding shifts fall far short in addressing the underlying issue, which is the failure of Congress to provide TSA with sufficient resources to meet its staffing needs and ensure the safety and security of the flying public," Cox said. Congress has set an arbitrary cap on the number of officers that the agency can hire, limiting TSA to no more than 45,000 screeners – although TSA can't even meet the cap due to budget cuts.

Cox praised a group of 70 House lawmakers who sent a letter to leaders of the Homeland Security budget committee on June 8 calling the cap "arbitrary" and "illogical" and urging appropriators to remove it from the 2017 spending bill.

"Congress has set TSA up for failure by restricting how many workers it can hire and then slashing its budget to the point that it can't even hire up to the arbitrary cap," Cox said. "This results in passengers waiting two or three hours to get through checkpoints at peak times, while security lanes remain closed because there's no staff to run them. "Congress must lift this arbitrary worker cap and provide TSA with enough money to hire 6,000 additional officers, which would restore staffing levels to what they were in 2011."

NON SEQUITUR | Wiley



Pass Travel UPDATE May 15, 2016

1) Three Hot Tips from the ETC (Employee Travel Center)

1) Flying Together password reset: call the Help Desk 800-255-5801

2) To request a refund for service charges/departure taxes on a pre-paid eTicket:

Go to www.united.com > Reservations > Refund.

Avoid having to request a refund by canceling your listing BEFORE departure time.

3) Link your MileagePlus number in employeeRES so you can manage pass travel on your phone/tablet using the United app. Soon we will be able to book space-available and myUAdiscount travel via the United app! Click the "how-to guide" link:

[https://flyingtogether.ual.com/web/content.jsp?SID=Travel&path=/links/](https://flyingtogether.ual.com/web/content.jsp?SID=Travel&path=/links/MileagePlus_and_u_ID_Linking.pdf)

MileagePlus_and_u_ID_Linking.pdf

2) Leaving YYZ (Toronto) will cost more!

Effective June 1, 2016, like all revenue customers, leisure space-available travel departing from Toronto (YYZ), including but not limited to vacation, personal, buddy and jumpseat, will be subject to a 25 CAD AIF (Airport Improvement Fee) plus the 13% HST (Harmonized Sales Tax). These fees and taxes can be payroll deducted (if applicable) or prepaid with a credit card during the booking process. Employees traveling for company business will remain exempt.

3) Pass Travel Dos & Don'ts!

Many thanks MCI CSR Tyler Jenkins for collaborating on the following list.

To see UNITED's Dos and Don'ts go to Flying Together > Travel > Dos and Don'ts:

Do's!

Pay attention to news updates and policy changes (FT>Travel & employeeRES).

List for the cabin you really want.

Make a separate listing for your return trip (more flexibility).

List for the pass type (personal or vacation) you wish to use and comply with cut-off times for changing it (1 hr domestic or 2 hours international).

Bring required documents especially for international travel (passport, visas).

Have a back-up plan if you get bumped (alternate routing or buy OA tickets).

Always re-check flight departure times and loads before going to the airport.

CANCEL your listing before departure if you are not going to travel.

Understand many things (like flight loads) can change very quickly!

Be certain you want to split (if your entire party cannot be accommodated).

Have a way to check loads and change routing mid-trip (mobile device or phone a friend). Know how to use employeeRES on mobile device!!

Stay with your baggage (same PNR if possible, and ask for a standby flag).

Be polite, ask questions if you need help; agents can (and will) assist you.

Make sure you're aware of your place on the standby list (use gate screens, the United App & employeeRes or ask the agent).

Request assistance when needed (wheelchair, aisle chair, infant, etc).

RELAX!! You're not working; be gracious to those who are!

Don'ts

Do NOT:

List for vacation AND personal pass on same flight (violation).

Buy myUAdiscount tickets AND list for standby on same flight (violation).

List for flights you have no intention of flying!

Sell or barter your passes (major violation).
Wear inappropriate attire on the flight.
Expect loads to be the same the next day.
Check in late (pay attention to cut-off times at united.com).
Show up late to the gate (15 minute cut-off domestic, 30 for international).
Bring too many bags to gate (1+1 program)

4) Play with your Enrolled Friends!

There is no minimum age requirement for Enrolled Friends. If your current EFs are boring and unappreciative, then in December designate your two favorite grandchildren to be your EFs for 2017! Only caveat; if they fly without you United's unaccompanied minor regulations apply to children 5-15 years old. Kids under 5 years old must be accompanied and children under two years do not require a ticket.

If you do not have any Enrolled Friends for 2016, you can sign up your grandkids today! Just go to Flying Together>Travel>and click on the "Update pass riders & buddies" button. Click for complete info about Enrolled Friends (located on FT>Travel>TravelPrograms>EFs)

5) Rumor control

A recent rumor that retirees will be losing their travel benefits began when a retiree misunderstood what another retiree said. The ETC has responded with this statement:

"There are no plans on making any changes to the retiree pass travel program as published."

To limit the spread of panic, check with the ETC when something sounds fishy; their email is: etc@united.com.

Have you seen our RAFA website?

Check out the Travel Benefits ab there: <http://www.rafa-cwa.org>

Read the Pass Travel Program Summary, helpful links & phone numbers and more.

Compiled by Kirk Moore, RAFA Travel Benefits Committee

US Dept. of Transportation approves US airlines scheduled service to Cuba



WASHINGTON, DC – As part of the government's efforts to normalize relations with Cuba, the U.S. Department of Transportation (DOT) has approved six domestic airlines to begin scheduled flights between Miami, Fort Lauderdale, Chicago, Philadelphia, and Minneapolis/St. Paul and Cuba as early as this fall.

"Last year, President Obama announced that it was time to 'begin a new journey' with the Cuban people," said U.S. Transportation Secretary Anthony Foxx. "Today, we are delivering on his promise by re-launching scheduled air service to Cuba after more than half a century."

On February 16, 2016, Secretary Foxx and Department of State Assistant Secretary for Economic and Business Affairs Charles Rivkin signed a non-legally-binding arrangement to re-establish scheduled air service between the two countries. At the time of the signing, the administration announced that scheduled service would begin later in 2016.

The carriers receiving the awards are American Airlines, Frontier Airlines, JetBlue Airways, Silver Airways, Southwest Airlines, and Sun Country Airlines.

The five U.S. cities that will receive new scheduled service to Cuba are Miami, Fort Lauderdale, Chicago, Minneapolis/St. Paul, and Philadelphia. The nine Cuban cities are Camagüey, Cayo Coco, Cayo Largo, Cienfuegos, Holguín, Manzanillo, Matanzas, Santa Clara, and Santiago de Cuba.

Under the new arrangement, each country has the opportunity to operate up to 10 daily roundtrip flights between the U.S. and each of Cuba's nine international airports, other than Havana, for a total of 90 daily roundtrips. Longer term, the arrangement also provides for up to 20 daily roundtrip flights between the U.S. and Havana. Collectively, U.S. carriers have requested nearly 60 flights per day to Havana, thus requiring DOT to select from among the proposals. A decision on the Havana routes will be announced later this summer.

Available “Trusted Traveler” programs



Becoming a member of a Trusted Traveler program isn't as simple as signing up — even if you're a member of a frequent flier program that offers expedited screenings as a perk. That's why it's key to choose the right program for your travel habits.

TSA PreCheck: How it works: TSA's PreCheck program allows pre-approved travelers to use an expedited security line. PreCheck passengers receive a known traveler number (KTN), which must be used when making each flight reservation in order to use the PreCheck line. PreCheck passengers flying on participating airlines can avoid long waits at screening checkpoints. They're also permitted to leave their shoes, light jackets and belts on during screening, and they are not required to remove laptops or liquids from carry-on bags.

Where can you use it: TSA PreCheck is available in partnership with 12 major U.S. airlines, including American Airlines, Southwest Airlines, Delta Air Lines and United. PreCheck lines are located at more than 160 airports around the country.

How to join: PreCheck is open to every U.S. citizen or a lawful permanent resident who hasn't been convicted of a felony within seven years prior to your application. To join, you must fill out an application online or at a PreCheck application center. You will need to renew your membership every five years.

How much it costs: A non-refundable \$85 application fee is required. You will need to pay this fee each time you renew your membership.

Is it worth it? Many frequent fliers swear by PreCheck as it can save them from hours of standing in line. However, if you only fly once every few years, the cost and effort may not be worth it for you.

Global Entry: How it works: Global Entry is designed for frequent international passengers. Pre-approved passengers can avoid long lines at customs by using Global Entry kiosks to present their passports or U.S. permanent resident card, scan their fingerprints and fill out a customs declaration form, avoiding the need to deal with a customs agent. Global Entry members are also automatically eligible for TSA PreCheck.

Where can you use it: Global Entry kiosks are located at more than 50 airports around the world, including San Francisco and San Jose international airports.

Who can join: U.S. citizens and lawful permanent residents who have not been convicted of a felony and who haven't violated any customs, immigration or agricultural laws are eligible for Global Entry. Mexican nationals and citizens of the United Kingdom, South Korea, Germany, Panama and the Netherlands.

How to join: The first step is to create a Global Entry Enrollment System (GOES) account. From there, you can fill out the initial application. If your application is accepted, you will need to set up an interview and submit your fingerprints at a Global Entry Enrollment Center in order to be officially approved to join. Global Entry membership is good for five years.

How much it costs: A \$100 non-refundable application fee is required, but that also covers the \$85 PreCheck enrollment charge.

Is it worth it? If you are frequently flying in and out of the country using an airport equipped with Global Entry kiosks, you could end up spending a few dollars per trip to avoid possibly encountering long waits at customs. But if you'll only be traveling abroad a few times during the five years, it probably isn't worth your time and money. Additionally, if you're traveling with companions who aren't members of Global Entry, you'll still end up waiting.

CLEAR: How it works: CLEAR is a private biometrics-based identity service that offers frequent fliers a ticket to the front of the security line — no matter how long it may be. CLEAR members present their boarding pass and scan either their fingerprint or their iris at a CLEAR kiosk. Once the passenger's identity has been verified, a CLEAR staff member escorts the passenger to the front of the security line for screening.

Where can you use it: CLEAR is currently available at 13 domestic airports, including San Francisco and

San Jose international airports. According to David Cohen, CLEAR's chief administrative officer, "CLEAR just signed a partnership agreement with Delta Air Lines that we anticipate could allow us to double the number of airports CLEAR serves by the end of the year."

Who can join: CLEAR is available to all U.S. citizens and lawful permanent residents who are 18 years or older. (Children under 18 can use CLEAR if accompanied by an adult member.)

How to join: CLEAR does not have nearly as many hoops to jump through as PreCheck or Global Entry. You can start the process online and finish your registration at one of the enrollment centers located at each participating airport, where you will be asked to scan your fingerprints and iris and to take a quiz regarding your personal identification. Unlike PreCheck, you can take advantage of CLEAR membership immediately upon registration.

How much it costs: At \$179 per year (and \$50 for each additional family member over the age of 18), the CLEAR program is noticeably more expensive than PreCheck.

Is it worth it? This is determined by two factors: where you're going and how often. While it may seem tempting to avoid the fairly cumbersome process of joining PreCheck, this is a hefty fee to pay for infrequent fliers. Cohen notes that the typical CLEAR member flies at least six times per year. Additionally, if you're regularly traveling to and from airports outside the CLEAR network, you'll have to go to the back of security line.

US Dept. of Transportation bans e-cigarettes from checked baggage



WASHINGTON, DC - In its continuing efforts to improve transportation safety, the US Department of Transportation's Pipeline and Hazardous Materials Safety Administration issued a final rule which prohibits passengers and crewmembers from carrying battery-powered portable electronic smoking devices (e-cigarettes, e-cigs, e-cigars, e-pipes, personal vaporizers, and electronic nicotine delivery systems) in checked baggage and prohibits passengers and crewmembers from charging the devices and/or batteries on board an aircraft. "Fire hazards in flight are particularly dangerous, and a number of recent

incidents have shown that e-cigarettes in checked bags can catch fire during transport," said U.S. Transportation Secretary Anthony Foxx. "Banning e-cigarettes from checked bags is a prudent and important safety measure."

On January 22, 2015, the Federal Aviation Administration issued a Safety Alert for Operators, which recommended that air carriers require their passengers to carry e-cigarettes and related devices exclusively in the cabin of the aircraft. Also, on June 9, 2015, the ICAO published an addendum to the 2015-2016 ICAO Technical Instructions which prohibits the carriage of e-cigarettes in checked baggage and restricts the charging of these devices while on board the aircraft.

Passengers may continue to carry e-cigarettes for personal use in carry-on baggage or on their person, but may not use them on flights. The Department's regulatory ban on the smoking of tobacco products on passenger flights already included the use of electronic cigarettes. Nevertheless, to prevent passenger or crewmember confusion, the Department has amended its existing airline smoking rule to explicitly ban the use of e-cigarettes aboard aircraft.

The final rule does not prohibit a passenger from carrying other devices containing batteries for personal use (e.g., laptop computers, cell phones, cameras, etc.) in checked or carry-on baggage, nor does it restrict a passenger from transporting batteries for personal use in carry-on baggage.



FAA applauds decade of success working on alternative jet fuels



WASHINGTON, DC - The Commercial Aviation Alternative Fuels Initiative (CAAFI) recently celebrated its 10th anniversary working toward sustainable jet fuels. The Federal Aviation Administration (FAA) helped found the coalition a decade ago to promote the development and deployment of alternative jet fuels that sustainably reduce lifecycle carbon emissions and local pollution around airports. These innovative new fuels also improve energy security, minimize fuel price volatility, and enhance rural development.

“Ten years ago, people said we could not fly on renewable fuels, but since then, we have made tremendous progress in developing sustainable alternative jet fuels,” said Lourdes Maurice, Executive Director of the FAA’s Office of Environment and Energy. “Today, flights are leaving Los Angeles Airport with renewable fuel blended in the tanks and each gallon of renewable fuel is reducing greenhouse gas emissions and improving air quality. CAAFI has been instrumental to the industry’s present success and will support future advances.”

The FAA founded CAAFI with other initial sponsors, including Airlines for America (A4A), the Airports Council International-North America, and the Aerospace Industries Association. Established in 2006, CAAFI now has more than 800 participating members and 450-organizations. Together, these stakeholders include airports, fuel producers, airlines, aerospace companies, other government agencies, and leaders in the development and deployment of commercial aviation alternative jet fuels.

In CAAFI’s first few years, CAAFI members worked with industry to establish processes to include alternative jet fuel pathways in the industry’s fuel specifications. “We have a defined process that has reduced the fear of the unknown and commercialization risk, leading to the approval of five new alternative fuel pathways [since 2009],” said CAAFI Certification/Qualification Team Lead and FAA fuel expert, Mark Rumizen.

Over the past decade, CAAFI and the FAA have played key roles in developing, researching, testing and gaining ASTM International approval of the five alternative jet fuels. ASTM is the aviation fuel industry’s qualification organization. Additional ASTM task forces are currently working on the approval of a half dozen more fuel production pathways. In support of these newly-approved alternative jet fuels, CAAFI also has developed an array of evaluative tools and resources for new fuel producers.

CAAFI is also involved in fostering airline and fuel producer agreements. This year, United Airlines became the first U.S. airliner to use a commercial-scale, sustainable aviation biofuel for regularly-scheduled flights.

The FAA has complemented CAAFI efforts with the work of the FAA’s Center of Excellence for Alternative Jet Fuels and Environment (ASCENT), and the FAA’s Continuous Lower Energy, Emissions and Noise (CLEEN) program in partnerships with aircraft makers, jet engine manufacturers and engineering firms.

FAA tests FBI drone detection system at JFK



WASHINGTON, DC - The FAA and its government partners are expanding research on ways to detect “rogue” drones around airports. The Federal Aviation Administration (FAA) and its government, industry and academia partners have joined forces to evaluate drone detection technology at John F. Kennedy International Airport (JFK) in New York.

Over the last two years, the FAA has received numerous reports from pilots and residents about unmanned aircraft systems – UAS, or “drones” – around some of the nation’s busiest airports, including JFK. “We face many difficult challenges as we integrate rapidly evolving UAS technology into our complex and highly regulated airspace,” said Marke “Hoot” Gibson, FAA Senior Advisor on UAS Integration. “This effort at JFK reflects everyone’s commitment to safety.”

Beginning May 2, the FAA conducted evaluations at JFK to study the effectiveness of a Federal Bureau of Investigation (FBI) UAS detection system in a commercial airport environment. Five different rotorcraft and

fixed wing UAS participated in the evaluations, and about 40 separate tests took place. The JFK evaluation involved extensive government inter-agency collaboration, and cooperation from industry and academia. The tests expanded on research performed earlier this year at Atlantic City International Airport.

In addition to the FAA and the FBI, the agencies combining forces in this research included the Department of Homeland Security (DHS), Department of Justice, Queens District Attorney's Office and the Port Authority of New York and New Jersey. DHS and the FBI want to identify unauthorized UAS operators for law enforcement purposes, and the FAA's mission is to provide a safe and efficient airport environment for both manned and unmanned air traffic.

"We applaud the FBI and FAA for their efforts to detect and track unmanned aerial systems (UAS)," said Thomas Bosco, Port Authority Aviation Director. "We look forward to supporting continued U.S. Government efforts to identify and deploy countermeasures to neutralize the threat posed by rogue UASs."

The team evaluating the FBI's detection system also included contributions from one of the six FAA-designated UAS test sites. The Griffiss International Airport test site in Rome, NY, provided expertise in planning the individual tests as well as the flight commander for the tests and two of the UAS used.

FAA issues final policy on the use of airport hangars



WASHINGTON, DC - The FAA's final policy on the non-aeronautical use of airport hangars appears in today's Federal Register and will take effect on July 1, 2017. The FAA is issuing the policy to clarify how aviation facilities – including hangars can be used on airports that receive federal funds. The final policy strikes a balance between hangar use for aviation and non-aviation purposes.

The policy ensures hangars are available when there is an aviation need, and if demand is low, allows hangars to be used for non-aviation activities. The FAA recognizes that non-aviation hangar space rental allows airport sponsors to be economically independent when hangars are not being used to fulfill aviation needs. Airport sponsors must receive approval from the FAA before hangars can be used for non-aviation purposes.

In addition, the policy outlines the type of aircraft that can be built in a hangar, the equipment and items that can be stored in hangars, and the role of the airport sponsors to ensure tenants pay fair market value for hangar space.

Gogo partners with PACE to help airlines reduce fuel burn



CHICAGO, IL - Gogo, the global provider of broadband connectivity solutions and wireless entertainment to the aviation industry, announced today that it has partnered with aerospace software specialist PACE to connect PACE's Pacelab Flight Profile Optimizer – the leading flight optimization application.

Pacelab Flight Profile Optimizer is a unique decision support tool developed for a pilot's electronic flight bag (EFB) that's designed to continuously evaluate numerous flight data metrics thus optimizing flight paths for maximum efficiency. Under this partnership, the Pacelab Flight Profile Optimizer application will be connected in real time so a pilot will be able to adapt to changing conditions while in flight to reduce fuel burn and to improve on time performance.

This partnership is another example of the value of the connected aircraft and the benefit of having access to real time data and information while in flight. "By partnering with PACE, we establish a direct relationship to help market and integrate with each other's products while accelerating speed to market and providing a clear path for adoption of this valuable fuel savings tool into airline operations," said Andrew Kemmetmueller, Gogo's vice president of connected aircraft services. "Gogo continues to move beyond the passenger connectivity arena and is rapidly enabling the era of the connected aircraft."

"En-route flight profile optimization enables flight crews to unlock substantial additional fuel savings," said Oliver Kranz, PACE's managing partner. "Many airlines have yet to realize the full potential of the connected EFB, and our partnership with Gogo highlights this attractive business case."

NASA and United Arab Emirates team up for Mars missions



ABU DHABI, United Arab Emirates - NASA and the United Arab Emirates have signed a collaboration agreement on aeronautics research and space discovery with a focus on one of agency's key pursuits -- the exploration of Mars. "NASA is leading an ambitious journey to Mars that includes partnerships with the private sector and many international partners," said NASA Administrator Charles Bolden in a statement.

The US National Aeronautics and Space Administration (NASA) plans to send the first manned mission to Mars in the 2030s, and is currently trying to upgrade its space launch systems and Orion Spacecraft in a manner that they will be capable of transporting passengers to the red planet. "I am confident this new framework agreement with the UAE Space Agency will help advance this journey, as well as other endeavors in the peaceful exploration of outer space. Already, technical experts from our two countries are engaged in discussions on several areas of mutual interest, and I believe our two agencies will collaborate for years to come through a common interest in aeronautics, exploration and discovery," Bolden added.

The UAE has recently announced plans to send an unmanned probe to Mars, without giving specifications of its program. It has also entered cooperation agreements with China, Russia, and the UK aimed at expanding its space exploration programs. The statement added that NASA and the UAE also plan to "facilitate the exchange of scientific data, scientists and engineers."

UAE Space Agency Chairman Khalifa Mohammed Thani Al-Romaithi welcomed the new deal, and noted, "The space sector serves as a catalyst for economic development and diversification." "We at the UAE Space Agency genuinely welcome the opportunity to collaborate and work with the USA and NASA in the fields of aeronautics, space science, and the peaceful exploration of outer space toward the common goal of fostering the well-being of humankind," he added.

NASA: Unreported Sources of Toxic Air Pollution



Using a new satellite-based method, scientists at NASA, Environment and Climate Change Canada, and two universities have located 39 unreported and major human-made sources of toxic sulfur dioxide emissions. A known health hazard and contributor to acid rain, sulfur dioxide (SO₂) is one of six air pollutants regulated by the U.S. Environmental Protection Agency. Current, sulfur dioxide monitoring activities include the use of emission inventories that are derived from ground-based measurements and factors, such as fuel usage. The inventories are used to evaluate regulatory policies for air quality improvements and to anticipate future emission scenarios that may occur with economic and population growth.

But, to develop comprehensive and accurate inventories, industries, government agencies and scientists first must know the location of pollution sources. "We now have an independent measurement of these emission sources that does not rely on what was known or thought known," said Chris McLinden, an atmospheric scientist with Environment and Climate Change Canada in Toronto and lead author of the study published this week in *Nature Geosciences*. "When you look at a satellite picture of sulfur dioxide, you end up with it appearing as hotspots -- bull's-eyes, in effect -- which makes the estimates of emissions easier."

The 39 unreported emission sources, found in the analysis of satellite data from 2005 to 2014, are clusters of coal-burning power plants, smelters, oil and gas operations found notably in the Middle East, but also in Mexico and parts of Russia. In addition, reported emissions from known sources in these regions were -- in some cases -- two to three times lower than satellite-based estimates. Altogether, the unreported and underreported sources account for about 12 percent of all human-made emissions of sulfur dioxide -- a discrepancy that can have a large impact on regional air quality, said McLinden.

The research team also located 75 natural sources of sulfur dioxide -- non-erupting volcanoes slowly leaking the toxic gas throughout the year. While not necessarily unknown, many volcanoes are in remote locations and not monitored, so this satellite-based data set is the first to provide regular annual information on these passive volcanic emissions.

"Quantifying the sulfur dioxide bull's-eyes is a two-step process that would not have been possible without two innovations in working with the satellite data," said co-author Nickolay Krotkov, an atmospheric scientist at NASA's Goddard Space Flight Center in Greenbelt, Maryland. First was an improvement in the computer processing that transforms raw satellite observations from the Dutch-Finnish Ozone Monitoring Instrument aboard NASA's Aura spacecraft into precise estimates of sulfur dioxide concentrations. Krotkov and his team now are able to more accurately detect smaller sulfur dioxide concentrations, including those emitted by human-made sources such as oil-related activities and medium-size power plants.

Being able to detect smaller concentrations led to the second innovation. McLinden and his colleagues used a new computer program to more precisely detect sulfur dioxide that had been dispersed and diluted by winds. They then used accurate estimates of wind strength and direction derived from a satellite data-driven model to trace the pollutant back to the location of the source, and also to estimate how much sulfur dioxide was emitted from the smoke stack.

"The unique advantage of satellite data is spatial coverage," said Bryan Duncan, an atmospheric scientist at Goddard. "This paper is the perfect demonstration of how new and improved satellite datasets, coupled with new and improved data analysis techniques, allow us to identify even smaller pollutant sources and to quantify these emissions over the globe."

Switzerland opens the world's longest train tunnel



Seventeen years ago saw the first blasting in the historic heartland of Switzerland of the longest train tunnel in the world. The festive opening of the Gotthard Base Tunnel added a further pioneering attraction to the world's densest public transport network. The tunnel will bring Switzerland's neighboring countries, regions and cities north and south of the Alps closer together. Travel by train will be quicker, easier and more convenient.

Wednesday, June 1, 2016, saw the festive opening in Switzerland of the longest and deepest train tunnel in the world. The tunnel extends for 57 kilometers to a depth of up to 2,300 meters below the Gotthard massif. This flagship project for efficient and sustainable transportation on the north-south axis will permit high-speed travel through the Alps in only 17 minutes.



The new flat-track route will not only cut travel time through the Gotthard, but also facilitate transit travel for longer and heavier trains. After 17 years of challenging building work, constructor AlpTransit Gotthard Ltd handed over the completed tunnel to the Swiss Federal Railways on time and on budget. Switzerland's internationally acclaimed public transport system - already the densest in the world - has perfected another pioneering first.

The Gotthard Base Tunnel enters into regular operation on 11 December 2016. The shorter travel times will bring neighboring countries, regions and cities closer together. The dual-track tunnel will enable passengers from near and far to spend more time discovering the many delights of Switzerland north and south of the Gotthard.

CHICKEN WINGS



AS A KID
I NEVER WANTED
TO GROW UP.



I WAS SCARED OF
NEEDING TO ACT LIKE
AN ADULT AND HAVING
TO WORK FOR A LIVING.



THEN I DECIDED
TO BECOME A PILOT!
PROBLEM SOLVED!
EXACTLY!

BY MICHAEL AND STEFAN STRASSER

The PBGC federal insurance fund is running out of cash

By Jonnelle Marte/Washington Post



One of the nation's largest multi-employer pension funds said that it is out of ideas for ways to save itself from an impending failure. After the Treasury Department rejected its Hail Mary proposal, which would have substantially cut benefits for some retirees, the Central States Pension Fund has little choice but to turn to a federal insurance program that is supposed to offer a lifeline to troubled pension funds.

But there's one major problem — that program is expected to run out of money, too. The Pension Benefit Guaranty Corp., which insures private pensions, is dealing with long-standing financial woes with the fund that protects multi-employer pension plans. The program, which some experts say wasn't really intended to be used, was set up more than four decades ago to serve as a backstop for private-sector pension plans. But it has been relied on more than expected by large plans on unsteady financial footing. The fund's deterioration could pose a threat to the 10 million people in multi-employer plans who could soon be left without a safety net for their pensions. Although most of those workers and retirees are in plans that are financially healthy, about 1.5 million people — including the Central States members — are in plans that are projected to run out of cash over the next 20 years.

In the past few weeks, lawmakers, Central States officials and consumer advocates have called for a legislative solution that would shore up fragile pensions and the struggling insurance fund. “We need a more comprehensive solution,” said Rep. Marcy Kaptur (D-Ohio), who introduced a bill last year that would provide the insurance program with government assistance. “Millions and millions of Americans are affected by this.”

Previous efforts to bolster the insurance program have failed, or so far fallen short. For instance, a 2014 law that made it possible for multi-employer pension plans to cut benefits for retirees was meant to alleviate the burden on the PBGC. But now that the Treasury Department has rejected the Central States proposal, which was the first test under the law, the insurance agency is back where it started.

With roughly \$2 billion in assets, the fund for multi-employer plans does not have enough money to pay benefits for the plans that are expected to become insolvent over the next decade. The Central States fund alone, which pays about \$2.8 billion in benefits each year and is the largest multi-employer plan in financial trouble, would overwhelm the multi-employer insurance program if it went under.

“At this time, only government funding, either directly to our Pension Fund or through the PBGC, will prevent Central States participants from losing their benefits entirely,” wrote Thomas Nyhan, the executive director of the fund, in a letter on why he thinks the fund cannot come up with another rescue plan.

The Pension Benefit Guaranty Corp., which insures private pensions, was created as part of the 1974 Employee Retirement Income Security Act (ERISA) to provide another level of security for the millions of Americans counting on pensions in retirement. The agency has separate programs for single-employer plans, through which one company is paying completely for the costs of financing a pension, and multi-employer plans, which allow businesses to share the costs of providing pension benefits to their workers. The insurance fund for single-employer plans is financially stable, but the fund for multi-employer plans is woefully underfunded. That's because when the multi-employer plan insurance fund was created, it was expected that the fund would not be needed much, said Josh Gotbaum, former director of the Pension Benefit Guaranty Corp. and a guest scholar at the Brookings Institution. The thinking was that multi-employer plans would be able to turn to the other companies in the pension fund if one employer fell short in contributions or went out of business, he said. Because of that, multi-employer plans pay smaller premiums than single-employer plans and receive smaller payments from the PBGC when their funds run out of cash.

But over the past several years, multi-employer plans have faced financial challenges similar to those of the Central States fund, he said. Two severe market downturns over roughly 10 years left the plan without enough money to pay expected benefits. At the same time, many companies went out of business, leaving the plan with a smaller number of employers available to pitch in and cover that shortfall. “What they didn't think of was, suppose if most of the companies go away and only a few employers are left holding the bag?”

Gotbaum said.

With that shortfall in mind, many of the workers and retirees covered by the Central States plan are rallying behind a bill introduced by Democratic presidential candidate Bernie Sanders and Kaptur that would repeal the 2014 law that made it legal to cut pension benefits and instead lead to government assistance for the PBGC. Over the past two weeks, senators including Sherrod Brown (D-Ohio), Claire McCaskill (D-Mo.) and Ron Wyden (D-Ore.) wrote to Senate Majority Leader Mitch McConnell (R-Ky.) asking him to address the pension crisis before the Senate breaks for the summer.

But because previous efforts to boost pension funds with taxpayer dollars have failed, fund executives and other pension experts are skeptical that any legislation calling for government help will gain traction. A 2010 bill that would have provided taxpayer assistance to pension funds died in committee. Gotbaum said that if such an effort didn't survive when Democrats had a majority hold in Congress, he doubts a similar program will advance much in a Republican-controlled legislature.

In the meantime, lawmakers could provide more funding for the PBGC in a way that doesn't rely on taxpayer support — increasing the annual premiums that multi-employer plans pay to the PBGC, which are still set by Congress. Those premiums, which are essentially paid by the companies in the plan, were more than doubled to \$27 per participant in 2014, but a bigger increase is needed for the fund to be able to support all of the plans expected to run out of cash, Gotbaum says.

The PBGC is scheduled to issue reports in early June that offer more insight on the financial health of the fund and explain how large premiums need to be to keep the fund solvent. The agency declined to comment ahead of the reports.

In a report released in March, the agency said annual premiums paid by multi-employer plans would need to be increased to \$156 per person, or about six times the current amount, to give the fund about a 90 percent chance of staying solvent over the next 20 years. While that is substantially higher than what multi-employer plans are paying now, it would put them on par with the average premium paid by single-employer pension plans, making it more feasible, Gotbaum said.

Whatever the fix, retirees and consumer advocates are urging Congress, pension plans and the insurance agency to make changes before it's too late.

Dale Dobbs, a retired driver near Richland Center, Wis., would have seen his pension cut by 50 percent if the Central States proposal had been approved, he said. Treasury's rejection of the plan bought the retirees more time to find an alternative solution, but their "work is not done," said Dobbs, 73. "The only real option is for Congress to step forward," he said, adding that he is encouraging his fellow retirees to contact their local representatives.

Who are the tourists traveling solo?



Solo travel is the new "it" thing. According to the U.S. Travel Association, 23 percent of all leisure trips are taken alone and the trend is expected to escalate—17 percent of 44,000 travelers polled in a TripAdvisor survey plan to embark on a solo trip this year. Riding on this trend with a whopping 80 percent of its half a million nights booked by lone travelers since its 2013 launch, Homestay.com is the ultimate tool for those planning to take the solo plunge while living like—and with—a local. And, with over 50,000 listings in over 150 countries, the possibilities for

wanderlust are endless.

Who's Going It Alone? Going alone isn't limited to men; in fact, as demonstrated in the hit films "Eat, Pray, Love" and "Wild," a significant number of those voyaging on their own are older women, followed by younger female professionals, according to an AARP study. Among millennials, 25 percent expressed interest in a 2016 solo trip and nowadays, it's just as likely, if not more likely, for solo travelers to be married or in a committed relationship. What's more: AARP reported that 97 percent of 45+ year-old solo travelers are extremely satisfied with their experiences and 81 percent plan on taking another in the next year. And, among affluent travelers, solo travel has more than doubled from [since 2013](#), showed a Visa study.

All-female flight crew inspires new generation of women pilots

Airlines are looking to diversify their pilot corps, but women still make up only a fraction of the applicants. In the U.S., women make up only about six-and-a-half percent of all pilots.

But on one San Francisco-to-Maui United Airlines flight, the pilots, flight attendants, gate agents and even some of the ground crew were all women - a rare occurrence in the male-dominated world of aviation. "I never thought it would be like this but it's really wonderful that it is," said United Airlines Captain Wanda Collins. Collins joined the airline in 1999 and is a former Army reservist. Before coming to United, she competed in air shows. "I'm really looking forward to it and seeing more women in the future. Just being a female pilot gives you the opportunity to prove to people that you can be strong," Collins said.

The number of women licensed to fly an airliner has grown by more than 800 between 2010 and 2014, but make up only about 4 percent of licensed airline pilots. Studies like one from 2006 found that "in aviation, masculine beliefs, values and perceptions... appear to continue to dominate the industry," and "has led to female pilots experiencing sexism, discrimination, prejudice, hostility and inappropriate discourse." "Sometimes it's hard because you feel like nobody takes you serious, but for as many times as you get that feeling, you also get the feeling of people looking at you and they're inspired by you," Collins said.

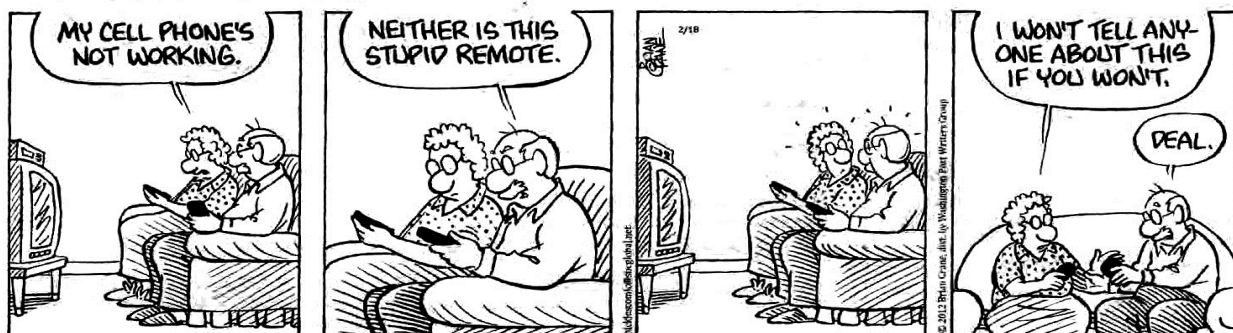
Major U.S. airlines are looking to replace as many as 18,000 retiring pilots over the next seven years. But even as airlines are poised to hire thousands of new pilots, the number of women remains small. Of the 1,700 pilots attending the job fair at the Annual Women Aviation Conference, just 200 are women. "We still have a ways to go," said Peggy Chabrian, the group's president and founder. "When women first became airline pilots back in the 1970s, sometimes senior level management asked them not to make the PA announcements. They were afraid that the general public would be afraid that there was a woman flying the airplane. I think those perceptions will start to change."

Pilot Shannon Gross came to the conference hoping to land a job with JetBlue. "I think it's the serenity that I felt up in the air. I get up there and everything just goes away," Gross said.

On that full flight to paradise, the fact that the entire crew were women got the attention of seven-year-old Faith Glatzhofer. "There's not many pilots around that are women," said Faith, who says she is inspired that she could one day become one too. That's exactly what Captain Kim Noakes wants to hear. "You can do this. We did it. Hey, I did it. So anybody can do it," Noakes said.



PICKLES | Brian Crane



Captain Quandary

By John Croft

Left-seat pilots are increasingly hard to find. Barring changes in strategy, airlines in emerging economies and elsewhere will likely face an imbalance between pilot supply and demand that could soon threaten continued growth and potentially ground aircraft.

The problem is acute in Asia, where airlines are increasingly finding it difficult to find and hire "turnkey" captains, those with pertinent type ratings and recent experience, to support the rate at which new aircraft—particularly Boeing 737s and Airbus A320s—are being added. The opposite issue—filling right seats—is more problematic in the U.S., where new deliveries and high retirements are emptying the ranks of regional airlines, the primary pipeline for major airlines.

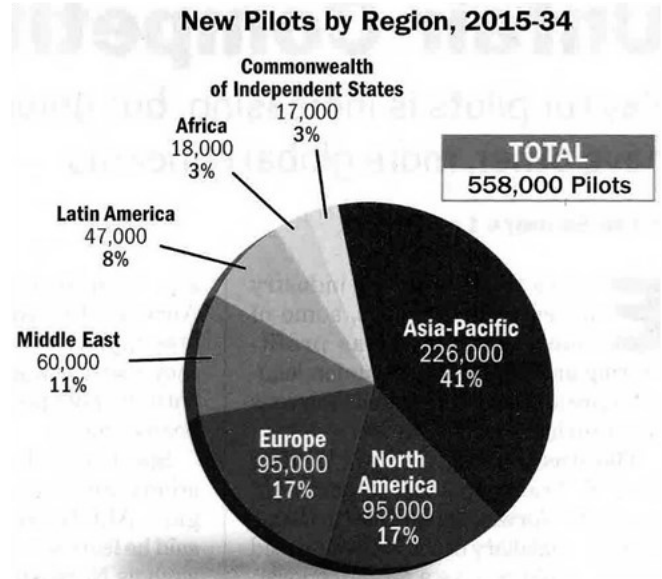
Boeing's 2015 Flight Services forecast shows a demand for 38,050 airliners to be delivered globally through 2034, 70% of which will be single-aisle aircraft. Dominating the deliveries will be Asia, with 38% of the total, followed by North America with 21% and Europe with 19%. The airframer says the world will need 558,000 new pilots over the same time frame to fly those aircraft. The demand will be highest in the Asia-Pacific region, where 226,000 pilots will be needed, compared to 95,000 each in Europe and North America.

The solutions vary depending on the region, but all of them put additional pressure on airlines to spend more money and potentially take on more risk to keep cockpits staffed in the near term and build future pilot pipelines.

In the U.S., a looming shortage is based not only on new aircraft but on a bubble of mandatory age 65 retirements expected to peak in the late 2020s. Major airlines are tapping pilots from the regionals, military and business aviation, while regional carriers are struggling to fill seats from college programs, the military and general aviation, a task complicated by the congressionally mandated first officer flight-time qualification rule that went into effect in August 2013.

Louis Smith, chairman and president of Future and Active Pilot Advisors (FAPA), a career and financial advisory service for pilots, says hiring at the U.S. majors by 2017 will likely be the highest since 2000, when carriers brought in approximately 5,000 pilots. The numbers plunged shortly thereafter but have been climbing since, according to FAPA data. In 2015, the same airlines, minus several that went out of business or were acquired by other carriers, hired slightly fewer than 3,500 pilots. Smith's company holds job fairs and helps pilots prepare for the interview process.

The predominant source will be the regionals, where carriers have been forced to introduce a combination of higher pay, bonuses, retention payments and flow-through agreements to the majors in order to stay in competition for a limited number of applicants. Delta Air Lines' wholly owned regional subsidiary, Endeavor Air, is offering annual retention bonuses of \$23,000 per year, paid quarterly through 2018, to pilots who stay on.



Aviation Museums

For all you aviation aficionados who want to view Aviation Museums from the comfort of your home, you'll enjoy this website. <http://www.vgbimages.com/AirMuseums>.

Just click on any of the museum pictures to go to their Website for a photo tour of each.

Female Pilots Who Served in The Air Force in WWII Recognized



It took an act of Congress to repair then-Secretary of the Army John McHugh's poor judgment about our country's debt to women pilots who served in the Army Air Force during World War II. Again this gives members of the *Women Airforce Service Pilots* the right to have their cremated remains buried at Arlington National Cemetery. To honor the service of these female pilots, who were known as WASPs.

The silver lining in this bureaucratic bungle is the opportunity to highlight the story of an impactful group of women who were almost overlooked by history and their country. For two years during World War II, the WASPs conducted noncombat flights in the United States, which freed up more men to fly combat missions overseas. There were 1,074 women who trained as military pilots so they could ferry aircraft from factories to military installation. They also moved planes and soldiers between bases.

Although they were not classified at the time as service members, their work was dangerous, and they were crucial to the overall mission during World War II. Thirty-eight of the women died during their service. It wasn't until three decades after the war that their role was properly recognized. When the Air Force announced in the 1970s that it would begin training women as pilots, and media incorrectly reported it would be the first time women were allowed to fly for the U.S. military, surviving members of WASP objected. This led to demands that the women who flew for the Army Air Force be classified as veterans.

Despite opposition from groups such as the American Legion, legislation was adopted in 1977 to grant the WASPs veteran status with limited benefits. This meant the female pilots could have their ashes placed at Arlington — at least until McHugh reviewed that benefit in 2015 and determined it did not apply to them. Today it's estimated that about 100 members of the WASPs survive. Even though the military failed to properly honor them during their service to the country, they deserve now to be known as veterans.



Frances Green, Margaret (Peg) Kirchner, Ann Waldner and Blanche Osborn leaving their plane, "Pistol Packin' Mama," at the four-engine school at Lockbourne AAF, Ohio, during WASP ferry and training B-17 Flying.

Very interesting take on what's coming in the future!



In 1998, Kodak had 170,000 employees and sold 85% of all photo paper worldwide. Within just a few years, their business model disappeared and they went bankrupt. What happened to Kodak will happen in a lot of industries in the next 10-year - and most people don't see it coming. Did you think in 1998 that 3 years later you would never take pictures on paper film again? Yet digital cameras were invented in 1975. The first ones only had 10,000 pixels, but followed Moore's law. So as with all exponential technologies, it was a disappointment for a long time, before it became way superior and got mainstream in only a few short years. It will now happen with Artificial Intelligence, health, autonomous and electric cars, education, 3D printing, agriculture and jobs. Welcome to the 4th Industrial Revolution. Welcome to the Exponential Age.

Software will disrupt most traditional industries in the next 5-10 years. Uber is just a software tool, they don't own any cars, and are now the biggest taxi company in the world. Airbnb is now the biggest hotel company in the world, although they don't own any properties.

Artificial Intelligence: Computers become exponentially better in understanding the world. This year, a computer beat the best Go player in the world, 10 years earlier than expected. In the US, young lawyers

already don't get jobs. Because of IBM Watson, you can get legal advice (so far for more or less basic stuff) within seconds, with 90% accuracy compared with 70% accuracy when done by humans. So if you study law, stop immediately. There will be 90% less lawyers in the future, only specialists will remain. Watson already helps nurses diagnosing cancer, 4 time more accurate than human nurses. Facebook now has a pattern recognition software that can recognize faces better than humans. In 2030, computers will become more intelligent than humans.

Autonomous cars: In 2018 the first self-driving cars will appear for the public. Around 2020, the complete industry will start to be disrupted. You don't want to own a car anymore. You will call a car with your phone, it will show up at your location and drive you to your destination. You will not need to park it, you only pay for the driven distance and can be productive while driving. Our kids will never get a driver's license and will never own a car. It will change the cities, because we will need 90-95% less cars for that. We can transform former parking space into parks. 1.2 million people die each year in car accidents worldwide. We now have one accident every 100,000 km, with autonomous driving that will drop to one accident in 10 million km. That will save a million lives each year. Most car companies might become bankrupt. Traditional car companies try the evolutionary approach and just build a better car, while tech companies (Tesla, Apple, Google) will do the revolutionary approach and build a computer on wheels. I spoke to a lot of engineers from Volkswagen and Audi; they are completely terrified of Tesla.

Insurance companies will have massive trouble because without accidents, the insurance will become 100x cheaper. Their car insurance business model will disappear.

Real estate will change. Because if you can work while you commute, people will move further away to live in a more beautiful neighborhood.

Electric cars will become mainstream by 2020. Cities will be less noisy because all cars will be electric. Electricity will become incredibly cheap and clean: Solar production has been on an exponential curve for 30 years, but you can only now see the impact. Last year, more solar energy was installed worldwide than fossil. The price for solar will drop so much that all coal companies will be out of business by 2025. With cheap electricity comes cheap and abundant water. Desalination now only needs 2kWh per cubic meter. We don't have scarce water in most places, we only have scarce drinking water. Imagine what will be possible if anyone can have as much clean water as he wants, for nearly no cost.

Health: The Tricorder X price will be announced this year. There will be companies who will build a medical device (called the "Tricorder" from Star Trek) that works with your phone, which takes your retina scan, your blood sample and your breath into it. It then analyses 54 biomarkers that will identify nearly any disease. It will be cheap, so in a few years everyone on this planet will have access to world class medicine, nearly for free.

3D printing: The price of the cheapest 3D printer came down from \$18,000 to \$400 within 10 years. In the same time, it became 100 times faster. All major shoe companies started 3D printing shoes. Spare airplane parts are already 3D printed in remote airports. The space station now has a printer that eliminates the need for the large amount of spare parts they used to have in the past. At the end of this year, new smart phones will have 3D scanning possibilities. You can then 3D scan your feet and print your perfect shoe at home. In China, they already 3D printed a complete 6-story office building. By 2027, 10% of everything that's being produced will be 3D printed.

Business opportunities: If you think of a niche you want to go in, ask yourself: "in the future, do you think we will have that?" and if the answer is yes, how can you make that happen sooner? If it doesn't work with your phone, forget the idea. And any idea designed for success in the 20th century is doomed in to failure in the 21st century.

Work: 70-80% of jobs will disappear in the next 20 years. There will be a lot of new jobs, but it is not clear if there will be enough new jobs in such a small time.

Agriculture: There will be a \$100 agricultural robot in the future. Farmers in 3rd world countries can then become managers of their field instead of working all days on their fields. Aeroponics will need much less

water. The first Petri dish produced veal is now available and will be cheaper than cow produced veal in 2018. Right now, 30% of all agricultural surfaces is used for cows. Imagine if we don't need that space anymore. There are several startups who will bring insect protein to the market shortly. It contains more protein than meat. It will be labeled as "alternative protein source" (because most people still reject the idea of eating insects).

There is an app called "moodies" which can already tell in which mood you are. By 2020 there will be apps that can tell by your facial expressions if you are lying. Imagine a political debate where it's results are being displayed when the candidates are talking.

Bitcoin will become mainstream this year and might even become the default reserve currency.

Longevity: Right now, the average life span increases by 3 months per year. Four years ago, the life span used to be 79 years, now it's 80 years. The increase itself is increasing and by 2036, there will be more than one year increase per year. So we all might live for a long long time, probably way more than 100.

Education: The cheapest smart phones are already at \$10 in Africa and Asia. By 2020, 70% of all humans will own a smart phone. That means, everyone has the same access to world class education. Every child can use Khan academy for everything a child learns at school in First World countries.

The cost of Long-Term care raises concerns



CHICAGO - Demand for long-term care is expected to increase as the nation ages, but the majority of Americans 40 and older lack confidence in their ability to pay for it. The annual cost of long-term care expenses ranges from \$17,680 for adult day care to more than \$92,000 for a private room in a nursing home, according to Genworth Financial.

Yet an Associated Press-NORC Center for Public Affairs Research survey finds that a third of Americans 40 and older have done no planning for their own-long term care needs, such as setting aside money to pay for a home aide or to help with daily activities or a room in a nursing home.

Why? The poll says about 4 in 10 don't think they will ever need long-term care. "I'm very healthy at 68, and I really don't have any impending and current problems. I'm self-sufficient," said Brad Woolsey, of a small community near San Francisco.

That mind-set runs counter to figures from the U.S. Administration on Aging, which says nearly 70 percent of people turning 65 will need help with daily activities in their golden years.

Medicaid, the health insurance for the poor and people with disabilities, is the primary payer of long-term care, spending \$146 billion in 2013. Nearly \$89 billion was just for seniors.

But the survey found that nearly 4 in 10 respondents mistakenly expect to turn to Medicare, which doesn't pay for long-term care. Respondents with incomes below \$50,000 were more likely to expect to rely on government programs.

Robert Nadel, 44, of San Diego said he has always feared not being able to care for himself later in life. This awareness has made planning for the future a priority, even in difficult times, he said. When Nadel lost his job during the Great Recession, he borrowed money to continue making the monthly payments on his long-term care insurance policy.



A RUPA member's letter of opinion to the UAL CEO

Oscar Munoz
President and Chief Executive Officer
United Airlines
233 S. Wacker Drive
Chicago, IL 60606

Dear Mr. Munoz:

Let me begin by expressing how happy I was to see you return full time to your position leading our airline after your surgery. I have been impressed as to how you value the importance of the 85,000 plus United Airlines' work force. By way of introduction, I have now been retired from United for one year. I was employed as a flight officer for United Airlines for over 36 years and retired as a B-747 Captain last May.

I know that in your leadership position you are dealing, on a daily basis, with a myriad of important issues that affects United and its employees. I wanted to bring to your attention what I feel to be an injustice that can and should be fixed. We all had to get used to the changes that came with the merger of United and Continental and their respective employee groups. The key to integration of the blending of the two airlines' cultures and policies is what is not only best for the aggregate but what is fairest. One of the most valued benefits for both active and retired employees is their travel pass privileges.

As you are well aware, for airline employees, seniority is the holy grail that controls many things in one's working life. We have all been junior once in our careers and all looked forward to the benefits of eventually becoming senior. When United and Continental merged they were two airlines that had a fundamental difference in how employees and retirees were boarded with regard to pass riding. As I experienced for over 30 years working for United, retirees had a higher boarding priority and went ahead of active employees. At Continental, just the opposite was the case. So how does one fairly blend the two programs? In my opinion, it was not to simply take the United or Continental policy and force it on the other employee and retiree groups, but to compromise. I believe that both active and retired employees on pleasure pass travel should be under the same boarding priority and the boarding then is prioritized strictly by seniority, like everything else in our business for the rank and file. In the case of retirees, it is length of service used to come up with an adjusted pass seniority date. There will be times when active employees will board ahead of retirees and vice versa, all depending on one's pass seniority date. I also believe that the Vacation Pass program should not carry a higher boarding priority than unrestricted pleasure pass travel but should be retained for younger employees and their families to be afforded a limited amount of service charge waived pass travel.

The system I am suggesting is a much fairer system and would avoid the situation we often now see wherein a retiree with many years of service is going behind active employees with as little as a few months of service. Remember, many of us at United worked for years and traveled behind retirees only to see the post-merger United flip the priority to have these same individuals now go behind active employees as they retired. With what I am advocating you consider, this would never happen again, with active versus retired no longer being a factor. If enacted, this change would highlight "the new spirit of United".

Thank you for your time and consideration.

Sincerely,

Roger S. Parsons
Employee # 022168
SFOFO- Retired

An Undertreated Cause of Leg Pain

By Jane E. Brody/The New York Times



More than eight million older Americans have a condition that can cause leg pain when they walk even short distances. Yet half of those who have the condition don't know it and consequently don't get treated for it, putting themselves at risk for a heart attack, stroke or worse. The condition, called peripheral artery disease, or P.A.D., is marked by diseased or blocked arteries in the legs. More than half of those with such circulatory problems in the extremities also have coronary or cerebral artery disease, noted Dr. Iftikhar J. Kullo, a cardiovascular specialist at the Mayo Clinic, in *The New England Journal of Medicine* in March. Failure to

diagnose and treat blocked arteries elsewhere in the body can result in more serious, or even fatal, problems if they affect the heart or brain.

It may seem odd that people who have serious difficulty walking normal distances would not know something is wrong and get checked out. Yet, as Dr. Kullo noted, P.A.D. is both underdiagnosed and undertreated. And the number of cases of P.A.D. is only likely to rise as the population ages, he said. "A lot of people limit their activity for other reasons, like a hip problem, back pain or breathing difficulty, and may not push themselves hard enough to provoke symptoms of P.A.D.," said Dr. Paul W. Wennberg, a cardiologist and specialist in vascular disease at the Mayo Clinic. Or they may think their limited ability to exercise is to be expected, given their advancing years. Still others, Dr. Wennberg said, "may have only minimal disease in their legs, or they adapt their lifestyle to where they don't notice symptoms anymore." In other words, since walking brings on pain, people typically find myriad ways to avoid doing it.

But this very response — remaining sedentary — is counterproductive, Dr. Wennberg said, because the best treatment for P.A.D. is exercise: Walking up to the point of pain, then resting until the pain subsides, then walking again, repeating the sequence until you've walked for 20 to 30 minutes (not counting rests) every day. With this approach, Dr. Wennberg explained, exercise tolerance gradually increases as collateral blood vessels form in the legs that can compensate for blockages in the main arteries.

Just as teachers often have star pupils, Dr. Wennberg talks fondly of a man who was his star patient. When first seen, the patient, a 76-year-old Minnesotan, was afflicted with such severe peripheral artery disease that he couldn't walk much beyond his backyard. Although a nonsmoker, the man had chronic obstructive pulmonary disease, which also limited how far he could walk. Yet he desperately wanted to be able to hike the nature trail behind his house, which motivated him to follow the doctor's prescription religiously: Walk until it hurts, rest, then walk some more. Repeat several times a day. "He got a treadmill to use in his house, and he walked outside whenever he could," Dr. Wennberg recalled. "In just three months, he had doubled his walking distance as measured on a treadmill in the lab, and before long he was able to walk the mile-long nature trail." Not only did the exercise prescription reduce his leg pain, it also improved his breathing. Together, these benefits enabled him to walk the desired distance without pain or fatigue.

Another of Dr. Wennberg's patients, Donovan Merseth, 76, of Zumbrota, Minn., said he walks his two dogs four or five times a day, accumulating daily walks of three to four miles. "The more active I am, the better I feel," Mr. Merseth said in an interview. "I walk at a moderate pace," he said, calling his exercise "a senior power walk."

Variable symptoms present another stumbling block to getting a correct diagnosis of P.A.D. The discomfort P.A.D. causes "is more often atypical than typical," Dr. Wennberg wrote in the journal *Circulation*. "Descriptions such as 'tired,' 'giving way,' 'sore,' and 'hurts' are offered more often than 'cramp'," which can challenge an examining physician's ability to suspect P.A.D. as the cause of a patient's discomfort. He suggested that doctors ask, "What's the most strenuous thing you do in a typical week? Do you do any routine exercise, like walking? Do you get pain when you walk?"

A simple noninvasive test that can be done in any doctor's office, called the ankle-brachial index, or ABI, test, can reveal the likelihood of P.A.D. The test, which takes only a few minutes, compares blood pressure

measured at the ankle with blood pressure measured in the arm. Lower pressure in the leg is an indication of P.A.D. The index is calculated by dividing the systolic (top number) blood pressure in the arteries near the ankles by the systolic blood pressure in the arms. A low number strongly suggests a narrowing or blockage in the arteries that supply blood to the legs. Follow-up tests, like an ultrasound exam of the arteries to the brain, may be done as well. "If there's blockage in one area of the body, it's likely also to be in another," Dr. Wennberg noted.

Not surprisingly, the risk factors for P.A.D. closely match those for coronary heart disease: smoking (currently or formerly), diabetes, high blood pressure and high cholesterol. Consider asking your doctor to do the ABI test if you are 50 or older and have any of the above risk factors, even if you haven't yet noticed a problem with walking (though insurance may not cover the cost if you lack symptoms).

However, Dr. Wennberg wrote, the ABI test done during rest may miss peripheral artery disease in nearly one-third of patients; they may require an ABI test following exercise on a treadmill to reveal the problem. The blood pressure measurements must be taken within a minute of stopping the exercise.

Given the same risk factors, African-Americans are more likely than Caucasians to develop P.A.D. The average age at which people develop P.A.D. is 70, Dr. Wennberg said, adding that it occurs a decade earlier in people with diabetes and even earlier in people who both smoke and have diabetes. Smoking increases the risk of developing P.A.D. fourfold, and more than 80 percent of people with the condition are current or former smokers.

Nursing Homes Turn to Eviction to Drop Difficult Patients

By Matt Sedensky/The Associated Press



Nursing homes are increasingly evicting their most challenging residents, testing protections for some of society's most vulnerable, advocates for the aged and disabled say. Those targeted for eviction are frequently poor and suffering from dementia, with families unsure of what to do, according to residents' allies. Removing them allows an often stretched-thin staff to avoid the demands of labor-intensive patients in favor of ones who are easier and more profitable. "When they get tired of caring for the resident, they kick the resident out," said Richard Molloy of the Long Term Care Community Coalition, a New York advocacy group. Complaints and lawsuits across the

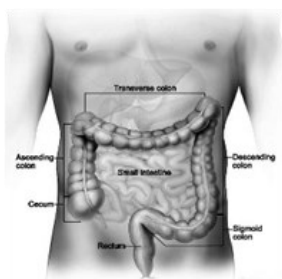
U.S. point to a spike in evictions even as observers note available records only give a glimpse of the problem.

An Associated Press analysis of federal data from the Long-Term Care Ombudsman Program finds complaints about discharges and evictions are up about 57 percent since 2000. It was the top-reported grievance in 2014, with 11,331 such issues logged by ombudsmen, who work to resolve problems faced by residents of nursing homes, assisted living facilities and other adult-care settings.

The American Health Care Association, which represents nursing homes, defends the discharge process as lawful and necessary to remove residents who can't be kept safe or who endanger the safety of others, and says processes are in place to ensure evictions aren't done improperly. Dr. David Gifford, a senior vice president with the group, said a national policy discussion is necessary because there are a growing number of individuals with complex, difficult-to-manage cases who outpace the current model of what a nursing home offers. "There are times these individuals can't be managed or they require so much staff attention to manage them that the other residents are endangered," he said.

The numbers of both nursing homes and residents in the U.S. have decreased in recent years; about 1.4 million people occupy about 15,600 homes now. The overall number of complaints across a spectrum of issues has fallen in the past decade, though complaints about evictions are down only slightly from their high-water mark in 2007, the federal figures show. Meanwhile, the share of complaints that evictions and discharges represent has steadily grown, holding the top spot since 2010.

Some Colon Cancer Screening Options



No one looks forward to a colonoscopy, or the bowel prep that goes with it. But colon screening – testing to look for cancer before symptoms start – helps save lives. Screening can find colon cancer early when it's small and easier to treat, or even prevent it altogether. Colonoscopy, however, is just one of many tests that can be used to look for colon cancer. And doctors and researchers continue to develop new ones.

Stool DNA test: A new type of non-invasive test to check for colon cancer is available now, and may appeal to people who want to be screened, but don't want to undergo the usual preparation required for a colonoscopy and some other screening tests. It's called a stool DNA test because it looks for certain gene changes that are sometimes found in colon cancer cells. The patient uses a kit at home to collect a stool sample and mail it to a lab. The test checks for DNA changes that could be a sign of cancer or pre-cancerous growths called polyps. It also checks for blood in the stool, which can be a sign of cancer. No special diet or bowel preparation (no laxatives or enemas) are required for a stool DNA test. However, if the Cologuard test does show a possible cancer or pre-cancer, the patient would then need a colonoscopy to confirm it, and possibly to remove any polyps. Not everybody can have this type of colon screening test. It's only for people with an average risk for colon cancer: no personal history of pre-cancerous polyps, colon cancer, or some other colon problems. Ask your doctor to be sure.

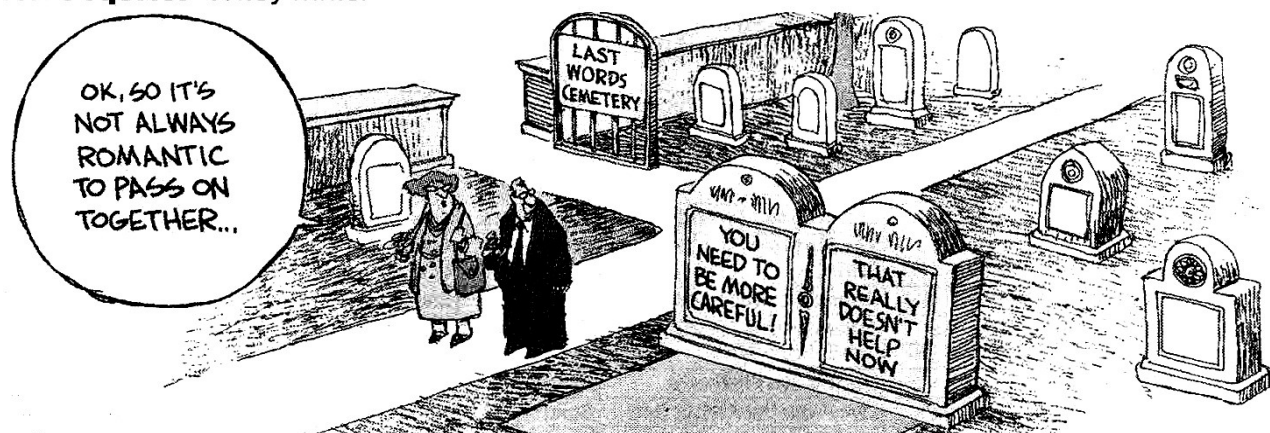
Camera pill: Also new is a pill with a tiny camera inside that can take pictures of the colon after the patient swallows it. For now it's only available as a follow-up procedure for people who have not been able to complete a colonoscopy, not as its own screening test. The pill still requires a bowel prep, and there are some activity limits while the camera pill makes its way through the intestines, which can take up to 10 hours. If suspicious areas are seen, another procedure may be recommended.

Double-contrast barium enema is a type of x-ray test. It involves putting a liquid called barium into the rectum, which spreads through the colon. Air is then pumped in to spread the barium in a thin, smooth layer to show better detail. Then x-rays are taken. It requires bowel prep, but no sedation. If polyps or suspicious areas are seen on the test, a follow-up colonoscopy will be needed. Barium enemas also need to be repeated every 5 years.

CT colonography (also called virtual colonoscopy) is a scan of the colon and rectum that produces detailed cross-sectional images so the doctor can look for polyps or cancer. It requires bowel prep, but no sedation. Air is pumped into the rectum and colon, and then a CT scanner is used to take images of the colon. If something is seen that may need to be biopsied, a follow-up colonoscopy will be needed. CT colonography must be done every 5 years.

Talk to your doctor about screening: Regular screening is one of the most powerful weapons for preventing colon cancer. If polyps are found during colon cancer testing, they can usually be removed before they have the chance to turn into cancer. Testing can also result in finding cancer early, when it's smaller, easier to treat, and more likely to be curable.

Non Sequitur Wiley Miller



LETTERS

ROBERT AHRENS—Belmont, CA

I have reached the age of 92, and have renewed my driver's license for the years to come.

No travel plans, just local. Occasionally visit to RUPA, Knights of Columbus and American Legion events. My kids live in the general area, keep an eye on me.

I was an Air Force pilot in WW-II and started with United in 1946. 36 years of enjoyable service as Flight Dispatcher and Area Operations Manager. Retired in 1982 at age 60. LAX, SFO.

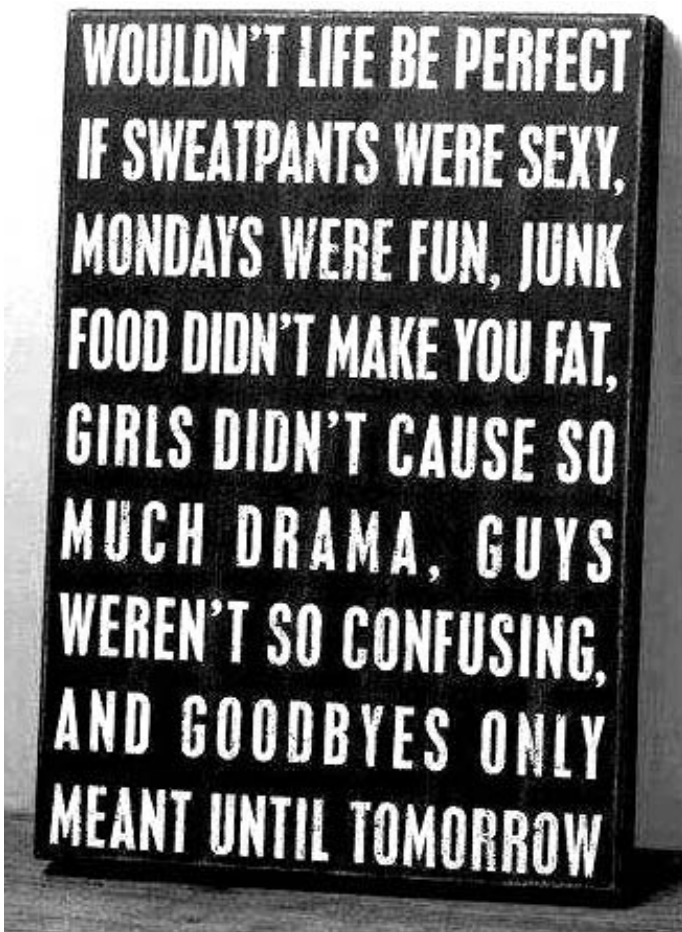
Regards, **Bob**

MRS. LINDA CERISANO—Vienna, VA

Enjoy the magazine, thanks so much for all the hours of hard work making it possible, lots of interesting information.

Also enjoy the luncheon her in the DC area. EK is a good leader

Linda Cerisano: widow of John Cerisano.



RON DENK—Summit, NJ

Another year has passed at warp speed and I'm moving at DC-3 speed, but I thank God that I haven't stalled out yet. I'm still involved in photography—everything from our grandsons, to backyard birds and wildlife, to airplanes and hot air balloons. Betty and I are constantly looking for photo-ops.

I'm not a literary critic but I would like to recommend a book I just finished. "*A Storm Too Soon*" by Michael Tougias is a gripping tale of the rescue by the Coast Guard of three sailors on a small raft, after their 47-foot sailboat was swamped by 60 to 80 foot waves 300 miles east of the Carolinas.

What increased my interest was the fact that the raft was spotted by a Coast Guard C-130 commanded by Paul Beavis the son of friend and Ruparian Bob and Barbara Beavis. Circling at 400' and seeing your radio altimeter gyrating in 80' increments has to focus your attention. When an SH-60 helo arrives and operates just above the wave crests to lower the rescue swimmer into this seething cauldron, the action reaches a fever pitch. The raft is drifting at six knots and one of the sailors has a number of broken ribs already. In a water environment this rescue swimmer is a proverbial "Superman", but that is not to diminish the superb skill and teamwork of all the "Coasties" involved. That same day there were two other sailboat crews rescued and a container ship lost twenty containers off the deck (not unusual as there are about 4,000 containers lost every year). Tougias seem to be spot on when writing of the flying aspect of this rescue and I'm sure the nautical details are equally accurate.

As an added note—Bob & Barbara have two sons who graduated from the Coast Guard Academy—the most competitive school in the country.

All Ruparians will find this book a great read as did this non-swimming land-lubber.

My thanks to Cleve and all the officers and board members of RUPA who work so hard for us all.

Ron

BILL EADS—Mesquite, NV

My humble advice to fellow RUPA members: PAY ATTENTION TO THE LITTLE THINGS!

I have been blessed with excellent health during the 17 years that have passed since I reached that magic retirement age of 60. I take no medications stronger than Aleve and have only seen eye doctors and der-

matologists on a regular basis.

In April, I somehow got a splinter in my right thumb - in the joint just below the thumbnail. Most likely it came from working in my yard. I really did not even notice it until it became inflamed a few days later. I tried to "dig" it out myself, again proving the old adage: He who operates on himself has not only a fool for a patient, but a bigger fool for a doctor!

My wife, a retired RN, advised me to see a doctor but I procrastinated thinking that it would work its way out by itself... On May 1 we departed on a planned 2-week road trip to Texas and spent the first night in Chandler, AZ. By then my thumb was badly swollen and very painful but I kept it covered with bandages (to hide it from my wife?)

That night I showed my wounded thumb to my wife and I won't relate how pissed she was at my stupidity. Early the next morning I went to an urgent care facility and was seen right away by a physician - he took one look and sent me immediately to a nearby hospital ER. The staff at the ER was waiting for me when I arrived and I was seen immediately by a physician. When that doctor looked at my thumb he said that I would be admitted to the hospital right away and he contacted a hand specialist. Within a couple of hours I had a team of 4 doctors working on me, the admitting doctor, a hand specialist, a cardiologist (because my BP had gone through the ceiling) and an infectious diseases doctor because of the very serious staph infection.

The hand surgeon performed surgery that afternoon and removed most of the joint. The infection had invaded the bone and was very close to going systemic. A second surgery was performed the next day that opened up the thumb from several points to 'flush' out the infection. A third surgery was conducted the next day to place a synthetic graft into the wound. When I first saw the wound several days later I almost fainted... You could stack several quarters into the opening where my joint had been!

A fourth procedure was performed the next day to place a PICC (peripherally inserted central catheter) line that goes through a blood vessel in my left arm into my chest near my heart. That enables an IV of heavy antibiotics to be administered every 12 hours for 2 hours each time. That continues for over six weeks...

Back home after 4 days and 4 nights in the hospital,

I have home health care nurses taking care of my needs 3 times a week. Thanks to my wife and her medical training, I don't need daily care from that service - which, by the way, is excellent.

A hand specialist/plastic surgeon in St. George, Utah will perform my next hand surgery on 13 June. He's a highly acclaimed physician who was a flight surgeon in the Air Force, so we have good stories to share.

The prognosis is still cloudy but I'm optimistic that I will recover with partial use of that thumb. Guess I'll have to learn to play tennis with my left hand! Perhaps this story will be continued with next year's letter...

Again - PAY ATTENTION TO THOSE LITTLE THINGS!

Bill Eads- ORDFO, DENFO, DCAFO, MIAFO, LAXFO, HNLFO, DENTK, SFOFO

DON EIKEN—Sun Lakes, AZ

Hi Cleve, After passing the big 8-0, your body tells you that you are playing the back nine! It also registers in your mind that it might be a good idea to get some important things in order. I dusted off the 20-year-old Trust we had in our safe and decided to bring it up to date. Come to find out, there are some new things that are very helpful especially for surviving Trustees. They now have an internet "Portal" where you can store your Trust, Will, Power of Attorney forms, HIPAA documents, Beneficiary forms etc. This way nobody has to have paper copies of these important documents. You determine who has access. Another thing, new to me, was membership in the Legal Directives Medical Access Program. You get an Emergency Medical Information Card that you keep in your wallet. By carrying the card, Doctors, Hospitals, and Emergency Medical Responders will have 24 hour a day access to your important health care directives and emergency healthcare information. Everything is available "up in the clouds!" Finally, our Trust was improperly funded. Our Attorney said that is true in about 85% of the cases.

Jan and I are looking forward to our Grandson's graduation from High School in Issaquah, WA. That gives us a chance to visit the Boeing Field Museum and see N7001U. What a great airplane the B-727 was and the 25-year restoration project is really appreciated by all of us who flew it!

Cordially, **Don**

KEN ERNST—Tierra Verde, FL
Haven't written for a while, not much happening. Four years ago that changed, sold the apple orchard in NJ, 38 years, sold the lake house, 30 years, bought a house in an over fifty community in NJ, bought waterfront in Pete, FL. Quit the yacht club in NJ and joined the one in St. Pete. Shooting lots of clay birds and some quail, a neighbor has a dog. Running with the Porsche club, 911s cab. That changed a little bit, 12/8/15 got a new neck, 3 titanium hinges, works good. In 6th month of physical therapy, almost back to 100%. Anyone need a super back guy, (neurosurgeons only) Dr. Kirk Jobe.

Miss my old job, especially DC10-30, great airplane. My 32yrs were a gas, except for maybe 1985. Fraternally, *Ken*
EWR, JFK, CLE, JFK, LAX '65-'97.

CAROL GILLETT—San Mateo, CA
Good Afternoon, Leon and Cleve, I've just paid 2 years dues by credit card—what an easy way to do it! Thanks to the team for setting it up.
Tom and I sold our Hillsborough home, where we have fond memories of office Christmas parties in-



cluding ALPA representatives at the time. We downsized to the Towers, a block from the Ben Franklin Hotel--my first layover hotel from JFKSW. It is now Draper University, a school for start-up entrepreneurs.

Our daughter married last summer, exhausting wonderful fun.

Thanks to the RUPA volunteers for the communication and organization, your work is sincerely appreciated.

Warmest Best Wishes and Fond Memories, *Carol*

JIM GWINN—San Martin, CA
With the years flying by, my 90th birthday and thirty years since I last set the parking brake in Denver will arrive on the 20th of June.

On the 4th of July, Tommy and I will celebrate our 69th Wedding Anniversary. I had 2 days off during Operational Training after being commissioned and receiving my wings of gold! I was 21 and Tommy was 20^{1/2}. The years are being kind to us by giving us good health, good friends, a comfortable home, and as great weather as you can find anywhere in the USA. We will just have to see if the San Andreas Fault will someday ruin the whole thing.

We are down to one auto now, lots of room in the garage. Tommy is no longer driving, so I am her driver for shopping and going to coffee with the gals once a month. Our youngest daughter, Trish, is close enough to drive us to our appointments with Doctors and Dentists etc. so she will know firsthand how we are doing. The house has one floor, two baths, kitchen, living room a Master bedroom and two Dens so we each have our own private space. For the first time since my retirement, we have no air travel to report during the year!

Our house was built by Tommy's Father when he sold his prune orchard and kept one acre, two thirds of which requires regular maintenance (gardens, mowing, pruning, and spraying. It keeps me busy to keep my qualifications as resident handyman and takes chunks out of my golf days.

Our oldest, Kathy, UAL F/A (Ret), who lives in Carefree, AZ just had her left hip replaced so it will be a while for her to come back with more projects on her mind. But we love to have her spend time with us.

We were surprised last month when my youngest brother, Bob, (86) passed away from pneumonia after a short Hospital stay. Of the five siblings in our family, three boys and two girls, only one sister and I, the oldest, remain. *Jim*

BOB HAYGOONI—Tiburon, CA

Hello Cleve and fellow Ruparians. One more time around the Sun. It has been a pretty good year with many laughs and very few tears.

Coming up on my 70th birthday. I suspect that I share the common feeling of "how did I get here?" Looking back 10 years on the calendar, I find myself taxiing into gate 86 in SFO, in the 777, after having flown back from PHL. With Clif Sands, a good friend in the right seat, and Jim (Rosey) Rosenbaum, one of my longest and dearest friends in the jump seat and my wife and life-mate, Barbara in the cabin, it would be fair to assume that the book was closing on a very good career. Throw in the water salute from the SFO Fire Department and a nostalgic tear in the eye.....storybook ending. But hold on here a second. That childhood dream of flying had not been tarnished by all-nighters, furloughs, strikes or bankruptcies. I was determined to not let this be the end of the line. It was 2006 and the economy and the job market was starting a long downslide. The opportunities were few and the positions available were not very good and the rejections were many. However, I was totally committed and took what was offered. In 2008, I heard that Air India was looking for qualified 777 captains. It had been over 2 years since my last 777 trip and though not invited to the screening in Atlanta, I took the all-nighter through ORD and just showed up. Long story short, somebody busted their sim ride the night before and I was called for interviews and then the sim ride and somehow got through it without embarrassing myself too badly and was back in "heavy metal". Fun schedule, (not). Home 1 week and 3 weeks on the road. A year and a half of that was ample and I finally turned in my uniform. While working for Air India I was part of the greatest group of expats. We truly were a band of brothers and would get together in cities in India, Europe and the U.S. for meals and happy hours and frisbee tosses. Many wonderful experiences and new friends were a by-product of that job. My best buddy there and to this day constant SKYPE companion was Nick Hinch (DENFO). Nick was a stand-

ards Capt. at UAL and Air India. Very sharp with a great sense of humor. Heck, we were born only 6 days apart. It's like having a twin. A wonderful bonus on this adventure.

The above describes the journey somewhat and partially answers the opening question of "how did I get here?" It has been said that life should not be measured by how many breaths you take but rather by how many things that you experience that take your breath away. On my current job as a personal pilot, my 70th birthday, July 14, will be spent flying back to California from Iceland with the aircraft owner and his family in the cabin. The last day of a 2 week trip to Europe, North Africa and Iceland. I look upon that as truly wonderful birthday present. Especially at age 70. And yes, flying that beautiful Challenger 300 always takes my breath away.

Thank you RUPA for allowing me to share these memories as I start a new decade. **Bob**, (SFOFO)

GEORGE HOWELL—Rolla, MO

Cleve, I have recently gotten into a test score that set me up straight.... a 24hr urine-collection heavy metal test, that came back with the result of being twelve times greater than the highest reference range score for arsenic. This came about in a round-about way that started with my buying a vintage motorcycle at an auction... and a rash came about, that led to a "Highly Reactive to nickel" test result, that led to the high urine-arsenic test score.

You might look at these links, and see where you want to go with the idea.

I thought that consuming rice, herring, and red wine was good for my health!!!

<http://www.consumerreports.org/cro/magazine/2012/11/arsenic-in-your-food/index.htm>

https://irp-cdn.multiscreensite.com/f0533877/files/uploaded/Summons_Complaint.pdf

<http://chemsee.com/poison-detection/poison-detection-resources/chemnote-arsenic-poisoning/>

<http://arsenic-tests.com/low-arsenic-detection>

Do a Google search with the words, "arsenic in _____" and fill in the blank with your favorite.

George, Retirement-Class of June 1995

GARET JENKINS—San Juan Capistrano, CA

Hi Cleve, I just read my latest *RUPANEWS* and at my age I always look at the Flown West first to see

if any more of my old friends have beat me to the promised land. This time I was taken back when I saw R.W. Turner's name. I had just been looking back at my old Korean War cruise book of the Princeton in 1953 and had seen a full page picture of Robert being taken aboard in the cage that they used to transfer between ships at sea. He had crashed on takeoff in a Corsair that lost power on a deck run, rolled over in front of the ship and had the belly tank explode in a ball of fire as the ship ran him over. I was in the island that we called Vulture's Row and saw the entire thing. We waited to see if he would come up in the wake and gave him up for dead as there wasn't anything for a while. Then, way back in the wake the helicopter was hovering over a spot and picked him up and put him on the destroyer escort. He was unconscious with a crushed arm from hitting the side of the cockpit. We went down to see him that evening in sick bay and he had pins sticking all through his arm but was in good spirits. They saved his arm and he went back to the States for a lot of therapy.

I saw him years later in O'Hare operations in a UAL uniform and found that he was senior to me as I had been with Capital and he was UAL. I kidded

him saying "if I'd known you were going to be ahead of me on the seniority list I wouldn't have been pulling so hard for you to bob to the surface." We were in preflight together and he was a terrific gymnast which, along with Dilbert Dunker training probably saved his life.

I'm still hanging on with my myelofibrosis and a few blood transfusions every four or five months. Can't complain about that. UAL has been a champ when it comes to paying for my exorbitant drug bills, and I'll never complain about the medical bills with what they have done for me for three long years. *Garet*

TIM JOSLIN, Sr—Des Moines, WA

Fellow Ruparians, Just clicked over to age 75 this last January. Decided to let some people know. Invitations went out to lots of relatives on my family tree plus the step-relatives on my wife's side. Also, friends from high school (West Seattle) and the University of Washington (Go Huskies!). The lure was free food and drink at a waterside restaurant in downtown Seattle. Amazingly, almost everyone invited showed up. Also, a warning about the birthday cards received. They will show no mercy and a sense of humor comes in handy!!

Still residing at Redondo Beach in Des Moines, WA in a home we built in 1998. Cheril and I entertain ourselves by taking short trips (3-4 days) to our favorite cities in the U.S. Sitting in an airplane seat for longer than 4 hours is something we try to avoid. There is no allure to travel internationally. I guess you could classify us as homebodies.

I try to stay physically active, with running about 5 days a week, riding a bike and playing that white ball and stick game! I used to run marathons in my youth (age 50). Now an occasional 5k road race (3.1 mi.) and a Summertime masters track meet (1 mile & 800m.) is about it.

Witnessed the final flight of Boeing 727-100, N7001U on March 2, 2016. It took off from Paine Field and landed at Boeing Field without incident. A grand old lady!! The Boeing trimotor has a special place in my heart, as I accumulated about 10,000 hours flying as a co-pilot and captain. George Johnson claims he has 12,000 hours! Hmmm! I am sure there are United pilots out there who can top that total in the trimotor. Extended applause for the winner is allowed!



Thanks again to all the RUPA officers and everyone else involved in publishing a tremendous monthly magazine!! Regards, **Tim** (1965-2001)

PS. Leon, I am sorry about that hot start in Monterey!

JOHN LAUT—Harrisburg, PA

OK boys and girls; Shouldn't complain, my life could have gone worse. Yes, I came from nowhere, Cleveland, Ohio. Father was a carpenter (union in those days, made \$14-16/hr, time and ½ on week-ends in the '50's -60's) and mother did piece work/seamstress. Got a full scholarship to Cornell (because I aced all their stupid tests.) Got outta town, joined USAF (Recruiter said my tests showed pilot recruit, so I did it.)

First Braniff, then ground jobs/engineering, then Boeing, then United 1986-2007. I could not have had a better job, no regrets, wish I could do it again. But still I feel cheated, everybody's got their story. United declares bankruptcy, cuts my pension by 1/2. Age 65 retirement came along too late for me. ALPA doesn't let us back, and now can't find work even as a Drone "Pilot." Do I sound mad, yeah, it'll probably kill me. Yeah, yeah, I'm not the only one. Trying to be an analyst for media (aviation and /or Wx), no luck.

Here's today's lesson for you boys-n-girls today: Remember in high school they told you the great lakes were formed by glaciers? The glaciers receded 100,000 years ago up to Arctic Circle/Polar Cap. Was that global warming?? How about all the forest fires, volcanoes spitting carbon (C) CO₂, CO into the atmosphere. Does that get counted??? Call me, **John** 239-822-5956

RAY LEMMON—Bethlehem, PA

Hi Cleve, My thanks to those of you who ordered my autobiography, "Not Flying Alone"- hope you found it to be insightful.



If you are interested in ordering a copy, just google amazon.com and type in the title.

All is well with me here at Moravian Village in Bethlehem. My health is excellent and still flying some in a Bonanza A-36 that I share with my partner.

The picture enclosed is from the book- taken on one of my first Capital DC-3 trips in June, 1956. **Ray**

BOB & KATHY LYNCH—Roseville

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

21 years this year since setting the parking brake for the last time. Kathy and I are thankful to still be enjoying good health and enjoying life.

We're starting to get boring. No big trips again this past year. Just our usual treks to Carmel, Kauai and family in AR, TX and FL. After all the traveling we were doing with NASA, and Kathy's usual China/Germany trips, just traveling around the US is hard to beat. We haven't had any real problems using passes to get around although we did have a long sit in DFW a couple of weeks ago. A cancelled trip sent all those folks on to our flight. We still made it home albeit several hours late. We were in the Dallas area to celebrate the wedding of our grandson and the mother of their two children. The wedding cake had written on top "10 years and two kids later, what's the rush". Seems to be the accepted norm among millennials these days so, if it works for them..... Anyway, they have given us two beautiful great grandkids so we're not complaining.

Our kids are all healthy and busy doing their own things. Our son, Ron, is still flying the 737-NG for Delta, based in LAX.

Other than family and friends, my time seems to be occupied with the usual honey do's and maintaining proficiency on the shooting range. I've loved target shooting for many years and am a member of the Capital Gun Club here in Roseville. No, I don't own an AR-15 or similar assault rifle or belong to the NRA. In my humble opinion (not that you asked), the biggest threat to gun ownership by ordinary citizens is the intimidating and overreaching power of the national gun lobby. At the rate we're going, they'll be pushing for our right to by anti-tank weapons (for home defense and occasional rabbit hunting). I'll probably get some hate mail for expressing my opinion but as a gun owner, I don't

want anyone to think the NRA speaks for me.

Kathy and I will attend the California Musical Theatre here in Sacramento again this year (We just call it Music Circus). Really great productions of various plays performed by experienced performers from all over the country including many who have been on Broadway and in various TV shows and movies. It's a theater "in the round" so there's really no bad seats. We're lucky enough to have season tickets in the 3rd row. Really a neat experience. We highly recommend it for those of you in the area.

We have a growing number of friends in the SAC area along with lots of family. Certainly enough to keep us very busy. Kathy also spends a lot of time with her father here who just turned 89 and has medical issues. We drive back to the Bay Area often where our three kids and their families live. Busy, busy, busy. That's our life these days and that's not a bad thing. We feel very lucky to have such great family and friends.

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

Good luck and good health to all of you during the next year. Best regards – **Bob & Kathy**

BOB MABEN—Lake Hopatcong, NJ

Hello Leon, I've been trying to use the new internet renewal for my annual dues, but after many tries and different Credit Cards – Inop – Inop. So here it is the old fashion way.

Thank you! "Old" Capt. **Bob**

JIM MORRISON—Roy, WA

Jim was 88 in June. We sold our winter home in Arizona and will be spending the seasons in Washington.

The *RUPANEWS* continues to get better and better. Your health articles are outstanding. A special thanks for you all who work so diligently to make it a success.

We are blessed in so many ways. **Jim and Lois**

ROGER NELSON—North Port, FL

Thanks to all who keep the *RUPANEWS* coming. I am doing well and the Cancer treatment ended in October. I had great results with the treatment at

Moffitt Cancer Clinic in Tampa. All tests and indications are that we beat this nasty thing. I will take continued cat scans every 6 months to ensure nothing has come back. Next tests are in June.

We continue to do our usual 4-5 cruises a year.

Very sad to lose our good buddy, Sam O'Daniel this year.

Take care and see you next year. **Roger & Ann**

PIERRA NEY—Winchester, VA

Hi Cleve, Yesterday June 3, 2016 I started a mild recuperation program including a light lunch of Campbell's Tomato Soup with a grilled cheese sandwich on white toast. My trusty valet Kato prepared the meal and even devised a floating crouton with a miniature American flag waving in the breeze. This recuperation is from an operation for an abdominal hernia repair I had on June 2.



Consulting with an attorney here in Winchester, Virginia, where I am being warehoused to be near grandchildren, I instigated a research program to see if a Workman's Compensation suit could be brought after all these years, as I feel strongly the hernia is the result of my flying in 1970 & 1971 as a plumber on the 727 out of San Francisco, then during Denver layovers being tapped to assist the Captains in lifting their gray Samsonite suitcases filled with booze after field trips to Harry Hoffmann's Discount Liquor Store on Colfax Avenue, in Denver. Hey Boy! Be careful with that bag, I have my camera gear in there and I don't want you to break the lenses.

Pierre

GEORGE PRESS—Newnan, GA

Well here it is the middle of May and when my birthday comes I will be in Newfoundland, Canada,

so I guess I had better get busy and pay my RUPA dues.

My wife, Glad, and I are doing fine, although she had to have a foot of her colon removed along with her appendix back in Dec. Nothing malignant just a polyp growing along the side of her colon. Glad also lost her oldest brother in April, to Cancer, at age 80. All the rest of our brothers and sisters are doing fine, as well as our three daughters and four grandchildren.

We still like to go north for the Summer to get away from the heat and humidity here in Atlanta. The Canadian dollar is down about twenty-five cents since last year so it should be a little bit easier on the pocket book this year.

We have been here in Newnan for ten years now, with our youngest daughter next door, and we sure like the weather we experience from October thru May. Also there are lots of plays and concerts to keep us occupied in the Atlanta area during the winter.

I certainly want to thank Leon and Cort and all your helpers, for all the work you do to keep the organization going. I really look forward to receiving the magazine each month and I read it cover to cover. Thanks Again, *George*

JERRY QUITNEY—Hollister, CA

June 3rd I am now 89. I am in good health today!! Still working on my 1955 F-35 Bonanza and hope to fly it this year.

First pass ride this year was a round trip to DEN in one day. Really wanted to go to BZN....no seats!... so went back home. 2 hours late out of DEN on an A319.... Is DEN a jinx or just my luck??

Thanks to all who make *RUPANEWS* happen. I read it first. *Jerry*

CLIFF SCHUTZ—Mallorca, Spain

The June issue arrived yesterday in perfect shape! THANKS for that!

Your useless info for the day---Stokes Tomlin (a contributor) and I (with five others) were New Hire classmates in July, 1968!! Nice to still be around---and kickin'!! We used the new Flight Center--not yet dedicated!!

Wishing the Best for you and those close, and that help is on the way. *Cliff*

J D "Dave" THOMPSON—St. Petersburg, FL
This is my first update since I retired 17 years ago. Should anybody wonder, I am still alive in good health and hoping to get taller.

I have been living in St Petersburg for many years with the required number of toys. When not in my RV I am at our downtown airport annoying as many people as will listen to me. I use my small experimental Ukrainian twin in my self-proclaimed task of inspecting the local beaches and looking for any subs that may be trying to enter Tampa Bay.

When asked by our local know nothing committee to list my achievements I took 15 seconds. They thought I could have done it in 10.

You do a great job and I always look forward to seeing names I know.

Dave, EWR, CLE, ORD, IAD, MIA

PAGE WATSON—Estes Park, CO

I had the same vertigo problem described the *RUPANEWS* last month. The room would spin while I was seated. When it happened the second time I went to our doctor and he told me I have rocks in my head. When you get old the hairs in your inner ear will break off in small pieces and if you do not have enough moisture in your system it will cause vertigo. he told me to drink two liters of water per day and less coffee. So I drink more water and less coffee and no return of the vertigo, so far. All is well. *Page*, Class of 91

DONALD L. "Larry" WRIGHT--Los Altos, CA

You know it's a pretty quiet life when the most exciting event of the entire year, at least that you can remember, is getting a ride in First Class on a domestic flight. It was late in the afternoon in the middle of a spring snow storm out of Denver that may have helped dissuade some of the up-grades. We have had no other rides in First Class for at least the past five years.

As you can probably discern, all is quiet here in Los Altos. All the family is well and so are we.

**MY DOG IS DYSLEXIC,
HE THINKS HE'S GOD**

Maybe we will have more to report next year as we plan a road trip this summer.

Larry, mostly SFO '68-'95

JOE ZAHNISER—Warner Robins, GA

Dear *RUPANEWS* Staff, Just a note to thank you all for all the great articles and information as well as keeping us up withal that is going on with our former fellow employees.

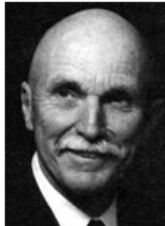
Enclosed is my check to help me continue receiving the *RUPANEWS*.

Sincerely, *Joe*

IN MEMORIAM

HERBERT B. BREIVIK

With a chicken in each hand, Herbert B. Breivik walked to the garage, climbed onto the roof, and jumped! He always wanted to fly, and those chickens were the first steps/jumps toward that dream.



Herb was born August 4, 1929 in Ballard, Washington. He spent his childhood there as a member of Ballard First Lutheran. He graduated from Ballard High, and went on to graduate from University of Washington with a degree in business. Soon after, Herb took flight. But first he had to marry the love of his life, Mary Douglas. Their wedding took place in December 1952 in Coeur D'Alene, Idaho. Shortly after that he began US Navy flight training in Pensacola, Florida, where he stayed until 1954. Then Herb and Mary moved to Virginia, where Herb was in squadron VS-36 based out of Norfolk from 1954 to 1957. He had 128 carrier landings and flew six different Navy airplanes. He was discharged in 1957 as a lieutenant commander. He moved on from the Navy, but not from flying.

Herb started flying for United Airlines in 1957 and continued for 32 years until his retirement in 1989. During that time, he worked on a delivery crew for United Airlines, flying five different airplanes, ending his career on a DC-10. He was a flight check manager for five years and a passionate Command Leadership Resource instructor in Denver, Colorado. He smiled easily and truly enjoyed his career. He kept his piloting spirit even after retirement, as a member of the Retired United Pilots Association

and director of the Pilot Foundation. He owned a small airplane and often invited friends and family to accompany him up in the air as he flew to watch Washington state pass below.

At 6 feet 2 inches, Herb had an enormous presence as a positive and passionate man. He exemplified a caring and loving heart towards his family and friends. In the winter, Herb could be counted on to ski with his family and friends on local and foreign slopes. In the summer, Herb took to the mountains to hike, climb, and backpack. This led him to climb six major mountains. He and Mary traveled abroad many times, including visits to his ancestral home in Norway.

Herbert passed away peacefully on April 26, 2016, taking his last flight to heaven. Herb is survived by his wife, Mary, three children and six grandchildren.

BENJAMIN H. CONKLIN, SR.

Benjamin H. Conklin, Sr., 94, of Warminster, PA passed away on June 6, 2016 in Doylestown Hospital, Doylestown, PA.



Ben was born in Highland Mills, NY in 1922. He resided in Allendale, NJ and Sebring, FL before moving to Warminster in 2007.

Ben enlisted in the Army Air Corp. after the attack on Pearl Harbor, December 7, 1941. He served as a flight instructor and fighter pilot in the European Theater of Operations during WW-II and was discharged as a Captain in February 1946. Ben received the Air Medal; European African Middle Eastern Campaign Medal; WW-II Victory Medal; American Campaign Medal; European Theater of Operations Ribbon; and three Battle Stars.

Ben joined United Airlines in 1952 and retired in 1982 as a Captain, flying from three NY area airports. He flew the DC-6/7 and Boeing 727. Ben was a member of the Charles A. Lindbergh Memorial Society; Retired United Pilots Association; and former member of the Guardian Angel Church in Allendale, NJ. An avid golfer, Ben was twice Senior Champion at the Central Valley Golf Club in Central Valle, NY.

He was preceded in death by his wife, Rose, of 73 years and survived by two children and two grand-

children.

A memorial mass will be held on Monday, August 1st, 2016, 12:00pm at the Church of St. Patrick 448 Route 32 Highland Mills, NY 10930

Memorial donations may be sent to AMVETS, 4647 Forbes Boulevard, Lanham, MD 20706
www.amvets.org or Doylestown Hospital Hospice, Development Office, 595 West State Street, Doylestown, PA 18901 www.doylestownhealth.org

JOSEPH F. COTTON

Joe Cotton, 94, passed away at his home in Atherton, CA on May 5 surrounded by his family. He was born in Rushville, Indiana, on Jan. 21, 1922.



Joe, at 20, tired of working on the family farm, learned how to fly. His first flight instructor told him that he didn't have the discipline to be a military pilot. Joe would spend a lifetime disputing this challenge. In September 1942, Joe enlisted in the Army Air Corp, going to Texas for his pilot training. While still in flight training, he and many of his classmates were sent off to help crew American bombers. Joe was sent on his first combat mission in November 1943, co-piloting a B-17 with a target west of Athens, Greece. The plane was hit by anti-aircraft fire and crash landed on the island of Corfu. The residents of the town of Lefkimmi found the crew before the Germans did and helped them hide for four months until the 10-man crew were able to escape on an Italian sub chaser. That first mission turned out to be Joe's last, as he was sent back to the U.S. to recover from malaria and return to flight school.

He began his flight test career flying the Bell RP-63A, the "flying pinball machine," being developed as a flying target for bomber crew gunnery practice. He performed cold weather systems test on a variety of aircraft at Eglin and Ladd Fields prior to attending the Empire Test Pilot School in England. He was chief of Bomber Test at Wright Patterson while testing in all-weather including the arctic. He was pilot and later test director of the B-58 "Hustler" Flight Research and Development Program at Carswell AFB. In 1962, as USAF Chief Test Pilot, he flew the first flight of the XB-70 at Edwards AFB. On April 12, 1966, Joe and Al White flew the XB-70A No. 2 at Mach 3.08 at 72,800 feet, a feat that

Joe put at the top of his list of aviation accomplishments. Later that same month, the two pilots became famous for quite a different feat. Shortly after takeoff, the landing gear on the XB-70 jammed. Two touch-and-go's didn't jar it loose, so they remained in the air as people on the ground pulled out plans and diagrams and devised a plan to knock the gear loose. The men devised a way to short-circuit the system, which Joe did with a 39 cent paper clamp from his briefcase which saved the \$750 million aircraft. He remained with the project through the last flight of the Development Test and Evaluation program.

After retiring from the Air Force as a colonel in 1968, Joe was an engineering flight test pilot for United Airlines in San Francisco for 13 years bringing his total flying time to 16,000 hours in over 80 types of aircraft.

His honors include Pilot of the Year in 1966 by the International Order of Characters, the Legion of Merit, Air Medal, Air Force Commendation Medal and the Aerospace Walk of Honor. He retired in 1982.

Joe is survived by his wife, Rema, of more than 71 years, three daughters, five grandchildren and two great-grandchildren.

LARRY EDWIN FREEMAN

LARRY EDWIN FREEMAN passed away at home in Newport Beach, CA on April 22, 2016 from pancreatic cancer.



Larry was born in Aurora, IL on May 8, 1942 "Sugar Rationing Day." He attended Bardwell Elementary School and graduated from East Aurora High School. Larry received a BS in Pharmacy from Drake University in Des Moines, IA in 1964. Later he received an MBA in Business from Pepperdine University in 1977. Larry practiced in Long Beach, CA as a retail Pharmacist for three years and then accepted a position as pilot for United Airlines in 1967. He served as a pilot check airman and retired as a B747 Captain in 2002 after a 35-year career. Larry also served as an instructor at Long Beach City College for 5 years. He owned Stucker Drug Store in Long Beach during part of that time. After retiring from United Airlines, he returned to pharmacy part time until 2016.

He married his first wife Ardis while a student at Drake and their daughter Julie was born there. A second daughter Michelle was born in 1965 after moving to California.

Lary was a man of many talents and a mentor to many as he happily shared his wisdom in so many areas of life. He was a member of DeMolay in high school and a member of Kappa Psi Pharmacy Fraternity during and after Pharmacy School. A man of character, integrity and self-discipline, Lary treated everyone he met with respect and kindness.

Lary married Cheryl Swegan in 2001. Lary and Cheryl had a great love of travel. They owned a home in New Zealand for a time and continued to have a residence at Lake Tahoe.

Lary is survived by Cheryl, two daughters, and six grandchildren.

Lary was a beloved husband, loving and generous father and proud and caring grandfather. Lary will be missed beyond words by so many.

HERBERT T. GOODRICH

Herbert T. Goodrich passed Jan 27, 2016 at age 96 of natural causes.

Herb learned to fly as an Aviation Cadet in 1942 and flew both the right and left seat on B-24's for 63 bombing missions during WWII in New Guinea as a member of the Jolly Rogers 90th Bomb Group. He flew for United from January 1946 until February 1979, starting on the DC-3 and retiring on the DC-10, flying all the Douglas aircraft in between. He considered himself a very blessed man to fly planes for a living, and to have been part of United Airlines during its zenith. He was domiciled in Burbank, CA, in 1946, LAX 1947-1964, JFK 1964-1966 and returned to LAX to complete his career.

Herb was an active and loyal member of RUPA, and started the San Fernando Valley, CA RUPA luncheon group along with Jim Day, which has subsequently morphed into the Thousand Oaks chapter. He also chaired the national RUPA convention in Marina Del Rey.

His beloved wife of 54 years, Hilda, preceded him in death in 2006. He leaves 3 children, 9 grandchildren and 8 great-grandchildren.

The family can be reached at fourbyfours@gmail.com.



JAMES A. NOLAN

James A. Nolan (91) passed peacefully June 4, 2016.

Jim and his wife, Viola, had moved from West Islip, Long Island, about 4 years ago, to live with their son John in Draper, Utah.

Jim lived a spectacular life flying in the Army Air Corps. Captain for United Airlines from 1952 to his retirement in 1984. He enjoyed his family, friends, laughter, and the outdoors. He lived his final years in Utah near his loving family and was never happier.

Jim is survived by his wife, Viola, a son and two grandchildren.

No funeral service is currently planned, but the family is planning a memorial early summer in New York.



DONALD MARTIN SWANSON

Donald Martin Swanson, age 81, passed away May 22, 2016. He was born February 16, 1935 in Chicago, IL. He was the last of six children and was born at home.

Donald attended O'Toole Grade School and Harper High School in Chicago, and Chicago Teachers College. He served in the U.S. Air Force, enlisting in the Officers Cadet program. Don joined United Airlines in 1955 and married the love of his life, Natalie, in 1956. He retired in 1995 after a 40-year career as a Captain on the DC-10.

Don and his family lived in Carol Stream for 30 years, later relocating to a 43-acre farm in Elgin Township, where he mostly raised grandchildren instead of crops. He had a long career in public service to the citizens of Carol Stream. Don served as a volunteer firefighter, Village Mayor, Village Trustee, Planning and Zoning Commission Member and a member of the Du Page County Board. He also was a charter member of the Lutheran Church of the Master in Carol Stream, serving as a Council member and several committees.

Don is survived by his Loving wife, Natalie Eileen (Powell), three children, eight grandchildren and seven great-grandchildren.



MARTIN GERALD VERTSON

Martin Gerald Vertson, 82, passed away on May 26, 2016, surrounded by his family at their Fullerton, CA home. He fought a courageous, two-year battle with pancreatic cancer.

Martin was born August 7, 1933, at Queen of Angels Hospital in Los Angeles. He grew up in Brea, California and attended St. Mary's School (Fullerton), Brea-Olinda High School, Fullerton Junior College, and UCLA.

Martin entered the United State Air Force in 1953 and graduated Navigator Training as a 2nd Lieutenant in 1955. He flew C119's out of Pope AFB, until he entered Pilot Training at Webb AFB in 1958 and received his Pilot Wings in 1959. Martin was discharged from the Air Force in 1966, and joined United in December of that same year. He retired as a Captain in 1993.

Martin met his true love, Marion R. Taube, on a blind date in 1959. Martin and Marion were married in 1961. They raised a family of 6 daughters and 2 sons and are grandparents to 17 grandchildren. They purchased an old homestead on 40 acres in Fresno County in 1989, and named it the "Flying V Ranch". There they raised cattle & chickens, chopped wood, and he drove his tractor, joined in his endeavors with his loyal, yellow Labrador, Billy. They became avid "cruisers"; amassing over 400 sea days and enjoying exotic ports-of-call, midnight buffets, and making new friends from around the world.

Martin was a longtime parishioner of St. Angela Merici Catholic Church in Brea, CA, and Infant Jesus of Prague Catholic Church in Tollhouse, California. He was a longtime member of the Reserved Officer Assn., Retired United Pilot Assn., American Legion, the Republican Party, and Toy Train Operating Society (T.T.O.S.)

Martin was a loving, generous father and a proud, caring Papa. He was honest, respectful, genuine, and all considered him a true gentleman. He was a loyal and trustworthy friend with a great sense of humor, always there to lend a helping hand. He was a man of his word, and his deeds followed his words. Martin was a beloved husband to his "Rose" - "This I will remember, when the rest of life is through: the finest thing I've ever done is simply loving you."



Martin is survived by his wife of 55 years, Marion, eight children and 17 grandchildren.

In lieu of flowers contributions may be made to the Lustgarten Foundation/Cure Pancreatic Cancer (www.lustgarten.org) and The Missionaries of Charity Brothers, 1316 South Westlake Avenue, Los Angeles, California 90006.

A Tribute to Capt's Jim Nolan and Ben Conklin

Capt. Jim Nolan left us on the evening of June 4 and Capt. Ben Conklin on June 6.

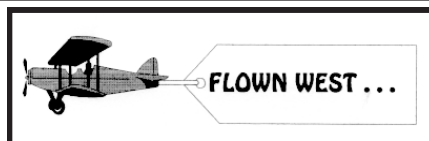
We all met as new hires in Denver, April 1952. Jim and I were room-mates over the next six years as we advanced from DC-3 co-pilot to DC-6/7 and the jets. All three of us did most of our flying out of JFKFO.

Jim had a fine sense of humor and carried a suitcase full of stories. He met and married Viola and together they shared an interesting life. He was 91. Doris and I send heartfelt condolences to Vi, John Nolan and family.

How sad that two days later we would lose my friend Ben Conklin who at 94 years old was having health problems. Off UAL property our paths seldom crossed, but starting with new-hire school it seems that Ben and I were in every transition class as our flying progressed. We spent a lot of time together in Denver and I was privileged to know him. He had a good sense of humor and I remember meeting Ben at JFK dispatch one morning. He was flying with Jim Keeton, an aviation legend from early days. At that time one pilot had to be wearing the oxygen mask at altitude. Jim was very fair and would share mask time with his co-pilot on the DC-8. He used his kitchen timer set to 30 minutes. Ben said to me "every 30 minutes all across the whole country, that damn kitchen timer goes off." When we made DC-6 captain we shared the cockpit on a 4 segment trip with the flight manager on the jump seat giving us the final check.

Years later I would have the pleasure of meeting retired UAL captain Ben Conklin, Jr. when he would bring his dad to the NY RUPA lunch. We would sit together, share stories, and the senior Ben would brief me on his golf game.

Ben, Jr. and family---deepest condolences on the loss of your mom and dad. My thoughts have been with you. *Rip Munger*



Richard A. Anderson	Jun. 06, 2016
Herbert B. Breivik	Apr. 26, 2016
Benjamin H. Conklin, Sr.	Jun. 06, 2016
Joseph F. Cotton	May 05, 2016
Lary E. Freeman	Apr. 22, 2016
Herbert T. Goodrich	Jan. 27, 2016
James A. Nolan	Jun. 04, 2016
*John J. "JJ" Quinn, Jr.	May 24, 2016
*Sidney F. Sigwald	May 28, 2016
James E. Snyder	Feb. 20, 2016
Donald M. Swanson	May 22, 2016
Martin G. Vertson	May 26, 2016

**denotes RUPA non-member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of earth
 And danced the skies on laughter-silvered wings;
 Sunward I've climbed, and joined the tumbling mirth
 Of sun-split clouds—and done a hundred things
 You have not dreamed of—wheeled and soared and swung
 High in the sunlit silence. Hovering there
 I've chased the shouting wind along and flung
 My eager craft through footless halls of air.
 Up, up the long, delirious, burning blue
 I've topped the wind-swept heights with easy grace,
 Where never lark or even eagle flew.
 And, while with silent lifting mind I've trod
 The high untrespassed sanctity of space,
 Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

Send memorial and other donations to: Capt. Thomas Workinger, Treasurer
 5614 Prairie Road, Crystal Lake, IL 60014

July, 2016 Edition

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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*—*Please RSVP*—831-622-7747
SAC Valley Gold Wingers (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*—925-723-1946
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*—psfoman@gmail.com

Ohio

Cleveland Crazyes (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