
rupanews



Journal of the Retired United Pilots Association



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President's Letter

As we approach the Autumnal Equinox 2016, RUPA continues to thrive. Some facts and figures from our ever hard working Secretary Treasurer, Leon Scarbrough:

We are close to 3,000 active members, which will be a milestone as active recruiting continues for both retired and active pilots. We also have close to 30,000 names in our RUPA database, with the earliest recorded birth date of April 19, 1891, and the latest, September 7, 1990 - almost 100 years apart. Quite a legacy for RUPA and United Airlines.

As reported in *RUPANEWS* last month, medical reform for third class certification was passed by both houses of Congress. The POTUS just signed that bill into law. In August, the FAA acting administrator announced at Oshkosh that it will become an official FAA rule within 180 days, which by bureaucratic standards, is a nanosecond. This long fought legislation, when enacted, will be a real plus for those RUPA members who still enjoy piloting into their golden years as well as a boon to U.S. general aviation.

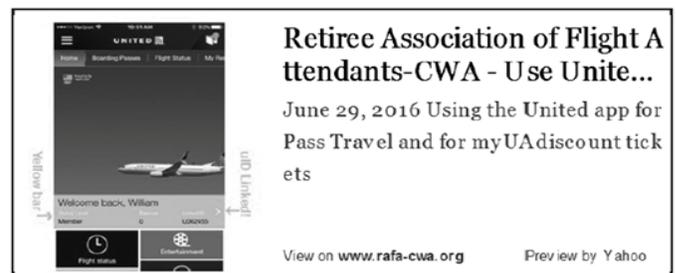
As an aside, a colleague of mine at XOJET (current employer), age 59, was just offered employment by UAL and starts as a new hire Oct. 2016! Just 9 years ago current UAL pilots with tons of history and experience were being shown the door for being too old in the eyes of the Federal Government. "Times they are a changin'."

The new United app for smart phones is a real plus for RUPA members. No more lengthy sign in and hunting for links on "Flying Together" to list or to purchase 20% discounted tickets. What used to take minutes, now takes seconds. Give it a try:

Use the United app on your mobile device to list for standby travel and to buy myUADiscount tickets.

- 1.) Join MileagePlus (free)
- 2.) Link your MileagePlus number in employeeRES>QuickLinks>Employee eProfile (make sure your name matches both places!)
- 3.) get the United app (also free). Read:

<http://www.rafa-cwa.org/Use-Uniteds-app-for-travel>.



Now if we could only get DOH, or at least true years of service back for our Boarding Priority.

In early August, a letter was sent to UAL CEO, Oscar Munoz, addressing this subject on behalf of RUPA members. At press time no response has been received.

The RUPA executive committee would like to welcome our newest RUPA members:

Capt Anthony C "Tony" Campagna (LAX) Henderson, NV / Capt. Thomas E. "Tom" Harritt (EWR), Hopkinton, NH

Capt. Wayne R. Heisel (DCA), Big Cove Tannery, PA / Capt. David P. "Dave" Henderson (SFO), Lincoln, CA

Capt. Jan L. Jensen (SFO) Vacaville, CA / Capt. Karl W. Kunz (SFO active), Carmel, CA

Capt. Gregory E. "Greg" Madonna (EWR "active"), Ft. Lauderdale, FL

Capt. Clarence Allen "Al" Mumford (ORD), Lacanto, FL / Capt. Randall A. "Randy" Veenstra (EWR) Newfoundland, NJ

Capt. Edward O. "Ed" Wevik (ORD), Crystal Lake, IL

Welcome back to RUPA:

Capt Dennis G Andrade (SFO) Silverlake, WA / Capt. John L. "Jack" Donahue (LAX), Las Vegas, NV

Capt. John H. Shore (LAX), Easton, MD

Until October. Best Regards, *Cort*



RUPA members are invited to attend the RUAEA Seattle Convention

The RUAEA 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 RUAEA 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.

About the Cover

Artists conception of UAL livery

The Big Island Stargazers RUPA Luncheon

We had a great turnout for our July luncheon at The Fish Hopper in Kailua-Kona. Everything grows in Hawaii so we tried to come up with new and innovative ways to distribute the abundance of fruit many of us have in our gardens--a fruit exchange at the RUPA lunch may not be a bad idea.

Several members discussed their upcoming travel plans to Europe, Australia, New Zealand and San Antonio, Texas. In May, Al and Linde Rimkus were in Ft. Wayne, Indiana, where Al had the opportunity to fly the Super Sabre F100 owned by a gentleman named Dean Cutshall. Al still has a big grin on his face and it was a thrill for him to relive his past days of glory. The last time he flew the machine was 51 years ago, but you would never know that from watching his You Tube video. Check out "Al Rimkus Flies the F-100" on You Tube. Dick Slinn has become our Master Ukulele Builder. He has just completed his third Uk and it is a work of art. Linda Michael surprised all of us with a fabulous dessert to celebrate husband Bobby's 80th birthday—plus 30 years with UAL and 20 years of retirement. Other members have been busy with outrigger canoe paddling, ocean swimming and scuba diving.



Photo Left to Right: Don Diedrick, Bill & Lauren Cochran, David Carlson, Dick Slinn, Linda Morley-Wells, Walt Wells, Bobby & Linda Michael, Linde & Al Rimkus, Joan & Gerry Baldwin.

If you're in town on the third Thursday of the month, please join us at The Fish Hopper Restaurant.

Linda Morley-Wells, Scribe

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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



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



CHECKING THE MENU AT MIDWAY

*Denver Cashier **Barbara Kohn** totals Stewardess Supervisor **Alice Irwin**'s tray while manager **Art Ballagh** & Chef **Conrad Kung** confer behind the counter. At EXO the day's salads are prepared.*

In 1957 Cafeterias catered to the food needs of over 6,000 United employees. There were five "centers" located in cities with the largest number of personnel. The cafeterias were open from breakfast through the afternoon coffee break with some operating around-the-clock to serve shift-workers. Seventy-two United employees staffed the four United-owned cafeterias.

Chicago had two cafeterias – one at EXO directed by **Helen Mellin** and one on the field side of Cicero, directed by **Frank Nardi**. The EXO staff also served the two Executive Dining Rooms. The SFO cafeteria, headed by **Bob Marshall**, was the largest of all and served 2,600 people six times a day (3 meals and 3 coffee breaks). This cafeteria also maintained nine vending machines with complete lunches for Line Maintenance workers and three mobile canteens circulating in-and-around SFOMB at noon and during break periods..

The Operating Base (OPB) at Denver was managed by **Art Ballagh** and served daily meals to 650 employees and also prepared & served special meals for various groups visiting the base. At New York's Idlewild the cafeteria, located in United's hangar, was operated "under contract" by Brass Rail Restaurants and served about 700 United & American employees per day. **R.F. Gardiner** managed the operation.

By Marvin Berryman DENTK A/V Retired - From the March-April 1957 issue of "Shield".

NOTICE: Due to the renovation of the Denver Flight Training Facility (DENTK) the United Airlines Historical Foundation (UAHF) will temporarily vacate their office area and will NOT be accepting United & Continental Memorabilia or Artifact donations until further notice.

UAHF WILL continue accepting your tax-deductible monetary (\$) contributions which can be mailed to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.

San Francisco North Bay RUPA Luncheon

The North Bay RUPA group's August lunch gathering was held, as usual, on the first Wednesday of the month, August 3rd, at the Petaluma Sheraton's Tolay Room. Several members were out of the area, but we were pleased to see several others that we've been missing, return. We were also pleased to have Mike and Natalie Tar, from the Novato area, join us...we hope they'll return often!



Picture 1, L to R: George Hise, Sharon Candelo, John Candelo, Mike and Natalie Tar, Leon Scarbrough, J. R. Hastings, Barney Hagen, Wayne Heyerly.

Picture 2, L to R: Dick Hanna, Larry Whyman, Sam and Mickie Orchard, Doris Donegan, Bruce Milan, and Dick Lammerding. Not shown in the pictures was Gardner (Bones) Bride.

After a brief update on recent events, our steadfast Health and Welfare Chairman, George Hise, gave his report on news from the medical front, which led to some discussion on the pro's and con's of drinking a bit of water before retiring at night. Dick Lammerding and Leon Scarbrough gave an update on the project underway at Novato, to recreate a historic flight. After that, the group settled down to lunch and conversation.

Wings Over Wine Country airshow is September 24/25 at Sonoma County Airport.

Our next lunch is September 7th...Guppy Gathering at Sonoma Plaza is Sept 21st..11am-2pm.

Bob Donegan, Duty Yeoman

The RUPA Washington Area Eddie O'Donnell Luncheon

The July 22, 2016 luncheon was held at the Amphora Restaurant located in Vienna Virginia. The luncheon was for members only. The meeting officially starts at 11:15 with lunch beginning at 12 noon. This gives members time to talk to old friends and former workers. Our meal consisted of a salad, steak with rice and broccoli. The desert was a bowl of ice cream.

We did not have a guest speaker, but luckily we did not really need one because we had E.K. Williams in charge. He did a great job presenting information concerning 20% discounts on positive fares on United. He also told us about some of the difficulty some of us are having with the new CVS pharmaceutical insurance.

We had 19 attendees: Jon Beckett, Gary Cook, Gene Couvillion, Kevin Dillon, Mike Frank, Bob Gilbert, Paul Gilson, Mike Henderson, Fred Keister, Roger Lemieux, Ed Miller, Pierre Ney, Ward O'Brien, Bud Reed, Don Reinhard, Barb Ryan, Jim Smart, Fred Streb and E.K. Williams.

Paul Gilson won the 50/50 cash drawing and very nicely returned it. Once again the winners of the two bottles of wine had consecutive numbers. The same thing happened at our last luncheon. This was the first luncheon for member Jim Smart. Pierre Ney brought pictures of the first B727 and gave everyone a copy. That was very nice of him. He had been to the Boeing Museum of Flight in Seattle Washington.

As usual we all had a great time.

A special thanks to: E.K. Williams for all that he does for the group.

Our next scheduled luncheon will be for member and guests at the Amphora Restaurant on Thursday, October 20, 2016. *Jon P. Beckett*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Start off SLOOOOW and TAPER OFF once again is the theme here in SE FL for the August monthly luncheon of our Treasure Coast Sunbird Group. Needless to say, with our temperatures in the very high 80's and low 90's with a bit of humidity, our Northern RUPA Members and Friends are in no big rush to return to their FL homes. We were low on numbers (5) but high on the # of different conversations that took place -- which among Pilots is not all that uncommon an occurrence.

The various subjects discussed included (but were not limited to) Home Computer problems, Medicare Insurance, the Dubai accident that just took place, POLITICS (of course), Military and Cuban Charters that several of our guys have flown, the Olympic Games that are in progress, the job of Policemen in today's society (day and age) and Concealed Weapons Licenses. GR8 and interesting conversations -- REALLY!!!



Pictured L to R - Ted Osinski, Jack Boisseau, Dave Hoyt, Bob Langevin & Dick Starita.

Our Server, Brie, was very attentive to our group and the food at Shrimper's (as always) was terrific and the view from our table was spectacular as we gazed out over Manatee Pocket with all of its beautiful yachts and boats.....truly a terrific place to spend a few hours with friends and fellow Pilots.

Our Luncheon meeting for September will be on September 13th at Shrimper's in Stuart, FL starting at 11:30. If you happen to be in the area, we'd love to have you join us. Hopefully, a few of our Northern guys will be back by then. Meanwhile, have a Happy and SAFE Labor Day Holiday and looking forward to the start of the NFL and College Football Seasons. So long for now guys, and we can also look forward to the Political Fireworks that will certainly take place between now and November 8th. These Debates and the Rhetoric of these two Candidates should provide a lot of material for Jimmy Fallon to work with on The Tonight Show.... 🤖!!!

Cheers and Best Regards, *Bob Langevin*

Non Sequitur Wiley Miller



Ohio Cleveland Crazyies RUPA Luncheon

The July meeting of the Cleveland Crazyies was another great time for talking together, fun jokes, and great food. We had a real treat meeting Ken Wheeler's granddaughter and his two great granddaughters. Ken and Phil Jach shared several jokes with us that may or may not have been appropriate for the young girls but we told them anyway.

We discussed the possibility of another "road trip" in September or October to the Waco Air Museum in Troy, Ohio. The general consensus was that it was not high on everyone's "to do" list. We have Ken Barth as a new member and we welcome him to our chapter and hope he will be able to attend a meeting in the near future. We are looking for Flip (Phillip) Welsh so if anyone knows his address or phone number, we would like to get in touch with him.



Those in attendance from left to right below are: Phil Jach, Pat Morris, Harvey Morris, Gabby (Ken's great granddaughter), Kristin Deem (Ken's granddaughter), John Hochmann, Roxanna (Ken's great granddaughter), Barbara Alden, John Alden, JoAnne Orr, Shalya (our fantastic waitress), and Gene White. Seated are: Ken Wheeler, and Diane Johnson (Ken's helper). Cheers, *Phil Jach*

Denver Good Ol' Guys and Girls RUPA Luncheon

On July 19th The Denver Good Ol' Boys and Girls and guests met at The Tin Cup Bar and Grill in Aurora for our monthly lunch. It was a routine meeting with the usual fine humor provided by Stanley Boehm and a report by Chris Bruce on using the United App to manage SA listings provided you have either an iPhone or Android smart phone. Too involved to go over here. Guests are now invited to all our meetings.

Attending were: Rick Bebee, Al Bielanski, Bob and Ann Blessin, Terry Brady, Chris Bruce, Stan Boehm, Bob Crowell, Jack Davis, Al Dorsey, Bill Ford, Denis Getman, Bill Hanson, Tom Hess, Nick Hinch, Tom and Sue Johnston, Dick Kobayashi, Cliff Lawson, Joe Rozic, Rob Schmidt, Dick Shipman, Ross Wilhite, Ted and Rose Wilkinson and Don Burbank of Retired United Airlines Employees Association. Your Co- Scribe, *Tom Johnston*

The FAT Flyers RUPA Breakfast

The FAT Flyers met for breakfast on Friday the 12th. In attendance were Ed and Pat Manning, Randy Bushore, Rick Pamplin, Errol Mullins, Wayne Thompson, Richard Jordan and myself.

I hate to say it, but the conversation at my end of the table was discussing medical complaints, chiefly mine. Speaking of which I got a call from my doc's office when I was only half done with breakfast, telling me he had arranged some testing for me at the local hospital but I had to get there NOW! So I said a hasty goodbye, reached for my wallet and discovered I'd left it at home. Of course that meant a detour because you sure as heck aren't getting in the hospital without the 2 most important cards in my wallet: Medicare and my military ID for Tricare. Happy rest of the summer to ya'll. *Paul Nibur*

The Columbia River Geezer's RUPA Luncheon

The group below of retired United Captain's met on Wednesday August 10 at California Pizza Kitchen in Clackamas Oregon.



Left to right: Bill Englund, Fred Krieg, Mike Thomas, Doug Howden, Ron Blash, Sam Richardson, Tony Passannante, Lew Meyer, Ron Lyall and Bill Park.

An excellent time was had by all on this beautiful OR, August day. Ron Lyall has been away for a while so it was great catching up with him. Hope to see all of you, healthy and well, at our next RUPA Luncheon get together in Sept 14, which is the second Wednesday of the month.

Blue Side up, *Ron Blash*

San Diego North County RUPA Luncheon

Not a big turnout but fun just the same. Colin and Mark were up to their same funny stories about flying the "heavies", and a few flights they flew together trying to stay awake on the way to SYD. Talk of sleeping on the jet during our breaks was a bit unsettling for Samantha, our guest. She's not an aviator like the rest of us so she doesn't know much about our side of aviation, in this case, "dozing for dollars."

Then there's our buddy, Bob. I believe he started with UAL in 1947!!! You can imagine the stories he has to tell. We tell him he ought to write a book but he's a bit hesitant. The stories he has are very interesting and some quite funny.



From left to right, Bob Bowman, Mark Mayer, Samantha, Susan Mayer, Ruth Bowman and Colin Winfield.

Anyway, fun times and we'll be at the St. Mark's Country Club next month to tell more stories that start with "and there we were....." (does the word, embellish, fit here?) Until next month, *Mark*

Leesburg RUPA Breakfast

Thanks to Gary Cook for making the arrangements with Bob Evans. As usual there were recollections of Aircraft, Trips and Captains. There was even brief mention of the Laughing Loggerhead and Coconut Grove. (You have to have been there.)



Pictured left to right; E.K. Williams, Gene Couvillion, Charlie Schwab (PAA/DAL), Stokes Tomlin, Pappy Gallagher, Gary Cook, Fred Streb's best side and Roy Liggett. Sim Stidham is hidden behind the camera. Leesburg, Virginia, Bob Evans restaurant, each First Friday. Come on down. **E.K.**

The Monterey Peninsula RUPA Lunch Bunch

August 10th was mild and, unfortunately, smoky but luckily ash free. The Soberanes Fire (Big Sur) was within 2 miles of my home in Carmel Valley for several days. The fire ran parallel to the valley before fire fighters turned it to an east south east front – that valiant fight lasted over 10 days in just that sector. 70,000 acres has burned, 57 homes destroyed, and it is 50% contained to date. Over 5,700 fire fighters from all over the state, 6 air tankers, and numerous helicopters assisted Cal Fire and the U.S. Forest Service in the fight. They estimate full containment by the end of August. This fire was started by an illegal camp fire and had threatened 2,500 homes at its worst. August, September, and October are our fire season months – two and a half months to go.

Those joining our luncheon at Edgar's were our wonderful hosts Pete and Donna Walmsley, Dave and Linda Mackie, Don Roszel, Barry and Sharon Nelson, Milt Jines, Ken and Cheryl Bohrman, Rex and Mardell Lawson, Diane Ellis, Brett Morris, Ed and Pat Manning, Jim and Tommy Guinn, Mike Donnelly, and yours truly.

Lots of talk about the fire, Olympics, and of course the grandkids. Some of our regulars were on vacation, entertaining visitors, or otherwise enjoying good health but busy. Edgar's has a new chef and it was evident – excellent lunch!

Wednesday September 14th is our next luncheon at Edgar's. As always please RSVP by noon the Tuesday before – email preferred. Hope you have a great Labor Day weekend! *Phyllis Cleveland*

Seattle Gooney Birds RUPA Luncheon

A Nice summer day, but every available seat was filled. After lunch we heard the sad news that Frank Carpine had Flown West. May he Rest In Peace!

Herb Marks came up with some good jokes and Al Haynes read one from an E mail that was worth a few chuckles.

In attendance: Neil Johnson, Dave Carver, Al Haynes, Al Black, Jim Barber, Herb Marks, Fred Sindlinger, Chuck Westfphal, Mark Gilkey, Eric Malm, Bill Jensen, Jack Brown, Vince Evans, Bob Reid, and Bill Brett.

To all RUPA members: Come join in the fun and good fellowship; we'll make room for you. **Bill Brett**

Dana Point RUPA Luncheon

A vocal, lively group was on 'The Deck' for our luncheon today. Some adjusting to blue umbrellas was needed! The staff was very helpful in getting everyone comfortable. Parking was tight ... the earlier we get there the better is the availability. Should be better next month with the kids back at school.

On Deck today were: Al Pregler (with Daughter Wendy and Grandson), Bill Rolling, Bill Stewart, Bob Fuhrmann, Bob McGowan, Bruce Dunkle, Butch Trembly, Denny Giese, Jim Grosswiler, Joe Udovch, John Grant, Park Ames, Ted Simmons and Joe Udovch.

Joe had been on an Alaska Trip that was quite interesting. His Daughter (Cathy) who is a travel agent setup the trip and also went along. Through Joe I got this Trip details.

"Our itinerary also included Sitka, which is an island on the Pacific side of the Inner passage, and was the Capital of Russian Alaska, and Holland America is the only cruise line that goes there. It turned out to have some of the best Wildlife sighting opportunities of the whole itinerary for us. On a Cruise to see Sea Otters, which we did see, we also saw Stellar Seals, Bald Eagles, a family of Coastal Brown Bears (aka, Grizzly bears), and a large pod of whales just hanging out in the middle of the bay. But Sitka is also the home to a Raptor rescue center and Fortress of the Bear, which is a rescue location for orphaned bears, both Grizzly and Black bears.

Because of the pristine landscape and wildlife, along with the various local cultures, Alaska is very popular with families, especially Multi-Generational. There were people older than dad on the ship, some in wheelchairs or walkers or using oxygen, and some very spry, along with teens, kids, and everything in between, as well as numerous languages being spoken. Alaska is a big draw because it's still rather Wild and untouched, and that appeals to just about everyone.

And I'll stop talking now, but that should give you a little idea of why Alaska is such a big draw, and why we chose the itinerary we did." Cathy.

The Trip was on Holland America which tend to have smaller ships available.

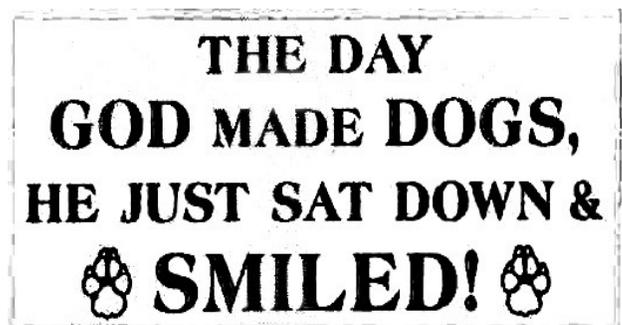
Cathy continues, Regarding Alaska, the standard Inner Passage itinerary is Ketchikan, Juneau and Skagway, with either Victoria or Vancouver for the International port that is required, unless you sail from Vancouver, at which point they can add more scenic cruising. The cruise lines visit a variety of Glaciers and Fjords, mostly because Alaska is restricting how many ships enter certain areas in an attempt to keep them as pristine as possible. Example, only 2 ships per day are allowed in Glacier Bay. We got to see Hubbard Glacier, which is an extremely impressive glacier at 9 miles wide and 400 feet tall, moving at a pace of 85 feet per year. But others seen can be Sawyer Glacier, Glacier Bay, Tracy Arm Fjord and College Fjord. Of course, there is nothing wrong with scenic cruising in a Fjord, we took a cruise out of Ketchikan to see the Misty Fjord Monument, which was rather amazing to see 4,000 foot peaks that had been scraped flat by now retreated glacier, and then we took a floatplane flight over the same area. Getting to see it from sea level and from the air was impressive for two very different reasons."

Some of this cruise goes on the east side of Vancouver Island which is 300 miles long and shelters the inland islands. I did some growing up in this part of British Columbia!!

Ted, RUPA gave some precautions on CVS. My wife and I have come across some prescriptions problems.

Take time to read the written descriptions with the actual pill or capsule. I was given two different medications in one container that had very bad results. I compared the pills with the descriptions and took them back to CVS. (They also had a different smell, powdery) but only by questioning the medication, did I avoid a big problem!

Then it's back to flying and Jokes... to many for my mind to remember. Must have been that Park came early and had a head full of Jokes. Cheers *Ted*



SAC Valley Gold Wingers RUPA Luncheon

A great showing and a fun time was had by all.....I think. At the August luncheon, we were just informed the name of our restaurant is no longer *Sudwerk Brewhouse Grill*, but is now the *Cliff House of Folsom*. This is the name the restaurant was originally called. So, don't get confused as to our destination luncheons. Same GPS coordinates.



We had a few guests, Andy Fossgreen and Rod Farley, that have been with us before but were very happy they joined us for our luncheon. Ed Akin, a Gold Winger, fell off his tractor a few months ago and took a terrible fall but, we are happy to report, is doing better now medically. Get well Ed! Other reports included United eliminating or reducing 2 hubs at LAX and IAD. It was also reported that UAL will start scheduled service to Cuba. We are very fortunate in this area to have some of the finest aviation performances in the country. One of which is the Reno Air Races that will occur on Sept 14 through Sept 18. Further, the California Capital Air show at Mather Airfield will be happening on Oct 1 through Oct 2 and will feature the Navy Blue Angels. Dave Leippe reported that there will be B-29 rides and tours given at the air show. And, he is looking for volunteers to help with logistic coordination around the B-29. He is on the board and organizing committee for the Capital Air Show, and is a strong advocate for all the proceedings. He, again emphasized, that he would also like to organize a tour of a static display B-727 at Mather that was probably owned by United at one time. OK, some other things of interest discussed were United's second quarter earnings results, 15% discounts given with a coupon at Costco, a pass travel update by RAFA, the UAL retiree app, and the fact that the PBGC is running out of funds. Oh great, there goes another retirement. Lastly, I passed out some thoughts about our golden years and retirement years. It is always important to remember, LIFE IS TOO SHORT TO DRINK CHEAP WINE...!!

So, another successful August luncheon and with that being said, "my airplane, your radios."
Still Flying High, *John Gorczyca*

San Francisco East Bay Rurarian's Luncheon

What a Great Day we had today, temperature 85 degrees, blue sky above, and everybody out of town.

In attendance were; Neil and Tammy Dahlstrom, Grant Adams, B.S. Smith and Rich and Georgia Bouska. Some of the talk centered on the problems the airlines are having keeping their computers up, Delta's has been down for two days now. B.S. kept us entertained with stories of past and future travels. He went to Oshkosh to see the Mars firefighting plane. In a couple days he will be traveling by plane, car, and boat; visiting national parks and former home sites on his way to Boston to join the group on the RUPA cruise. If you are out our way on the 2nd Wednesday of the month, feel free to join us as we do have a good time.

Rich Bouska Scribe

Church Ladies with Typewriters!

Scouts are saving aluminum cans, bottles and other items to be recycled. Proceeds will be used to cripple children.

The San Francisco Bay-Siders Luncheon

Our lunch bunch started out slow but we ended up with thirty-three attending. The one thing that caught my attention this time was the diversity of our group, in that it ranged from recent retirees—all the way through to retirees of thirty+ years and working pilots. We tried to get pictures of all but some eluded us. We know there are very many RUPA members who live in the Bay Area and never attend our luncheons. We want to encourage all of you to make an effort to attend our September luncheon and we will promise to try and include everyone's picture in the next luncheon write-up.

Sadly, the day after our luncheon, we were informed that our dear friend Mary Ramseur, wife of Walt, had passed away peacefully at home. Mary was a gracious lady and a wonderful friend who will be greatly missed.



Pictured L to R: Craig & Bob Norris, Bill O'Connell, Pat & Mark Rockwell, Joe Yanacek, Cleve Spring, Ed Manning and Gerry Delisle.



Pictured L to R: Pat & Larry Wright, Jeri & Dick Johnson, Isabell Traube, Rose Spring, Pat Manning, Rich & Georgia Bouska.

Those present not in the pictures were: Bob & Burkie Callahan, Bob & Roz Clinton, , Rich & Cyndi Erhardt, Barry Hamley, Bill Hartman & caregiver Ruby, Bill Madsen, Jan McNaughton, George Mendonca, Hank Morales, Dee Norris and Gene Walter.

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

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.

Would you like to receive the RUPANEWS by E-Mail?

If so—Please send an email to Leon and tell him.

Rupa.sectr@aol.com

The Intrepid Aviators of Southern Oregon RUPA Luncheon

The days of Summer...some have said the 'Lazy days of Summer,' others, the 'Dog days of Summer,' perhaps as good just the 'Great days of Summer.' Much to do and the joy and wonder in doing it all. The lakes, rivers and in our case here in Oregon, the coast, travel, hiking, perhaps some quiet reading fills the days. Not all bad.

We gathered, as is our usual, on the third Thursday of each month, at the Pony Espresso in Jacksonville and again filled the table and shared the many great adventures and exploits we each bring to it. Many years have passed since we started this in Southern Oregon (some 22 years) and it continues to be a great time to enjoy our common bond and the fellowship that comes with that. Our group was joined by Dan Kurtz's son and my grandson's which further made it special.



Seated Harvey Saylor, Jim and Cheryl Jaeger, Leeann Fusco and Marty Niccolls. Standing, Scot Lee, Steve Fusco, Dan and his son, grandson's Ryan and Kyle and the old guy on the end, Bob Niccolls. Cheers to all, *Bob*

Oscar Munoz wants to put the heart back into the friendly skies



Listen to United CEO Oscar Munoz talk, and you will hear a lot about heart – how he wants United to lead with heart, how he thinks more heart needs to be incorporated into the business world today and the inevitable discussions of his heart transplant shortly after he took over the reins of one of the world's biggest airlines. Indeed, heart seems to be the cornerstone of Mr. Munoz' mission to redefine the image that United Airlines has both to its own employees and to the traveling public.

During a Q&A session between Mr. Munoz and *Global Business Travel Assn* (GBTA) Executive Director and COO Mike McCormick during GBTA's Annual Convention, Munoz offered a candid assessment of his airline, air travel in general, and what his company is doing to improve and innovate air travel for business passengers.

In September 2015, Oscar Munoz became the new CEO of United Airlines. A month later he suffered a heart attack. In January 2016, Munoz underwent a heart transplant and in March, he was back at the help of United. "It was the thousands of notes I got" from United employees, Munoz says, is what brought him back to the company so shortly after his heart transplant surgery.

While his own story is compelling, Oscar Munoz was also able to share insights on where United and business air travel in general was headed. Although air travel is perhaps the most competitive it has ever been, "If you want to compete, you've got to compete... But it's a people business," he said. "We're growing the heart and the caring in this company. I need [United's] 57,000 employees to be fully vested in the customer experience."

Heart is one part of Munoz' personal story as well as the foundation for United's recent turnaround under his leadership. Much of that drive and focus comes from the "countless" conversations Munoz says he has with employees and travelers alike, as well as being candid about air travel's past struggles.

"The airline industry has made travel hell for business travelers. We need to do better to improve the air travel experience. My goal is to show you can run a business with heart that also makes money for its investors."

United can point to the rollout of its new Polaris Class service as one of its customer-driven innovations that is seeking to improve the customer experience while making money for investors. The new Business Class service has been designed – in part – by the many conversations that Munoz has with United employees on the front line. "The vanity, the bar to pull yourself up are all based on suggestions from employees and customers... We looked at the investment we already committed to a redesign and thought, 'why don't we do something really radical?' That's what prompted Polaris with a lot of input from customers."

Throughout Oscar Munoz's conversation during this year's GBTA convention, he often came back to the importance of winning by putting people first, and how "running better is running cheaper." At the helm of an airline that just celebrated its 90th birthday, United's CEO has a new contagious enthusiasm for a people-driven airline. Employees are embracing the change in outlook and the company is improving many of its baseline metrics among business travelers.

"A flight attendant once said something to me, which really resonated, 'I'm sick of having to always say I'm sorry.' From that one little comment, we were able to make small changes that have had a big impact – from something as small as serving better coffee on up to improve the customer experience. We're going to show that we care about travelers and win people back."

United Airlines moves to make Shanghai a top Chinese destination



Can the Shanghai Shuttle be far off? United Airlines made another aggressive move to help cement its position as the leading United States-based carrier serving the rapidly-growing Chinese travel market. United said it will launch a second daily flight between San Francisco International Airport and Shanghai's Pudong International Airport on Oct. 14, 2016. United intends to upgrade the flying experience for passengers flying between the two cities with the introduction of

Boeing 787-9 aircraft on both of those daily flights as of October.

The newest stretch version of the Dreamliner, the 787-9 seats 252 passengers in two cabins — 48 in United BusinessFirst and 204 in United economy, including 88 economy-plus seats with added legroom. United's 787-9 seats about 30 more than the first iteration of the Dreamliner, the 787-8. Noted Marcel Fuchs, United's vice president of Atlantic and Pacific sales: "Our customers tell us they rest better and feel refreshed after a long flight on the 787."

United also said it has looked at research and feedback from business travelers and found that these high-margin customers put considerable importance on convenient flight arrival and departure times. United took that info into consideration when putting its second San Francisco-Shanghai flight in the system. One of the two daily departures will leave San Francisco at 3:55 p.m. and arrive in Shanghai the following day at 8:15 p.m. The return flight from Shanghai will depart at 12:05 a.m., allowing for a full day of work in the Chinese metropolis before boarding the flight, which will arrive in San Francisco at 8:50 p.m. the previous day, due to the time change.

In addition, to attract more Chinese customers to its service, United said it will focus on staffing the San Francisco-Shanghai flights with more Mandarin Chinese-speaking flight attendants, along with appropriate Chinese cuisine, inflight entertainment and other amenities.

As the boost in Shanghai service suggests, San Francisco in recent years has emerged as United's top gateway to the Asia/Pacific region with 83 weekly flights to the region. United celebrated its 30th anniversary of service to China in February of this year.

United Airlines flight attendants ratify joint contract



CHICAGO, IL - The flight attendants at United Airlines, represented by the Association of Flight Attendants-CWA (AFA), ratified a contract covering 25,000 flight attendants. Over 90 percent participated in the vote with 53 percent voting to ratify the agreement. This agreement was reached on June 24, 2016, with assistance from the National Mediation Board.

"The high participation in this historic vote demonstrates the deep care Flight Attendants have for their future at the new United Airlines. The contract provides immediate economic gains, sets a new industry standard and ensures Flight Attendants can achieve the benefits of a fully integrated airline," said Sara

Nelson, AFA-CWA International President. "This contract would not have been possible without the commitment of Oscar Munoz to unite United Airlines. We appreciate his leadership and the assistance of National Mediation Board Chair Linda Puchala, who was instrumental in helping the parties reach agreement. With the ratification of this contract, we look forward to a great spirit of labor relations at United that fully recognizes the contributions of the people who breathe life into the friendly skies."

Under the new agreement, all United flight attendants will be joined by a single contract, and united by a shared purpose to build the best airline in the world. "Our flight attendants are the best in the business and deserve this industry-leading contract. I want to recognize the efforts of both negotiating teams, and in particular AFA President, Sara Nelson, for her strong partnership to get the agreement done to move us all forward together in the new spirit of United. When I took this job last year, I promised to turn the page and write a new chapter in our approach to labor and management relations at United. What matters is proof, however, not promises. Thanks to this vote, I am proud to say that so far this year we've ratified new agreements covering more than 65,000 of our employees," said Oscar Munoz, United Airlines President and Chief Executive Officer.

The five-year agreement includes double digit pay increases, enhanced job security provisions, maintains and improves healthcare, protects retirement and increases flexibility.

United and technicians agree to finalize joint union contract

CHICAGO, Illinois – "Upon ratification, this will be the first time in almost a decade that all United work groups will have labor contracts in place," said United airlines president and CEO, after announcing that the airline and technicians' union had reached an agreement – in principle.

United and the International Brotherhood of Teamsters (IBT) announced jointly that they have reached an agreement in principle for a joint contract covering the company's approximately 9,000 technicians and related employees.

The parties will complete final language and put the resulting tentative agreement out to vote by the technicians and related employees.

"This is a great day for the entire United family. Each day we rely on our incredibly dedicated and professional technicians to keep us flying safely. I commend the negotiating teams from the International Brotherhood of Teamsters, United and the National Mediation Board for all of their effort to get us here, as well as the leadership of Captain Bourne," said Oscar Munoz, president and CEO of United.

"This is a monumental day for our United members," said Captain David Bourne, airline division director for the IBT. "I want to congratulate everyone involved for achieving this industry leading agreement in principle which will set a new standard upon ratification. This result would not have been possible without the dedication of Federal Mediator Gerry McGuckin, both negotiating committees and the involvement of CEO Oscar Munoz."

JUST SPENT 15 MINUTES
SEARCHING FOR MY PHONE
IN MY CAR.
USING MY PHONE AS A FLASHLIGHT.



United Airlines may be poised to drop one of its hubs

By Adam Levine-Weinberg/The Morley Fool



On the one hand, the United Airlines parent company has maintained its commitment to capacity discipline. In the face of weak unit revenue trends, United is holding domestic capacity growth below 2% this year. On the other hand, the company admitted last month that domestic capacity cuts have caused United to lose market share in its hubs over the past five years. It believes this has hurt its unit revenue. This puts CEO Oscar Munoz and his management team in a bind. If United Airlines increases its domestic growth rate, it will worsen the current capacity glut, especially if it provokes a response from any of United's competitors. That would almost certainly drive unit revenue down even further. But if it does nothing, United's market share in its hubs will continue to languish. There may be only one way out of this dilemma: downsizing or eliminating one or more of United's remaining hubs.

Management recognizes that there is a problem. United Airlines first addressed the issue of losing share in its hub markets on an investor call in June. To halt this trend, the carrier is adding capacity in San Francisco and Denver this year, two markets where demand is particularly strong right now. However, United's management team also appears to realize that pivoting to aggressive growth across the entire route network would not be wise. On the June investor call and again on the company's recent Q2 earnings call, Munoz talked about needing to "refine the mission for each geographic region, hub, and spoke." United's dilemma is further complicated by the company's move to "upgauge" its domestic fleet, following in the footsteps of Delta Air Lines. As part of this initiative, United will cut its fleet of 50-seat regional jets from more than 250 planes today to fewer than 100 by the end of 2019. They will be replaced by mainline planes in the 120- to 130-seat range. This will force United to either dramatically increase capacity in certain markets (undermining unit revenue) or cut flight frequencies (which could drive away business travelers).

A few years ago, Delta squared this circle by closing its hub in Memphis and gutting its hub in Cincinnati (which now has fewer than 100 daily flights, down from about 600 a decade ago). This allowed Delta to add larger planes to its fleet and use them to connect traffic through its big hubs in Atlanta and Detroit, rather than splitting that connecting traffic among four hubs.

Two hubs are in danger. United already closed its Cleveland hub in 2014, after years of weak performance. Considering that it already had three larger hubs within 400 miles of Cleveland, this was an obvious move. However, two more United hubs could potentially be on the chopping block: Los Angeles and Washington, D.C. Not coincidentally, those are its only two hub markets where United doesn't hold the No. 1 position in terms of seat share. In Los Angeles, United faces brutal competition from virtually every major airline. Meanwhile, less than 350 miles away, it operates the premiere West Coast airline hub in San Francisco. Rather than fighting a losing battle in LA, it might be wiser for United to shrink significantly there. It can funnel connecting traffic through San Francisco and it even might be able to retain local customers in LA by offering frequent flights to its other hubs. Delta Air Lines has the best margins in the industry despite having no hub in Chicago, suggesting that there's no strategic imperative forcing United to have a hub in every top-tier market. Meanwhile, United's hub at Washington Dulles International Airport is barely more than 200 miles from the carrier's larger and far more profitable Newark hub. United Airlines is in a particularly tough spot in Washington, D.C., because most travelers vastly prefer to fly from Reagan National Airport, which is closer to the city center. Furthermore, the FAA is removing Newark International Airport's slot constraints as of this fall. This would allow United to start adding flights there if it wants to -- something that hasn't been an option recently (at least on peak days). Rather than fighting at a disadvantage against American Airlines, which has a hub at Reagan Airport, United might be better off downsizing in Washington, D.C., while growing at Newark Airport.

Decisions coming later this year? United Continental is still trying to work through its long-term network strategy. But United will hold a full investor day conference during the fourth quarter where it will spell out its plans in more detail. There's a good chance that downsizing -- or even closing -- the Los Angeles and Washington, D.C., hubs will be on the agenda.

Boeing 787-9s are Boosting United at San Francisco Hub



United Airlines says the continuing rapid international growth at its San Francisco hub is being fueled by its newest airplane, the Boeing 787-9. Since March, United has added non-stop flights from San Francisco to Hangzhou and Xian in China as well as to Tel Aviv, Singapore, and Auckland, New Zealand. Of the five, four are flown with the 787-9, while Xian is flown with a 787-8, a smaller airplane with a shorter range.

Boeing introduced the 787-8 in 2011. United put 219 seats on the aircraft, which has a range of 8,458 statute miles. Boeing delivered United's first 787-9 in 2014. The carrier put 252 seats on its 787-9, which has a range of 8,786 miles. United has 18 787-9s and 12 787-8s. "The poster child for the 787-9 is Singapore," said Brian Znotins, United vice president of network. "No other airplane in our fleet can fly that route." The 8,446-mile flight, which began in June, is the longest 787 route in the world, as well as the longest scheduled flight by any U.S. carrier. Previously a bigger airplane was required to carry sufficient fuel, but a bigger airplane would have been too big for the route. "As a network planner, my goal is to give business travelers back time in their lives," Znotins said. "I believe business travelers want to be home for their kids' soccer practice, and if I can get you to and from Singapore non-stop [instead of with a connection], I just gave back two or three hours."

Before starting its SFO-Singapore flight, United looked at the 787-9's performance on the Los Angeles-Melbourne route it started in October 2014. "You get some experience with the airplane, like how much fuel it burns," Znotins said. "LA-Melbourne made us comfortable to launch Singapore."

SFO-Tel Aviv began in March -- largely, Znotins said, because United corporate customers demanded it. "We had a strong grass-roots effort," he said. "The phones were ringing off the hook -- they wanted non-stop service. We put the service out there, and it was good right out of the gate."

When United decided to cancel its Houston-Lagos flight in June, a result of weakness in the oil economy that dominates both cities, that made an aircraft available. United put a 787-9 on the busy SFO-Tel Aviv route.

San Francisco- Hangzhou began in July with thrice-weekly service. Znotins called Hangzhou "the San Jose of Shanghai," because like San Jose, CA, it is a technology center that is located just outside of a more prominent city, about 100 miles from Shanghai. By car, "there's a lot of traffic," he said. "It's not an easy trek." United had sought to begin a second SFO-Shanghai flight in May, but when slots at Shanghai's Pudong International Airport were unavailable, the carrier elected to move its Hangzhou launch to 2016 from 2017. The time from decision to the launch was brief. "Hangzhou might have been a 787-8, but the eights were busy," Znotins said. SFO-Shanghai is currently flown with a Boeing 747. United will use two 787-9s when it moves to double daily service this winter.

SFO-Auckland also began in July. Znotins said that because United and Air New Zealand are Star Alliance partners, the two carriers can offer connections in each other's hubs, which means United can fill a 787-9.

"There's not a huge population beyond Auckland, but it's better than a dead end," he said. It is not, however, better than Frankfurt, where two-thirds of United passengers connect on flights operated by partner Lufthansa.

Thrice weekly SFO-Xian service began in May, the first non-stop flights between the U.S. and the interior China city best known for ancient life-sized statues of terracotta warriors. "Xian is a little different from the others," Znotins said. "It's a huge city, but we don't see a lot of business demand, so we decided on seasonal service," and on the smaller 787-8.



United, TSA to modernize airport screening experience at hub cities

United Airlines and the Transportation Security Administration (TSA) announced plans to further modernize the airport security experience at several of the airline's largest hubs, marking the latest phase of an ongoing, collaborative strategy between United and the TSA to increase efficiency at security checkpoints and provide greater convenience for customers when applying for expedited screening.

As part of a joint initiative to improve the overall screening experience for customers, United, in collaboration with the TSA, will install state-of-the-art, automated security lanes, add permanent TSA Precheck enrollment centers at convenient locations and redesign security checkpoints at several of the airline's most-frequented hub airports. "We are working every day with the TSA to develop and launch innovative ways to improve the airport experience for our customers," said Greg Hart, United's executive vice president and chief operations officer. "These improvements demonstrate United's commitment to use the latest technology to ensure our customers have a reliable and enjoyable experience every step of their journey."

United will debut the Automated Screening Lanes at Newark Liberty International Airport, the airline's premier Trans-Atlantic gateway, this fall. When United, in collaboration with the TSA, completes the installation, the entire centralized security checkpoint at Terminal C in Newark Liberty will feature 17 automated lanes. The airline plans to install additional automated lanes at its hubs in Chicago and Los Angeles later this year.

The new lanes enable up to five customers to fill their individual bins simultaneously and move through the screening process quicker, even if TSA agents need to perform additional screening on a customer further up the queue. The lanes also utilize a parallel conveyor system that automatically returns empty bins to the front of the queue. In addition to installing automated security lanes, United is building and redesigning checkpoints at several hubs throughout the airline's network that will dramatically improve the customer experience. Key initiatives include:

- Installing audio and visual enhancements utilizing cutting-edge technology in the security queuing area to provide customers with more information.
- Consolidating four checkpoints into one new, centralized checkpoint at Newark Liberty.
- Redesigning security checkpoints at Chicago O'Hare.
- Constructing a new, state-of-the-art customer check-in area and a consolidated security screening checkpoint in Terminal 7 at Los Angeles International Airport.

United and the TSA recently announced the opening of a temporary TSA Precheck enrollment center at United's signature space at Penn Station in New York City and will install a temporary enrollment center in the lobby of the Willis Tower in downtown Chicago in August. These off-airport sites will provide the airline's customers with the ability to complete the entire TSA Precheck enrollment process without needing to visit an airport location.

Later this summer, United and the TSA also plan to open permanent enrollment centers at the airline's hub airports in Chicago, Newark, Houston, Los Angeles and San Francisco, offering more customers greater convenience when applying for TSA Precheck status. United and the TSA currently have permanent TSA Precheck enrollment centers at the airline's hubs in Denver and Washington-Dulles. Additionally, United is enabling members of its award-winning MileagePlus loyalty program to redeem miles later this summer when applying for TSA Precheck status.

Have you ever visited our RUPA Website?

www.rupa.org

there is a lot of good information on it

Another reply from United to Captain Roger Parsons letter about our travel passes



July 19, 2016

By U.S. Mail

Captain Roger Parsons
14804 Southeast Northshore Circle
Vancouver, WA 98683-9292

Dear Mr. Parsons,

On behalf of Oscar, I wanted to respond to your letter dated June 4, 2016. Thank you for sharing your thoughts on the pass travel policy. We have received similar feedback from other retirees, and we do understand your point of view.

As you state in your letter, as part of harmonizing policies, we needed to find a compromise that was fair to all. We believe the current policy is such a compromise. Under the policy, vacation passes allow actives and retirees to board in the same priority category and according to their seniority irrespective of their employment status. A less senior active employee only boards ahead of a high seniority retiree if the active employee is using a vacation pass and the retiree is not. If this is because the retiree has used all of their vacation passes, then it indicates that the retiree was able to board equal to or ahead of an active employee on prior trips thanks to the vacation passes.

Again, while different than the legacy United pre-merger policy, we feel that the current policy is a fair compromise for both actives and retirees, allowing both the opportunity to travel the world.

Thank you for your years of dedicated service to the airline.

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony Scattone".

Anthony Scattone
Vice President, Total Rewards
Anthony.scattone@untied.com

United Airlines - WHQHR
233 South Wacker Drive - 25th Floor
Chicago, IL 60606

RUPA President's Letter to Mr. Oscar Munoz regarding our travel passes



The Retired United Pilots Association

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Dear Mr. Munoz,

I am writing on behalf of the 3,000 members of the 53-year-old Retired United Pilots Association (RUPA).

First of all, we would like to extend a very warm welcome to United Airlines. I was in the process of drafting this letter last fall but with the ensuing medical issues, wanted to wait until you were back and the dust settled a bit. The feeling throughout United Airlines since you took the helm of our great airline is one of new optimism for your leadership style. There is even a Facebook group called "We love Oscar" that speaks volumes to that feeling throughout the United family.

With that said, there are some issues facing retirees put upon us by previous CEO's. While we are grateful for what we do have, our seniority for pass privileges has been greatly diminished post-merger with Continental. Retirees who put years into making United Airlines great, lost their pensions and other promised perks and retain only their pass and reduced fare privileges. UAL retirees in the past were rewarded with "super seniority" that gave them priority over all active employees as a thank you for their years of active service. While compromise is always a necessity in a merger, going from "super seniority" (pre-merger) to "bottom seniority" behind a brand new employee seems a bit drastic. The vacation passes are nice but greatly limit retirees traveling in their golden years.

We would ask you to consider returning to either a true "date of hire" or to straight years of service, enabling the entire UAL family to be on equal footing for boarding priority. The current system leaves the older retirees with such diminished seniority (they currently lose day for day from real date of hire) that even with vacation passes it makes it almost impossible for them to travel as they age. Every active employee will someday join the retiree ranks and enjoy this seamless transition.

We realize as retirees that we have no collective voice (Union) beyond the compassion of our CEO. Thank you for taking time to read this.

The RUPA executive committee would like to extend to you a complementary subscription to our monthly magazine, RUPA News. It contains industry news, retiree issues, medical information, letters from members and the names of newly retired pilots. It might lend some insight into the issues facing your retired pilots. We hope you will accept our small token of our gratitude.

Thank you for your consideration.

Cort

Francis V de Peyster
President
Retired United Airlines Pilots Assn.
WWW.RUPA.ORG

Pass Travel UPDATE, August 4, 2016

1) United app instead of Flying Together!

Use the United app on your *mobile device* to list for standby travel and to buy myUAdiscount tickets.

- 1) Join MileagePlus (free)
- 2) Link your MileagePlus number in [employeeRES>QuickLinks>EmployeeProfile](#) (make sure your name matches both places!)
- 3) Get the United app (also free). Read: <http://www.rafa-cwa.org/Use-Uniteds-app-for-travel>

2) Save pounds in London

The Heathrow Express is the fastest way into London (15 minutes to Paddington), but it's quite pricey. Airline employees should ask the ticket agent for an "airline staff discount." With valid airline ID, *employees* may only have to pay 5.50 pounds for a one-way ticket (instead of 22 pounds!). Retirees are not eligible for that discount, but we can get a substantial reduction in fares if buying tickets *online and in advance*. Read carefully here: <https://www.heathrowexpress.com/tickets-deals/prices-fares>

For kids (free under 15 yrs), duo fares, frequent travelers and other specials, read this:

<https://www.heathrowexpress.com/tickets-deals/discounts-deals>

For a more affordable (but a longer) ride, use the Tube. Check out the "Visitor Oyster Card" (purchase before you leave home) for discounts on transport around London via Tube, buses and some railways (but not on the London Express):

<https://tfl.gov.uk/travel-information/visiting-london/visitor-oyster-card>

If you're planning on some serious sightseeing, read about the "London Pass" with Oyster Card option (free admittance to many tourist sites plus transport credit):

<https://www.londonpass.com/how-it-works/what-you-get-with-the-london-pass.html>

3) Travel plan changes and refunds

You can change the departure time and/or date of your listing by using either

- 1) [employeeRES>Travel Plans](#) ("change segment") or
- 2) on the United App (after you've checked-in via the travel wallet >Reservations) or
- 3) via the ePass phone line for free.

Any pre-paid fees for departure taxes or premium cabin svc charges you made will be applied to your new listing if you are only changing the date and/or time.

However, if you need to change the routing, pass type (vacation-personal) or cabin preference (FC, BC, YC) and it's outside of one hour prior to departure (domestic) or two hours prior to departure (international), you must CANCEL the existing listing FIRST and then make a new listing. A fee applies to do that using ePass phone line.

If cancelled *before* departure time, the departure/customs fees or premium cabin svc charges that were pre-paid will be automatically refunded to your credit card (allow 5-7 days to see the refund).

Making a new reservation will require pre-payment of those fees again.

If you DID NOT cancel your listing BEFORE departure and did not travel at all, you can still get a refund.

Pre-paid refunds are handled by Refund Accounting, not the Employee Travel Center, and an online form must be completed.

Steps to request a refund on a pre-paid eTicket:

1. Go to [united.com](#) > Reservations > [Refunds](#)
2. Select "E-Ticket refund" as refund type

3. Enter the PNR, ticket number and passenger name. **Important!** Always request to have the eTicket receipt sent to you at the end of the booking process and save it!

4. Add a comment

- When a premium cabin was pre-paid and you sat in economy. Otherwise it may come back denied because the ticket was used.

- When you did not cancel your listing before departure and the ticket is unused.

5. Write down the reference number upon completion. You can use this number to check the status of the refund on united.com > Reservations > Refund > Check Refund Status.

If you receive an email from united.com stating your refund was denied, then it's okay to contact the Employee Travel Center via email at ETC@united.com with a brief explanation, the ticket details (step 3) and the reference number (step 5).

Did you list with a vacation pass and forgot to cancel before departure? If the vacation pass was not restored automatically in 24 hours after the flight, go to [employeeRES](#)>ePass Balances, click on "details" and find the pending pass to restore to your bank.

4) Another non-stop to Shanghai

A second daily SFO-PVG flight begins in October 2016 using 787-9 aircraft:

<http://www.bizjournals.com/chicago/news/2016/07/29/united-airlines-moves-to-make-shanghai-a-top.html>

Have you seen our RAFA website?

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

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

For other Pass Travel Topics: [Previous Travel UPDATES](#)

Compiled by Kirk Moore, RAFA Travel Benefits Committee

United Airlines - HR response to Widow Vacation Pass issues

From Michelle Pritchett UAL HR

If a retiree passed away after 2012 and had remaining vacation passes, the widower can use them until their original expiration date or until remarriage, whichever happens first.

Basically every retiree who has passed away pre-merger is in a travel plan that does not have a vacation pass boarding priority because we didn't start giving retirees vacation passes until March 2012.

Those retirees who passed away after 2012 are in the correct travel plan which allows vacation pass usage and bookings.

Widowers (post March 2012) are able and encouraged to use [employeeRES](#) to book their travel.

United expanding service from San Jose to East Coast hubs



SAN JOSE, CA – United Airlines announced nonstop service between Mineta San Jose International Airport (SJC) and both Chicago O'Hare International Airport (ORD) and Newark Liberty International Airport (EWR) to begin March 9, 2017. Newark, United's hub in the New York area, and Chicago, United's hometown hub, are highly requested destinations by Silicon Valley

business and leisure travelers. San Jose International Airport serves a market of four million people, and is the closest and most convenient Bay Area airport for most Silicon Valley companies.

United will operate twice-daily service to Chicago and one daily flight to Newark using Boeing 737-800 aircraft equipped with United Wi-Fi and inflight entertainment options. The two-cabin aircraft offers 166 seats including 16 in United First, 96 in United Economy and 54 extra-legroom Economy Plus seats. The flights are conveniently scheduled to allow travelers more choices in departure and arrival time, and to support ongoing demand for travel between Silicon Valley and both Chicago and New York/Newark. Travelers also benefit with added flight connections to domestic and international destinations at these two United hubs.

FAA Administrator talks safety and innovation at AirVenture



OSHKOSH, WI - Speaking before a diverse general aviation audience at the EAA AirVenture air show in Oshkosh, Wisconsin, FAA Administrator Michael Huerta underscored the importance of government and industry collaboration and highlighted a number of initiatives that are making general aviation safer and more efficient.

“The passion that drives pilots to fly here, year after year, is the same passion that fuels so much of the work we do every day at the FAA, said Administrator Huerta. “We’re committed to making general aviation safer and more efficient and we’re making a lot of progress. Collaboration between the FAA and industry is allowing the GA community to benefit from upgraded technology, lower costs, and higher levels of safety.”

By working together, the FAA and industry are transforming general aviation in a number of ways. The FAA is offering a one-time \$500 rebate to general aviation owners to help offset the cost of purchasing ADS-B Out equipment, or an integrated system that also includes ADS-B In. The agency will issue 20,000 rebates on a first-come, first-served basis beginning this fall to owners of U.S. registered, fixed-wing, and single-engine piston aircraft. The January 1, 2020 deadline will not change, so the time to buy your ADS-B equipment is now. It’s a smart move.

What Is ADS-B ? (Automatic, Dependent, Surveillance - Broadcast) ADS-B is radically new technology that is redefining the paradigm of COMMUNICATIONS - NAVIGATION - SURVEILLANCE in Air Traffic Management today. Already proven and certified as a viable low cost replacement for conventional radar, ADS-B allows pilots and air traffic controllers to "see" and control aircraft with more precision, and over a far larger percentage of the earth's surface, than has ever been possible before.

The Got Data? External Data Access Initiative aims to increase and improve the public’s access to FAA data. The initiative will spur innovation, provide better opportunities for the development of new applications and services, and ultimately, advance the safety and efficiency of the aviation industry

The FAA is working to meet a recent Congressional mandate to draft a rule within 180 days that will generally allow pilots to fly without a medical certificate if they have a driver’s license, held a medical certificate within the past 10 years, completed a medical education course, and have been physically examined by a state-licensed physician.

The Part 23 proposed rule and *Non-Required Safety Enhancing Equipment* (NORSEE) policy are aimed at streamlining aircraft certification. Part 23 would overhaul the airworthiness standards for small general aviation aircraft, which would speed the time it takes to move safety-enhancing technologies for small airplanes into the marketplace. The recent NORSEE policy will encourage general aviation aircraft owners to voluntarily install safety equipment on airplanes and helicopters that is not required by the agency’s regulations. It will reduce costs and streamline the installation equipment, such as traffic advisory systems, terrain awareness and warning systems; attitude indicators; fire extinguishing systems; and autopilot or stability augmentation systems.

New Airman Certification Standards provide pilots, instructors and evaluators with a single-source set of clear, logical standards that tell them what they need to know, consider and do to qualify and pass both the knowledge and practical tests for airman certification and ratings.

The GA Joint Steering Committee promotes safety technologies and best practices within the general aviation community and is working to reduce risk in general aviation. The FAA partners with stakeholders to raise awareness about safety issues such as Loss of Control – the number one cause of fatal general aviation accidents – through the Fly Safe education campaign.

The FAA encourages the general aviation community to spread a positive safety culture to the newest members of the community who operate unmanned aircraft systems (UAS). Pilots and aircraft owners can share important UAS information with their friends and family on flying unmanned aircraft for fun or work.

The United States has the largest and most diverse GA community in the world, with more than 220,000 aircraft – including amateur-built aircraft, rotorcraft, balloons, and highly sophisticated turbojets. The FAA and GA community are working together to put the right technologies, regulations, and education initiatives in place to improve safety.

FAA announces new Air Transportation Center of Excellence



WASHINGTON, DC - Federal Aviation Administration (FAA) Administrator Michael Huerta today announced that the agency has selected the University of Oklahoma and Embry-Riddle Aeronautical University teams to lead the new Air Transportation Center of Excellence for Technical Training and Human Performance (COE TTHP). The COE will conduct research and development on technical training for air traffic controllers, aviation safety inspectors, engineers, pilots and technicians.

“This world-class, public-private partnership will help us focus on the challenges and opportunities of this cutting-edge field of research,” Administrator Huerta said. “We expect this team will help us educate and train aviation professionals well into the future.” The academic team members all have nationally-recognized collegiate aviation-related education programs and core members also own and operate their own aircraft and airports. A partnership of principal investigators from the different universities will perform the research projects. The universities will engage senior faculty as well as graduate-level and undergraduate students in their research activities.

The FAA expects the COE will be fully operational and engaged in a robust research agenda within the next few months. The FAA will take advantage of advancements in teaching, such as part-task training, modeling, immersive human-in-the-loop simulation, and adaptive learning technologies that are standard in other technical workforces. The COE will examine human factors issues such as changes in learner expectations and academic best practices for training a new generation of learners. The center also will research innovative training methods for this new generation. This includes new technologies such as mobile learning as well as new ways of collecting and managing training data.

The FAA’s Center of Excellence program is a long-term, cost-sharing partnership between academia, industry and government. Congress authorized Air Transportation Centers of Excellence under the Federal Aviation Administration Research, Engineering and Development Authorization Act of 1990. This legislation enables the FAA to work with center members and affiliates to conduct research in airspace and airport planning and design, environment and aviation safety, as well as to engage in other activities to assure a safe and efficient air transportation system.

The FAA has established 12 Centers of Excellence in critical topic areas focusing on: unmanned aircraft systems, alternative jet fuels and environment, general aviation safety, commercial space transportation, airliner cabin environment, aircraft noise and aviation emissions mitigation, advanced materials, general aviation research, airworthiness assurance, operations research, airport pavement and technology, and computational modeling of aircraft structures.

PICKLES | Brian Crane



NASA charges toward greener aviation with novel concepts



WASHINGTON, DC - NASA has selected five green technology concepts that have the potential to transform the aviation industry in the next decade by reducing aircraft fuel use and emissions.

The concepts were selected under NASA's Transformative Aeronautics Concepts Program for a two-year study.

The topics, including three specifically targeted at electrically-propelled aircraft are:

- Alternative fuel cells;
- Using 3-D printing to increase electric motor output;
- The use of lithium-air batteries for energy storage;
- New mechanisms for changing the shape of an aircraft wing in flight;
- The use of a lightweight material called aerogel in the design and development of aircraft antenna.

These five concepts, in addition to three of the six selected in 2015, address NASA's green aviation initiatives to cut fuel use by half, lower harmful emissions by 75 percent, and significantly reduce aircraft noise.

"There definitely was an emphasis in our selections on bringing forward activities that addressed a NASA aeronautics goal to reduce the carbon footprint of aviation during the 21st century," said program manager, Doug Rohn.

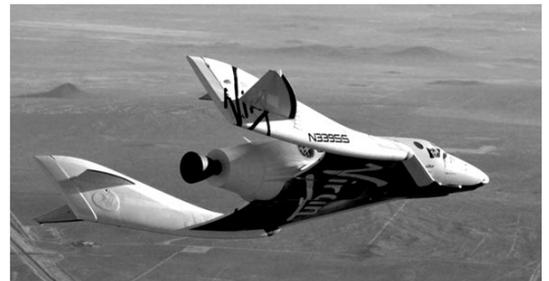
Though there can be no guarantee the studies will result in deployable technologies, given the novelty of the concepts, researchers are confident much critical data and information will be gleaned from the studies that will inform future green aviation concepts and research efforts.

"Is failure an option? It depends on your definition of failure. We're going to ask the questions and see if these ideas are feasible or not. A successful feasibility assessment may determine the concept won't work," Rohn said.

Space passengers: Virgin Galactic's SpaceShipTwo receives FAA license

The US federal aviation watchdog has issued a license for Virgin Galactic's SpaceShipTwo, allowing the company to restart test flights for the plane designed to take passengers on sub-orbital space trips following the fatal 2014 crash.

The US Federal Aviation Administration's Office of Commercial Space Transportation (FAA-AST) granted the operator license to Virgin Galactic almost two years after the failed test of the SpaceShipTwo craft, which broke up in-flight and crashed in the Mojave desert in October 2014. The new SpaceShipTwo spacecraft, branded VSS Unity, was unveiled in February this year and is currently undergoing ground system integration testing.



Unlike most spacecraft that leave Earth using a vertically ascending rocket booster, SpaceShipTwo, just like its predecessor, is instead launched from underneath a carrier aircraft, known as the WhiteKnightTwo. Once the WhiteKnightTwo reaches an altitude of 15,000 meters (50,000 ft), SpaceShipTwo then separates from the mother ship and deploys the hybrid rocket engine to reach 4,200 km/h (2,600 mph) speed enough to obtain the needed altitude of some 68 miles (110 kilometers) after 70 seconds. Once in the lower thermosphere, the SpaceShipTwo is designed to linger in space for a few minutes for tourists to experience weightlessness before shifting the vehicles wings positions to take the crew back to Earth.

SpaceShipTwo, manufactured by the Spaceship Company, Virgin Galactic's manufacturing arm, is made to be reusable and comfortably carry as many as six people and two pilots into space.

SpaceShipTwo's crew cabin is 3.7 m (12 ft) long and 2.3 m (7.5 ft) in diameter, while the wing span runs 8.2 m (27 ft). The new spacecraft stands 4.6 m (15 ft) and has a length of 18 m (60 ft).

Frankfurt Airport introduces real-time feedback system for passengers



Frankfurt Airport introduces a real-time standardized passenger feedback system for use during all important phases of the travel process. The new system will be available at key locations and functions across Terminals 1 and 2, including security checks, sanitary facilities, information counters, and the Lost & Found office. Passengers can directly voice their opinions about services right where they are provided. In return, it enables Fraport to just as quickly and efficiently respond to the real-time feedback.

The system could hardly be more intuitive: passengers simply click on a “smiley button” – green for positive, yellow for neutral, or red for negative – to answer a feedback question. Especially where the very important aspect of cleanliness is concerned, the system adds considerable value by enabling the airport’s operator to instantly pinpoint and remedy any shortcomings. This can make a crucial difference during hours with peak passenger traffic volumes.

Fraport AG, the airport’s operator, has been consistently committed to continuously improving the customer experience and quality of service at Germany’s largest aviation hub, as expressed in its slogan “Gute Reise! We Make It Happen”. Other examples are the Frankfurt Airport App and free Wi-Fi. Passengers and visitors can find more information on the many services offered at Frankfurt Airport at www.frankfurt-airport.com and on the airport’s Twitter, Facebook, and YouTube pages.

London dethroned as world's priciest city



LONDON, England - The British capital now ranks third behind New York and Hong Kong as the cities with the highest property values, according to luxury real estate broker Savills. The falling pound has accelerated the cooling real estate market following the UK vote to quit the European Union, according to the research. The study analyzes the costs for an average employee to live in a city in a rented apartment and work in an office for a year.

London had been at the top of the rating for the last two-and-a-half years, but slipped in July shortly after the Brexit vote. The British currency has dropped by nearly 12 percent since the ‘yes’ vote was announced and is currently down by about 11 percent since the beginning of the year. This has considerably cut housing costs and office rental in US dollar terms in comparison with the other global cities. According to Savills, in July the total live-work accommodation per person in London fell 11 percent to \$100,141. New York and Hong Kong were more expensive for staff location. The cost of living in the other financial hubs was fixed at \$114,010 and \$100,984, respectively. Tokyo was the fourth in the rating with accommodation costs rising 22 percent to \$85,334, according to the Savills data. This echoes a 16-percent upsurge by the yen against the dollar since the start of the year.

“For the last two-and-a-half years London has held top spot, reflecting the strength of its economy and high demand for space from a wide variety of occupiers, but the impact of currency falls post-EU referendum has made London very much more competitive on the world stage,” said Yolande Barnes, head of world research at Savills. The Savills survey is focused on property costs for employees engaged in the financial services and creative sectors, which are seen as key drivers for global cities’ economies, according to Barnes.

Is Airbus involved in major fraud? Britain thinks so



The serious Fraud Office tells Airbus it is looking into suspected fraud, bribery and corruption claims in connection with aircraft sales. The UK’s Serious Fraud Office (SFO) has begun a formal investigation into suspected fraud, bribery and corruption in connection with commercial plane sales by Airbus.

Three months ago a UK government agency suspended the issue of export credits to Airbus, citing discrepancies in declarations by the aircraft-maker on the use of third-party intermediaries during jet sale negotiations.

In a statement, Airbus Group said it had been notified that the SFO had opened an investigation and that the company was continuing to cooperate with British police. French and German agencies have also halted export credits to the plane maker, which support deliveries to airlines with limited access to commercial funds.

Airlines' Hiring Push Is About to Make Military Pilot Shortage a Lot Worse

by Wayne Heilman



According to a new Rand report, military pilots are a likely target as American, Delta and United all boost pilot hiring during the next 20 years to replace their aging workforces. A Rand Corp. study has found the Air Force could lose more pilots in coming years amid a hiring surge and salary increases by the nation's largest airlines. Military pilots are a likely target as American, Delta and United all boost pilot hiring during the next 20 years to replace their aging workforces, the California-based

military issues think tank said in a study.

Trisha Guillebeau, an Air Force spokeswoman in Virginia, said in an email that the pilot retention in the Air Force has declined for three consecutive years and resulted in a shortage of qualified pilots, which is most acute for fighter aircraft. As a result, she said, Air Force Chief of Staff Gen. David Goldfein in September ordered a redesign of the service's fighter aircraft operations to "focus on developing a strategy and implementation plan to ensure the Air Force has an enduring, proficient and sufficient fighter pilot force."

Guillebeau said the Air Force this year came up with and is putting into practice recommendations that include making deployments more efficient, adding administrative support in flying squadrons, adding maintenance staff to utilize aircraft better and increasing assignment flexibility. She said the service also has asked Congress to increase all aviation retention pay in response to less than half of fighter pilots accepting retention bonuses last year and that percentage declining again this year.

The airlines' recruiting push, which includes increasing pilot pay by more than 20 percent since 2014, is expected to produce a shortage of qualified military pilots unless the Department of Defense nearly doubles the extra pay it gives to pilots.

"Former military pilots aren't the only hiring pool for commercial airlines, but our research shows that when commercial airlines hire more pilots, the number of Air Force pilots leaving military service tends to rise," Michael Mattock, lead author of the study, said in a news release.

The best opportunities for salary growth for military pilots are when they leave at the end of their active-duty service commitment of 10 years, rather than after a full 20-year military career that earns them a pension, the study found. Those pilots would still be valuable to the Air Force if they remained in the military, but they can earn a salary of more than \$180,000 annually within five years of leaving the service, Mattock said.

To avoid a shortage, the Department of Defense would have to increase pilot retention pay from a maximum of \$25,000 annually to between \$38,500 and \$62,500, Rand calculated.

The study, "Retaining Air Force Pilots When the Civilian Demand for Pilots is Growing," is available at www.rand.org.

Why Do Airline Computer Systems Keep Breaking Down?

By David Koenig/The Associated Press



Twice in less than a month, a major airline was paralyzed by a computer outage that prevented passengers from checking in and flights from taking off. In July, it took Southwest days to recover from a breakdown it blamed on a faulty router. On August 1, it was Delta's turn, as a power outage crippled the airline's information technology systems and forced it to cancel or delay hundreds of flights. Delta employees had to write out boarding passes by hand, and at one airport they resurrected a dot-matrix printer from the graveyard of 1980s technology.

Why do these kinds of meltdowns keep happening? The answer is that airlines depend on huge, overlapping and complex IT systems to do just about everything, from operating flights to handling ticketing, boarding, websites and mobile-phone apps. And after years of rapid consolidation in the airline business, these computer systems may be a hodgepodge of parts of varying ages and from different merger partners. These systems are also being worked harder, with new fees and options for passengers, and more

transactions — Delta’s traffic has nearly doubled in the past decade.

“These old legacy systems are operating much larger airlines that are being accessed in many, many more ways,” said Daniel Baker, CEO of tracking service FlightAware.com. “It has really been taxing.” The result: IT failures that can inconvenience tens of thousands of passengers and create long-lasting ill will.

It is unclear exactly what went wrong at Delta. The airline said it suffered a power outage at an Atlanta installation around 2:30 a.m. EDT that caused many of its computer systems to fail. But the local electric company, Georgia Power, said that it was not to blame and that the equipment failure was on Delta’s end. IT experts questioned whether Delta’s network was adequately prepared for the inevitable breakdown. “One piece of equipment going out shouldn’t cause this,” said Bill Curtis, chief scientist at software-analysis firm Cast. “It’s a bit shocking.” Curtis said IT systems should be designed so that when a part fails, its functions automatically switch over to a backup, preferably in a different location. “And if I had a multibillion-dollar business running on this, I would certainly want to have some kind of backup power,” he added. Delta officials declined to say what kind of backup procedures they have.

Most other airlines rely on one of a handful of specialty travel-technology companies to help with IT. Delta’s system, called Deltamatic, started as a joint venture with Northwest and TWA in the 1990s. It was later spun off into a separate company called Travelport, but Delta bought back its portion two years ago. “Delta has been so confident that it is as good at this as anybody that it took everything back in-house,” said Seth Kaplan, co-author of a book about Delta’s rise from bankruptcy to prominence in the industry. Kaplan said all airlines have some old components in their IT systems, including Delta. “But the front end is all very modern, and Delta is rather well-regarded” in the industry.

IT problems are not unique to airlines. There have been high-profile breaches and breakdowns at banks and retailers, among others. Airlines have particular challenges because their systems are constantly undergoing changes and additions, including automation to handle the large volume of transactions with customers. When was the last time you called an airline on the phone? That degree of automation hindered Delta’s ability to inform passengers, many of whom didn’t know about the outage until they got to the airport. In the first several hours after the outage, when planes were grounded, Delta’s website and other systems showed flights as being on time.

Computer network outages have affected nearly all the major carriers in recent years. After it combined IT systems with merger partner Continental, United suffered shutdowns on several days, most recently in 2015. American also experienced breakdowns in 2015, including technology problems that briefly stopped flights at its big hub airports in Dallas, Chicago and Miami. Recovering from an outage can take several days, as Southwest proved. Southwest said it canceled 2,300 flights between July 20 and 24, about 12 percent of its schedule, and FlightStats Inc. said more than 8,000 flights were delayed. Until August 1, Delta had been considered among the leaders in operations and was thought to be immune to big IT problems.

Mergers create many chances for things to go wrong, as airlines that may have incompatible software combine their systems. From an IT standpoint, the United-Continental merger was seen as particularly awful, while Delta’s 2008 acquisition of Northwest was seen as so smooth that American copied it when it combined with USAIR.



To Find Cheap Flights, the Day (Kind of) Matters

By Stephanie Rosenbloom/The New York Times



Is there a best day to get the lowest price on a flight? Many travelers think the magic day is Tuesday, long lauded by travel deal sites for its fare sales. Other travelers may have heard pundits declare Wednesday the ideal day. In December, Expedia and the Airlines Reporting Corporation, which processes ticket transactions for airlines and travel agencies, announced that weekends are the new best time. But is there really a preferred day to buy?

“I just want to drive a stake through the heart of that myth,” said George Hobic, the founder of the deal alert site Airfarewatchdog.com, who has been looking at airfares on popular routes every day for more than 20 years, with the rare exception of a vacation where he doesn’t have Internet access.

There are too many variables at play for there to be a universally ideal day to buy an airline ticket. Price depends on a variety of factors, including the route; the level of competition on the route; surrounding holidays and events (like a convention or the Super Bowl); and the days of the week you plan to fly. During a single week in March, for example, a recent search for a round-trip flight between New York and Miami turned up ticket prices as low as \$174 and as high as \$314. Besides, nowadays we have fare calendars at our fingertips and websites such as Kayak and Travelzoo that alert us to low fares and sales — and those sales don’t always take place on the same day of the week.

Mr. Hobic pointed out, for instance, that on a recent Thursday, Virgin Atlantic lowered nonstop winter flights to Heathrow Airport in London from John F. Kennedy International Airport or Newark Liberty International Airport to about \$504 round-trip. Economy fares had been running \$900, Mr. Hobic said, then \$800, then they went back up, and after that they dipped to around \$680.

Airlines (and the above example is but one of many) are perpetually tweaking prices, making predictions difficult. Expedia said as much in its report. Even though its latest research asserts that weekends have the best fares, consumers who spot a good deal on Thursday shouldn’t wait until Saturday to buy it with the hope that the price will tumble even further. “If you find a fare that looks like a good deal, grab it,” the report said, “regardless of the day of week.”

In addition to recommending the best times of the week to book, Expedia and other sites such as FareCompare publish suggestions about how far in advance of a trip to book to score the lowest fare. For instance, Expedia reported in December that the optimal time to buy an economy ticket for travel in North America is 57 days in advance, resulting in a potential savings of about 10 percent versus the average fare. Recommended lead times for travel to international destinations, including Europe and Asia-Pacific, were even longer. Travelers shouldn’t think of predictions as rules, though. There are flights to Asia, for example, that are \$500 cheaper when booked at the last minute as opposed to months in advance, Mr. Hobic said.

And talking about the “average fare” isn’t necessarily helpful because that doesn’t take into account the quality of a flight. Is it nonstop or does it have a 34-minute connection in a busy, sprawling airport like Atlanta? Is it an 18-hour layover in Dallas that will require you to spend an additional \$300 in hotel bills and meals? Are you flying in an aisle seat in a Dreamliner or in the middle seat in a MD-80? And if that cheap ticket you found is on a discount airline like Spirit or Frontier, chances are you’ll have to budget another \$30 to \$100 to check a bag. In other words, you probably don’t want the average fare. If you want to sit next to your companion, be a safe distance from the bathroom, put your bag in an overhead compartment instead of the belly of the plane, and have enough time to make a connection, what you really want are good fares that may not be the absolute cheapest, but give you the experience you want.

So how do you find these fares? Almost every major airline (Delta, United, JetBlue) has a good flexible date search option on its website that you can use to see which travel dates will get you the lowest prices, along with the time and comforts you need.

To search multiple airlines at once, there’s Google Flights, which has simple calendars that allow users to easily see if they can save by flying a day or two earlier or later. The tool offers tips to that end. During a

recent flight search for New York to Cancún, a message appeared saying that if I adjusted the travel dates by a few days, I could save \$246. While the site has international and domestic flight information for nearly every airline, you won't find Southwest there, so be sure to look at the airline's own fare calendar on its website.

To keep abreast of private sales and low fares (as well as hotel deals), you can search or sign up for alerts on Airfarewatchdog.com. Email alerts include low fares for a particular route that interests you, or all of the affordable round-trip flights departing from your local airport.

Because prices are constantly fluctuating, keep checking airline websites and Google Flights to see the latest fares. The ticket price you see before lunch may be different a couple of hours later.

Even after you buy a ticket, you still have a chance to save. If you go to My.yapta.com/airline-refunds, you can sign up to receive free notifications if your ticket price drops. (TripIt Pro has a similar service though it's part of an annual \$49 membership.) With Yapta, if the price drop is greater than the cost of your airline's change fee, you can call the airline and pocket the difference. If the price drops and you booked your ticket within 24-hours, you can simply cancel the ticket free of charge and rebook at the new, lower rate. And if the price on the ticket you purchased goes up? You have something even better: the satisfaction of knowing you nabbed a deal.

Cracking the Millennial travel mindset: Surprising insights on attitudes and behaviors



NEW YORK, NY - As the largest demographic since the boomers, Millennials are influencing the travel industry. According to new data released from The American Express Future of Travel and the American Express Spending & Saving Tracker, Millennials are more optimistic and plan to travel more frequently (52.8% Millennials vs. 32.1% Boomers) in the next five years and spend more on travel than boomers (58% Millennials vs. 41.3% Boomers) in the same timeframe. There are similarities too. The survey data shows both Millennials and more mature demographics share an appreciation of high-touch, human interactions, with 89% of Millennials reporting that the value of personal service cannot be replaced.

"One thing is clear, people, regardless of their age and the cost of travel, place a high value on personalized service in their travel experience," said Claire Bennett, Executive Vice President, American Express Travel, while speaking July 26 at #NoFilter: Millennial Perception vs. Reality, the first American Express Travel Salon, a series of conversations the company plans to host relevant to the travel industry. The Salon, which featured a panel moderated by Bennett, was designed to discuss and debunk the myths surrounding Millennials and travel.

Here are four travel topics and corresponding data presented at the Salon that appear to discredit accepted millennial myths:

Opting Out of Traditional Travel Help: The most notorious myth: Millennials won't use a travel agent. Yet, Millennials give travel agents an "A," with 92.4% of those who have used a travel agent in the past five years reporting it enhanced their travel experience. Additionally, nearly 60% of Millennials agree they would pay more for an agent's expertise. "Led by Millennials, travelers are beginning to articulate a vision of high-touch and high-tech service and the industry is watching," Bennett said.

The Apple Doesn't Fall Far from the Tree: There's an assumption that Millennials have different travel needs than their parents, but in many cases, the data suggests that they may be more similar than they like to admit. In fact, according to American Express Travel, 76.3% of Millennials say they prefer to stay in a traditional hotel, nearly equal to boomers, and both agree (46% equally) that enhanced in-room technology is the most appealing hotel trend.

Customization and Cost: There's a dichotomy when it comes to Millennials' travel planning habits. On one hand, the data shows that customization is king, with nearly 70% of Millennials saying they would put in the effort to plan a personalized travel experience vs. purchasing a pre-packaged trip, yet 58.7% of

Millennials report that they would choose a package if it were less expensive. Price was not the only consideration when it came to customization. By more than 25 percentage points when compared to Boomers, Millennials surveyed shared they would be willing to let brands use data from their past travel purchases to deliver a more personalized experience.

If They Don't Document, Did it Happen? While three-quarters of Millennials claim to prefer to live in the moment while traveling and not view experiences through the lens of their phone, the fact is the pressure to post on social media for this group is real. More than half (54.9%) feel that it is their responsibility to post reviews for the benefit of other travelers and more than a quarter (25.8%) feel they spend too much time on social media while traveling. "Previous generations simply did not face this situation," Bennett said. "It is a constant push-pull between connection and taking the time to be present."

Chicago's Museum of Science and Industry's Transportation Gallery

Chicago's Museum of Science and Industry's Transportation Gallery is one of the city's marquee exhibits. Guests take a journey through the history of transportation, from steam locomotives to a replica 1903 Wright Flyer to a modern-era United Boeing 727. It's a fascinating reminder of how far we've come, and it drives us to consider what the future might hold.



The 727 is a popular feature and it operates, in part, thanks to pilot volunteers from United who act as tour guides, many of whom were honored on July 19 at a museum-hosted luncheon. Retired Captain Ken Voelker serves as the lead liaison between the pilots and the museum. He spent 35 years flying with United before retiring in 2014 and has volunteered as a guide for nearly 15 years. "We are ambassadors for United and for the museum," Ken said. "It's an opportunity for us to educate and inspire visitors." Last year, our pilots shared their expertise with close to 14,000 people who toured the aircraft. Encouraging youngsters to consider a career in aviation is at the heart of their involvement with the museum. Ken learned to fly at a young age from his father, a World War II pilot, and he hopes to pass on that love for the skies. "The most rewarding part of the experience is interacting with kids who are interested in aviation or in becoming pilots," he said. More than 20 retired and current pilots each staff the exhibit at least once a quarter. Several are there much more frequently: Retired Captains Denny Keast and Dan Parker both exceeded 100 hours last year, and Denny amassed more than 1,000 total hours in his years as a museum volunteer. "Is that a real airplane?" and "Are you a real pilot?" are the most common questions they get.

Approximately 60 people attended the appreciation luncheon, including our System Chief Pilot Captain Bryan Quigley, Pilot Base Administration Director and Captain Andy Allen, many of the pilot volunteers and representatives from Boeing. Special guests included retired Captain Dick Murdock, who founded the United volunteer group in 1996, and Captain Bill Norwood. ORD A320 First Officer Keith Irwin also volunteers. "A lot of us based here in Chicago have great memories of going to the museum as kids," Keith said. "Working at United is the pinnacle of our career, something that we've worked hard and sacrificed for, but we had help along the way. This is a chance for us to give back and return the favor."

Keith said the exhibit is also a source of pride for the pilots who contribute their time to support it. We donated the 727 almost two decades ago and continue to provide funding to maintain the exhibit. We're also pleased to work with the pilots, like Keith, who are helping to update the exhibit. "The plane is getting older, and the flight deck isn't a good representation of what you see in modern aircraft," said Keith. "We are working to get the funds to make it more interactive and show new technology alongside the old, so that visitors can see how far things have progressed in terms of innovation." Many of the volunteers flew 727s early in their careers and feel nostalgic about the aircraft, which we stopped flying in the early 1990s. "The 727 was really a pilot's plane," Ken recalled. "There was very little automation in it, so you had to be hands-on. It was my favorite one to fly."

Pilots who are interested in getting involved as exhibit guides can email Ken Voelker directly at kenvoelker777@aol.com.

The Hidden Ugly Truth about low cost carriers



Low-cost airlines have attention-grabbing headline prices that seem the obvious choice in saving money. What budget airlines don't always show is how these prices are not always what they seem due to "price deconstructing" in order to appear lower. With this model, budget airlines show a base price that usually does not include a range of basic add-ons, such as in-flight meals, seats, and luggage allowances that their competitors already include in the published fare.

The Hidden Truth: A passenger rights service provider has broken down the costs to offer a side-by-side comparison and Infographic highlighting how budget airline 'hidden' charges can dramatically boost tickets prices, often to the point of costing more than booking with a scheduled carrier.

Case Study – Family vacation in London:

With the British pound now more affordable due to Brexit, the cost for a family of four (two adults and two children aged 2-11) to vacation in London.

The family would travel from New York (JFK) to London (Heathrow or Gatwick) on August 11, returning on August 18, and require standard seating, in-flight meals, and luggage allowance.

The price for the family to fly British Airways (BA) economy class totals \$4099.10 including all taxes and service charges.

This fare includes:

- Check-in available at the airport, online and via mobile before departure
- Seat selection free from 24 hours prior to departure and at the airport. Seat selection at time of advance booking can be chargeable.
- Complimentary three-course meal and drinks in-flight, including alcohol
- Complimentary pre-bookable children's meals
- 1 hold luggage per person at 23 kg

For flights on the same dates with Norwegian, the third largest low-cost carrier in Europe, the base fare for two adults and two children, including tax amounts to USD \$3651.20

But then the add-ons:

Seat reservation \$45 per person, per direction

1 checked bag at 20 kg per person at \$45 per direction

In-flight meals at \$45 per person per direction

These add-on charges boost the final ticket price for the family of four to \$4731.20 – or \$632.10 more than flying with British Airways. Norwegian does offer a discount when booking seats, baggage and meals online simultaneously.

But even with the Norwegian discount to book all three add-ons together in advance (LowFare+), the final price is \$4371.20 – still \$272.10 more expensive than BA.

Factor in delays and cancellations.

"The majority of complaints we handle on behalf of passengers are directed against low-cost airlines and some of them really do not respect the EU passenger rights legislation and make it overly hard and complex to settle rightful cases," said Eve Buechner, Founder and CEO of refund.me. "Topping the list at number one is Ryanair, followed by easyJet in Switzerland."

Lengthy delays are the primary reasons passengers seek redress under EU 261, accounting for over 75 percent of all refund.me claims, followed by cancelled flights at 21 percent.

"Passengers should consider the likelihood of experiencing flight delays on a low-cost carrier, along with the unpleasant reality that budget airlines are often the most difficult in terms of settling compensation claims in a timely manner."

Passenger Rights: Under EU 261/2004 regulations, passengers whose flights are more than three hours late or canceled can claim up to €600 (\$669) depending on the specific details of the flight. These rules apply to all worldwide airlines departing from an airport located in the territory of a European Union Member State regardless of whether the airline is or is not an EU Community carrier airline. For flights from outside the EU to a destination within the EU, passengers are protected if flying with an EU-based airline.

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Preclearance at Foreign Airports Seen as a Necessity to Fight Terrorism

By Ron Nixon/The New York Times



BRUSSELS — The Department of Homeland Security is pushing to increase the number of American law enforcement personnel stationed at airports abroad to screen passengers before they board planes to the United States, officials say. The effort would be designed to extend the United States' border security to foreign airports as part of new initiatives to reduce the risk of potential terrorists entering the country.

Under a smaller program already in place, called Preclearance and run by United States Customs and Border Protection, officers are based at foreign airports where they collect fingerprints and photos and check travel documents before allowing passengers to board a plane traveling to the United States. The foreign airport is responsible for many of the program's costs, including the construction and maintenance of the space dedicated to the effort inside the airport. Passengers departing those airports are treated the same as domestic travelers, and do not have to go through customs when they arrive in the United States.

“The expansion of Preclearance in strategic locations will further strengthen our ability to identify those who may pose a national security threat prior to encountering them on U.S. soil,” R. Gil Kerlikowske, the commissioner of the customs and border agency, said in an interview. The agency has more than 500 people stationed at 15 foreign airports, including facilities in Canada, Bermuda, the Bahamas, Aruba, Abu Dhabi and Ireland. Airports with those preclearance programs accounted for about 16 million travelers in 2014, the most recent year of data, or 15 percent of all foreign visitors to the United States. The department said it would like to increase that to 33 percent of foreign passengers annually by 2024.

The proposed expansions are mostly for airports in Europe, including the one here in Brussels, which was the site of terrorist attacks in March. Other airports under consideration include Turkey's Istanbul Ataturk Airport, which was the target in June of a terrorist attack, and Amsterdam's Schiphol Airport, which was used by Umar Farouk Abdulmutallab, the so-called underwear bomber, in 2009 for his failed attempt to detonate a bomb on a plane bound for Detroit. Homeland Security officials said that, in 2015, more than 10,700 people were refused entry to the United States after being screened by customs officers at foreign airports. While some of the denials were based on national security issues, most were for people who had a criminal record or lacked a proper visa.

Counterterrorism experts say the preclearance program adds an extra level of protection against attacks in the United States by creating a security buffer thousands of miles from its borders. “The further out you can push the border the better,” said Tom Ridge, the first secretary of Homeland Security who is now the president of Ridge Global, a security consulting firm.

Written Legislation would encourage the Department of Homeland Security to expand the preclearance program to the 38 countries that have visa-waiver agreements with the United States. Under the visa-waiver program, foreign visitors are allowed to stay in the country for 90 days without a visa. The legislation was included as part of a trade bill signed into law in February.

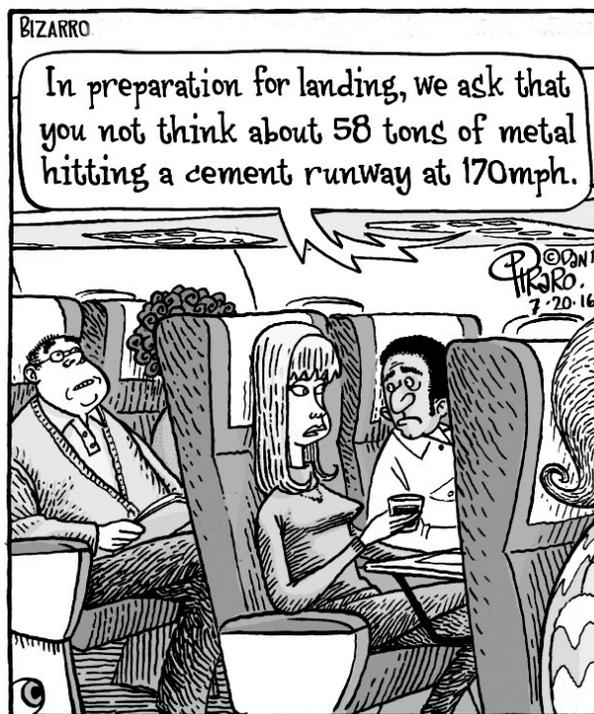
Ralph Goodale, Canada's minister of public safety, said the preclearance program has been "tremendously beneficial for both of our countries." He added that it provides an effective way to move people quickly across the border between Canada and the United States, and enhances security between the two countries. Preclearance began in 1952 in Toronto, primarily as a way to streamline the customs process for passengers arriving at American airports from Canada. At Montreal-Pierre Elliott Trudeau International Airport, travelers go through standard Canadian security and then to an American customs screening area where they are questioned and their names are checked against a security database. Before a recent flight to Dulles International Airport in Washington from Montreal-Trudeau, at least two passengers were denied permission to board after a security search flagged something in their travel records. Officials said it was probably a minor issue, such as the name on the airline ticket not matching the name on the passenger's passport. "But the key is that we are able to spot a problem before a person gets on a plane and lands in the U.S.," said Gregory Starr, the port director for Customs and Border Protection at the Montreal airport. "While we don't have the authority to arrest or detain them, we can at least send them back out onto the street here."

Many European countries and airlines have embraced the program because they believe it would ease the burden on passengers traveling to American airports. But not everyone likes the idea of preclearance. Some European lawmakers say they are uncomfortable with having American law enforcement officers operating in their countries, and are concerned about how data collected by the Department of Homeland Security would be used. "We see this as the extension of a longstanding practice of the U.S. Department of Homeland Security, which already has personnel here, imposing bans on people traveling to America," said Matthias Monroy, an assistant to Andrej Hunko, a member of the German Parliament who has been critical of American law enforcement personnel operating in Germany. "They say they are merely making suggestions to the airlines to deny people, but the airlines don't feel like they can refuse." The program has also been criticized in the United States. In 2013, lawmakers challenged Homeland Security officials for approving a preclearance facility in Abu Dhabi, United Arab Emirates, before the Transportation Security Administration could certify that the airport met American screening and security standards.

David J. Bentley, an analyst at the Center for Aviation in Manchester, England, who has studied the preclearance program, said the most recent selection of airports by the Homeland Security Department for preclearance clearly showed more of a focus on security than travel. "Most of the airports selected have a history of being used by jihadists as an entry and exit point to launch terrorist attacks," he said. "It seems that counterterrorism needs are driving the process rather than long customs queues at U.S. airports."

Mr. Kerlikowske of the customs and border agency said a preclearance protocol would most likely have prevented Mr. Abdulmutallab from boarding a flight in Amsterdam during his attempt to detonate a bomb hidden in his underwear. While he was in the air, United States customs agents had flagged Mr. Abdulmutallab as a person of interest to be questioned once he landed in Detroit.

Jeh Johnson, the secretary of Homeland Security, has called the preclearance program "a Homeland Security imperative" and said it allowed the government to "extend our homeland security beyond our borders and address threats as far from the homeland as possible." Airports such as the one here in Zaventem, just outside of Brussels, are the type of facility officials had in mind when considering locations for the program's expansion. Even before the attack in March, American intelligence officials had worried that the airport could be used by militants to reach the United States. Officials in Belgium are still examining the costs and legal issues associated with setting up a preclearance facility.



U.S. air marshals will be aboard Cuba flights

By Mimi Whitefield/Miami Herald



A sticking point in resumption of commercial airline service to Cuba has been resolved: U.S. air marshals will travel on certain flights to Cuba. At the request of the U.S.-Cuba Trade and Economic Council, the Transportation Security Administration released a statement addressing the issue of federal air marshals on flights to and from Cuba. Regularly scheduled service to Cuba is tentatively scheduled to resume after a hiatus of more than five decades on Aug. 31 when JetBlue begins service from Fort Lauderdale-Hollywood International Airport to Santa Clara, Cuba.

Pending final approval from the Cuban government, other airlines, including American Airlines, are scheduled to begin their inaugural service to destinations outside the Cuban capital soon after that. The U.S. Department of Transportation has tentatively approved Havana routes for eight airlines and is expected to announce final approvals later this month.

“In the spirit of enhancing the security of international civil aviation, the United States and The Republic of Cuba entered into an aviation security agreement that sets forth the legal framework for the deployment of U.S. in-flight security officers — more commonly known as federal air marshals — on board certain flights to and from Cuba,” said the TSA statement. “For security reasons, we will not divulge which flights air marshals will be aboard.” The TSA said the agreement “will strengthen both parties’ aviation security efforts” and that it will continue to work with Cuba to expand air marshal presence on flights and to enhance security.

During testimony before a House Committee on Homeland Security subcommittee TSA Representative Larry Mizell said that the TSA had worked with the government of Cuba to “share with them best practices and lessons learned” to make sure any security concerns discovered at Cuban airports are remedied. “We wouldn’t fly to a place that we don’t think is safe,” Martha Pantin, a spokeswoman for American Airlines, said. American is scheduled to begin its commercial service to Cuba on Sept. 7 with flights to Cienfuegos and Holguín from Miami International Airport. Even though it will be American’s first ever scheduled service to Cuba, it has leased its planes for the past 25 years to charter companies flying to the island. Last year, there were 1,200 charter flights that used AA planes.

Air marshals serve as “an active last line of defense against terrorism and air piracy, and are an important part of a multilayer strategy adopted by the U.S. to thwart terrorism in the civil aviation sector,” the TSA said.

FlyersRights demands US Secretary of Transportation Fix Problem



Because of Delta Airlines recent computer outage at forcing thousands of flight cancellations, Paul Hudson demands from the U.S. Secretary of Transportation to restore a reciprocity rule that his organization,

FlyersRights, has championed. It's known as Rule 240 that allows passengers on a significantly delayed or canceled flights to use their ticket on another airline's flight at no additional cost. FlyersRights is a private air travelers consumer protection organization under the leadership of Paul Hudson, who is also a Member of the FAA Rulemaking Advisory Committee.

Power outage crippled the airline and led to 1,700 flights being grounded. A 'critical' piece of equipment failed at the airline's Atlanta headquarters, the airline said. The wait for passengers to talk to a rep was over 2 hours. The outage is only one out of many suffered by U.S. airlines due to aging computer systems.

FlyersRights.org and Travelers United call on Secretary of Transportation to take action to protect consumers from the unilateral mistakes of airlines by immediately reinstating the reciprocity rule (aka Rule 240) and mandating reliable backup and reserve capacity for computer and other critical air transportation operations and systems. There is no justification for Delta passengers to be delayed up to three days due to its systemic failures while other airlines have empty seats flying to the same destinations.

FlyersRights has been writing to the CEO of Delta, calling for passengers be made whole. In addition to urging FAA administrator Michael Huerta and DOT Secretary Anthony Foxx to issue emergency regulations and orders under their legal authority and duty to protect the national air transportation system from disruption and chaos.

Hudson said: The airlines have created a monster - and should bear the cost of these avoidable shutdowns by making passengers whole instead of dumping the cost and inconvenience on the flying public.flyfly

E6B Computer: Celebrating 75 Years of Flight



The E6B flight computer was introduced to the US Army in 1940. The E6B was the result of several years of development by US Naval Lt. Philip Dalton in the late 1930s. When the design was finalized, the device was introduced to the Army in 1940. After the attack on Pearl Harbor, the US Army Air Forces placed its first large order. The E6B was widely used during World War II, with more than 400,000 units built. Few devices have been around this long, and it has had cameo appearances in Star Trek, and remain in use today.

A flight computer had been developed earlier by Siegfried Knemeyer, a German aeronautical engineer and WWII pilot. However, the E6B is considered the definitive flight computing device.

The current E6B looks almost exactly the same as the first one manufactured 75 years ago. The only difference is that lighter materials, such as cardboard, aluminum, and plastic, are now used in place of the original steel.

The front of the E6B features a logarithmic slide rule, which performs basic multiplication and division. The "whiz wheel" performs useful conversions between different units: gallons, miles, kilometers, pounds, minutes, seconds, etc. If you need to calculate the weight of a certain amount of fuel -- for weight and balance -- you simply position the wheel at the exact amount and look at the corresponding value. The front also contains windows for variations when converting calibrated airspeed to true airspeed, or indicated altitude to true altitude. The back features another slide rule and wheel designed for computing ground speed and wind correction angle. It provides a graphic method of solving problems in trigonometry and displaying the answers in an accessible form.

The basic calculations of the E6B "whiz wheel" are featured on many devices, including some "aviator" watches, such as the Citizen Skyhawk and the Breitling Navitimer. Many E6B emulators are featured on the Internet, and popular apps are available for iPhone, iPad, and Android devices.

If science fiction is any indication, the E6B could be around well into the 23rd century. In the Star Trek episode "The Naked Time," Mr. Spock uses an E-6B to calculate the time of impact between the Enterprise and a planet. In the episodes "Mudd's Women" and "Who Mourns for Adonais?" he is again seen holding an E6B.

welcome aboard Delta

1965

Stewardess Applicants
must be:
Between ages 20 - 26

Never married and in radiant good health.

Must adhere to strict figure control standards

Straight teeth and legs; clear, smooth skin.

Willing to retire between the ages of 30-32 to take on the greater complexities of marriage.

Qualified young women can contact the Base Stewardess Supervisor in cities Delta serves.

Stolen Identity: A Theory on D.B. Cooper that's Far Out--or is it?

By Jerry Lambden/RUPA Member



D.B. Cooper, is my official FBI moniker and has been for decades. I am the infamous "skyjacker" who parachuted from a Boeing 727 on a stormy night somewhere between Seattle and Reno, with \$200,000. For the past 45 years, the FBI and police have searched for me unsuccessfully.

On November 24th, 1971 at the Portland airport, I bought a ticket on Northwest Flight 305 bound for Seattle. It was the day before Thanksgiving. I remember well, because I was lonely and broke. The ticket took my last \$20.

When I boarded the airplane, I looked like the typical business guy: a dark suit, white shirt, black tie and the proverbial briefcase. Nothing fishy about me.

Passing through first and business class toward the coach section, I was relieved to see a light passenger load. The majority of people were seated forward. Reaching coach, I noticed only a few folks. During taxi, I gave the interior a close exam.

The stewardesses began their service once we reached cruise altitude. That's when I showed the stewardess my briefcase bomb. It was simply colored wires attached to an old battery but it fooled her.

I grabbed her and told her to call the captain on the inter phone and inform him that she was my hostage and this was a hijacking. I held her by the wrist and stayed out of sight, hidden in the blueroom. She calmly relayed my demands to the cockpit and the crew obeyed.

After landing in Seattle, the passengers and the two stewardesses were exchanged for my ransom items: four parachutes, \$200,000 and five crew meals.

After refueling, which took over two hours, we finally departed Seattle on a southwesterly heading with orders to cruise at 10,000 feet. Forty-five minutes into the flight, I ordered the second officer to depressurize the cabin enabling me to open the airstair compartment door. I pulled the release handle at the top of the stairway and they dropped from the underbelly of the fuselage into the windstream.

Preparing to jump, I tossed my briefcase, and three bundles of twenty dollar bills out the door. For spite, I left on the rear seat, my "calling card," a black clip-on tie.

I wrapped the money in one of the chutes, strapped on my chute and descended the airstairs. At the bottom step, I took a deep breath and leaped into the cold, wet night, never to be seen again.

"During the ground time in Seattle, jets, helicopters and a C-130 were scrambled from a nearby Air Force base to follow flight 305. Days later, the military was called and some one thousand troops searched the suspected jump zone. Still later, an Air Force SR-71 super-secret spy plane was sent to photograph the entire flight path, but no sign of D.B. Cooper was ever found."

I'm a Northwest flight attendant, in the seventies we were called stewardesses. I wanted to be a pilot but because of sexual discrimination and tough FAA requirements, I never achieved my dream.

For revenge and to demonstrate my talents, I decided to hijack a company plane. I was working the Portland/Seattle schedule all month and so was familiar with the routine. Weeks before, I had secretly bought a ticket for flight 305, using the fictitious name, Dan Cooper (I pulled the name out of thin air.) No pun intended!

After reporting for duty, I exchanged the bogus ticket for a real boarding pass. Remember, in the seventies everything was on paper, no smart phones or i pads.

Once on board flight 305, I inserted the pass into the stack of passes that the senior stewardess would give to the ramp agent. He would transfer them to the flight manifest and complete the "souls on board" count. The manifest would show 36 passengers on board while in reality there were only 35.

Things were routine until we reached cruise altitude. Using the interphone near the rear blueroom, I informed the captain of the situation: I was hostage and we were being hijacked. The stranger was using me to relay his instructions.

We landed at Seattle and, during the entire time on the tarmac, I was isolated in the rear cabin with the separation curtains drawn. Under threat of death, no one was permitted to enter the rear of the plane, this was relayed to the Captain. By now, the FBI had examined the flight manifest and had validated everyone except Dan Cooper.

Finally, Mr. Cooper's demands were satisfied: the FBI boarded four civilian style parachutes, \$200,000 and five crew meals. I was encouraged by the Captain to remain calm and follow Cooper's instructions.

After a lengthy delay, we departed Seattle. During the climb out, I put most of the money into my empty suitcase, messed up my hair and makeup and rubbed my arms so that they appeared bruised. I opened the airstair door and tossed what used to be in my suitcase, except the black tie, two parachutes and three bundles of money. (The money for good luck.)

I staggered to the cockpit and told the crew that the S.O.B. had jumped and that he left only two chutes and a black clip-on tie.

After an exhausting company, FBI debriefing and news media interview, I was released. My supervisor praised my professionalism and for being a "brave girl." "Go home, get some rest and take the rest of the month off with pay."

The FBI asked me for a description of the perpetrator. Since I never forget a face, I portrayed Mr. Cooper after the face of an old high school boy friend who had dumped me. His face remained on the FBI's most wanted poster for ages. Revenge is sweet.

Once home in my apartment, I flopped wearily on my bed and glanced at my bookcase where lay a stolen Boeing 727 handbook. I had taken it from a flight bag in the pilot's lounge months before. I had studied the emergency section, especially the instructions on airstair operations. This particular 727 with a rear airstair was made to order for my project.

I got up, moved to my suitcase and sheepishly opened it to admire the neat rows of bundled \$20 bills; roughly \$195,000. Not bad for one night's work!

Epilogue:

*In 1980, a rotting bundle of twenty dollar bills was found along the Columbia River worth \$5,800.

*After the hijacking, Boeing modified the 727 with what engineers nicknamed the "Cooper Vane." This device prevented deployment of the airstair while airborne.

*This year, 2016, the FBI has officially closed the unsolved mystery of D. B. Cooper after 45 years.

Sleep Problems Tied to Diabetes in Men

By Nicholas Bakalar



Men who do not get enough sleep — or get too much — may have an increased risk for Type 2 diabetes, a new study suggests. Researchers studied 788 healthy men and women participating in a larger health study, measuring their sleep duration using electronic monitors and testing them for markers of diabetes — how well pancreatic cells take up glucose and how sensitive the body's tissues are to insulin. The study is in the *Journal of Clinical Endocrinology & Metabolism*.

The average sleep time for both men and women was about seven hours. As the men diverged from the average, in either direction, their glucose tolerance and insulin sensitivity decreased, gradually increasing the deleterious health effects. There was no such association in women. The researchers weren't sure why men but not women showed this association but caution that this was a cross-sectional study, a snapshot of one moment in time, and that they draw no conclusions about cause and effect.

The lead author, Femke Rutters, an assistant professor at the VU Medical Center in Amsterdam, said that it is easy to advise men to get regular and sufficient sleep, but because so many lifestyle and health factors may contribute to poor sleep, acting on that advice is much harder.

"There has been a lot of observational work on sleep, but trying to change it is difficult," she said. "Ideally, men should try for regular sleep."

21 Rules for a Good Old Age

Some of us have reached our golden years, and some of us have not. But these suggestions should be read by everyone. They have been collected from many a senior, each with his or her own piece of advice. Some you know, some may surprise you, and some will remind you of what's important. So read well, share with your loved ones, and have a great day and a great life!

1. It's time to use the money you saved up. Use it and enjoy it. Don't just keep it for those who may have no notion of the sacrifices you made to get it. Remember there is nothing more dangerous than a son or daughter-in-law with big ideas for your hard earned capital. Warning: This is also a bad time for an investment, even if it seems wonderful or fool-proof. They only bring problems and worries and this is a time for you to enjoy some peace and quiet.
2. Stop worrying about the financial situation of your children and grandchildren, and don't feel bad spending your money on yourself. You've taken care of them for many years, and you've taught them what you could. You gave them an education, food, shelter and support. The responsibility is now theirs to earn their own money.
3. Keep a healthy life, without great physical effort. Do moderate exercise (like walking every day), eat well and get your sleep. It's easy to become sick, and it gets harder to remain healthy. That is why you need to keep yourself in good shape and be aware of your medical and physical needs. Keep in touch with your doctor, get tested even when you're feeling well. Stay informed.
4. Always buy the best, most beautiful items for your significant other. The key goal is to enjoy your money with your partner. One day one of you will miss the other, and the money will not provide any comfort then, enjoy it together.
5. Don't stress over the little things. You've already overcome so much in your life. You have good memories and bad ones, but the important thing is the present. Don't let the past drag you down and don't let the future frighten you. Feel good in the now. Small issues will soon be forgotten.
6. Regardless of age, always keep love alive. Love your partner, love life, love your family, love your neighbor and remember: "A person is not old as long as he or she has intelligence and affection."
7. Be proud, both inside and out. Don't stop going to your hair salon or barber, do your nails, go to the dermatologist and the dentist, keep your perfumes and creams well stocked. When you are well-maintained on the outside, it seeps in, making you feel proud and strong.
8. Don't lose sight of fashion trends for your age, but keep your own sense of style. There's nothing worse than an older person trying to wear the current fashion among youngsters. You've developed your own sense of what looks good on you - keep it and be proud of it. It's part of who you are.
9. ALWAYS stay up-to-date. Read newspapers, watch the news. Go online and read what people are saying. Make sure you have an active email account and try to use some of those social networks. You'll be surprised which old friends you'll meet. Keeping in touch with what is going on and with the people you know is important at any age.
10. Respect the younger generation and their opinions. They may not have the same ideals as you, but they are the future, and will take the world in their direction. Give advice, not criticism, and try to remind them of yesterday's wisdom that still applies today.
11. Never use the phrase: "In my time". Your time is now. As long as you're alive, you are part of this time. You may have been younger, but you are still you now, having fun and enjoying life.
12. Some people embrace their golden years, while others become bitter and surly. Life is too short to waste your days on the latter. Spend your time with positive, cheerful people, it'll rub off on you and your days will seem that much better. Spending your time with bitter people will make you older and harder to be around.
13. Do not surrender to the temptation of living with your children or grandchildren (if you have a financial choice, that is). Sure, being surrounded by family sounds great, but we all need our privacy. They need theirs and you need yours. If you've lost your partner (our deepest condolences), then find a person to move

in with you and help out. Even then, do so only if you feel you really need the help or do not want to live alone.

14. Don't abandon your hobbies. If you don't have any, make new ones. You can travel, hike, cook, read, dance. You can adopt a cat or a dog, grow a garden, play cards, checkers, chess, dominoes, golf. You can paint, volunteer at an NGO (non-governmental organization, is any non-profit, voluntary citizens' group) or just collect certain items. Find something you like and spend some real time having fun with it.

15. Even if you don't feel like it, try to accept invitations. Baptisms, graduations, birthdays, weddings, conferences. Try to go. Get out of the house, meet people you haven't seen in a while, experience something new (or something old). But don't get upset when you're not invited. Some events are limited by resources, and not everyone can be hosted. The important thing is to leave the house from time to time. Go to museums, go walk through a field. Get out there.

16. Be a conversationalist. Talk less and listen more. Some people go on and on about the past, not caring if their listeners are really interested. That's a great way of reducing their desire to speak with you. Listen first and answer questions, but don't go off into long stories unless asked to. Speak in courteous tones and try not to complain or criticize too much unless you really need to. Try to accept situations as they are. Everyone is going through the same things, and people have a low tolerance for hearing complaints. Always find some good things to say as well.

17. Pain and discomfort go hand in hand with getting older. Try not to dwell on them but accept them as a part of the cycle of life we're all going through. Try to minimize them in your mind. They are not who you are, they are something that life added to you. If they become your entire focus, you lose sight of the person you used to be.

18. If you've been offended by someone - forgive them. If you've offended someone - apologize. Don't drag around resentment with you. It only serves to make you sad and bitter. It doesn't matter who was right. Someone once said: "Holding a grudge is like taking poison and expecting the other person to die." Don't take that poison. Forgive, forget and move on with your life.

19. If you have a strong belief, savor it. But don't waste your time trying to convince others. They will make their own choices no matter what you tell them, and it will only bring you frustration. Live your faith and set an example. Live true to your beliefs and let that memory sway them.

20. Laugh. Laugh A LOT. Laugh at everything. Remember, you are one of the lucky ones. You managed to have a life, a long one. Many never get to this age, never get to experience a full life. But you did. So what's not to laugh about? Find the humor in your situation.

21. Take no notice of what others say about you and even less notice of what they might be thinking. They'll do it anyway, and you should have pride in yourself and what you've achieved. Let them talk and don't worry. They have no idea about your history, your memories and the life you've lived so far. There's still much to be written, so get busy writing and don't waste time thinking about what others might think. Now is the time to be at rest, at peace and as happy as you can be!

AND REMEMBER: "Life is too short to drink bad wine."

PICKLES | Brian Crane



LightHawk: A worthy organization



In November, 2014, I retired from ORDFO and, sad to say, don't have my own airborne chariot, but there came a time recently when I needed one. Under the category of "pilots helping pilots," this may be a new slant...

Perhaps some have heard of Light hawk, an association of pilots with planes and gas money. Wanting to do some flying (and possibly -- who am I to say -- benefit from tax deduction), these wonderful folk donate their time and planes toward helping environmental non-profit organizations.

Along with its director, Margo Zdravkovic, I just happen to have co-founded an environmental non-profit organization, called Conservian. We operate a Coastal Bird Conservation program, working primarily along the U.S. Gulf Coast (including post-oil spill efforts), with, for example, National Fish and Wildlife grants, to protect shorebirds and their habitat.

Planning similar efforts in the Bahamas, we needed to survey many miles of Bahamian shoreline, to locate shorebird habitat and map our expedition. The task would've been impossible by boat and on foot.

Lighthawk generously helped us to connect with one of their volunteer pilots, Jimmy Roswell, and his bright yellow Super Cub -- for both of which we are extremely grateful.

To read about what happened: The first link, below, is an article by Lighthawk about our project. The second tells our story of the outcome -- of our month in the Bahamas, living and working on the 75-foot research sailing schooner, Dreamcatcher, and the results -- all thanks in great part to the generosity of Lighthawk, one wonderful pilot, and one very productive little Super Cub.

Lighthawk's annual fly-in is coming up, for 2016, in Sedona, AZ on Oct 14-16. Lighthawk welcomes RUPA/United pilots to join them to have some fun and learn about their work -- or just to spread the word to your pilot friends. Pilots must provide their own aircraft to fly missions for Lighthawk, but all support and "PR" is appreciated -- and visit us anytime on Facebook at: Coastal Bird Conservation

Maureen Lilla
ORDFO Ret.
Plymouth, MA
MLilla777@aol.com

<http://www.lighthawk.org/what-we-do/blog/saving-bahamas-beaches-birds>

<http://www.birdscaribbean.org/2016/06/conserving-bahamas-beach-nesting-birds-and-habitats/>

<https://www.lighthawk.org/fly-in>

Long walks help cut danger of sitting

Associated Press



If you spend all day sitting, then you might want to schedule some time for a brisk walk - just make sure you can spare at least an hour. Scientists analyzing data from more than 1 million people found that it takes about 60 to 75 minutes of "moderate intensity" exercise to undo the damage of sitting for at least eight hours a day. Not exercising and sitting all day is as dangerous as being obese or smoking, they found. And the added risk of parking yourself in front of a television for five hours or more a day after sitting at the office is so high even the hour of exercise is not enough to reverse the ill effects of sitting.

It has long been suspected that sitting a lot, at work or at home, is not healthy, because it can weaken the heart, arteries, bones and muscles. Being sedentary is known to be a risk factor for problems including diabetes, heart disease and cancer. Among other benefits, physical activity helps prevent insulin resistance,

keeps the brain active and strengthens the heart, muscles and bones. "We cannot stress enough the importance of getting exercise, whether it's getting out for a walk at lunchtime, going for a run in the morning or cycling to work," said Ulf Ekelund of the Norwegian School of Sports Sciences in Norway, one of the study's authors, in a statement.

In the new research, experts combed through 13 papers with data on factors including how long people spend sitting, their physical activity levels and their television-watching habits. The majority of studies included people older than 45. All except one were done in the U.S., Western Europe and Australia. Researchers found that people with the highest levels of moderate physical activity - 60 to 75 minutes daily—erased the higher risk of death linked to being seated for more than eight hours a day. But even that exercise regime was not enough to counter the hazards of also watching more than five hours of television a day. The study's conclusions suggest that current guidelines from the World Health Organization - which recommend 30 minutes of moderate exercise a day - may not be enough to offset the dangers of sitting.

The paper was published online last July in the journal *Lancet*. Lars Bo Andersen, who co-authored an accompanying commentary, called the new research "very convincing." He said watching lots of television was probably even worse than sitting at the office all day because it likely includes other unhealthy habits. "A lot of people don't just watch TV, they eat fatty snacks at the same time," said Andersen, of Sogn and Fjordane University College in Norway.

Andersen said some cultures make it easier than others to squeeze in an hour of exercise every day, noting that in Denmark and much of Scandinavia, about half of all people either cycle or walk to work. But he said that getting the recommended amount of physical activity shouldn't be overly arduous and doesn't necessarily mean going to the gym for an intense workout. "If you are walking and can feel yourself getting a little warm and your breathing is a little heavier, that's enough," he said. "You don't have to be sweaty and out of breath to get the benefits."

Having Your Coffee and Enjoying It Too

By Jane E. Brody/*New York Times*

A disclaimer: I do not own stock in Starbucks nor, to my knowledge, in any other company that sells coffee or its accouterments. I last wrote about America's most popular beverage four years ago, and the latest and largest study to date supports that earlier assessment of coffee's health effects.

Although the new research, which involved more than 400,000 people in a 14-year observational study, still cannot prove cause and effect, the findings are consistent with other recent large studies.

The findings were widely reported, but here's the bottom line: "When smoking and many other factors known to influence health and longevity were taken into account, coffee drinkers in the study were found to be living somewhat longer than abstainers. Further, the more coffee consumed each day - up to a point, at least - the greater the benefit to longevity.

The observed benefit of coffee drinking was not enormous - a death rate among coffee drinkers that was 10 percent to 15 percent lower than among abstainer. But the findings are certainly reassuring, and given how many Americans drink coffee, the numbers of lives affected may be quite large.

Updating the Evidence In decades past, experts repeatedly warned that a coffee habit could harm health and shorten lives. And, indeed, the new study did find that when the data were adjusted only for age, the risk of death was greater among coffee drinkers.

But when the researchers took into account other health-related characteristics among the participants, like smoking, alcohol use, meat consumption, physical activity and body mass index, those who regularly drank coffee lived longer.

"Coffee drinkers shouldn't be worried," said Neal Freedman, an epidemiologist at the National Cancer Institute who directed the study. "Their risk is quite similar to that of nondrinkers."

Coffee drinkers who were relatively healthy when the study began were less likely than nondrinkers to die of heart disease, respiratory disease, stroke, diabetes, infections, injuries and accidents.

The study, published in May in *The New England Journal of Medicine*, examined data on 402,260 adults in

the National Institutes of Health-AARP Diet and Health Study. They were ages 50 to 71 and free of heart disease, cancer and stroke when the study began in 1995. By 2008, 52,515 had died. Dr. Freedman and his co-authors examined why they died in relation to how much coffee they said they drank when the study began.

The risk of death gradually dropped as the number of cups the participants drank increased to four or five. At six cups or more each day, there was a slight rise in death risk, compared with that at four or five cups. But the chances of death remained lower than among people who drank no coffee.

Reflecting practices of the mid-1990s, the researchers considered a cup of coffee to be 8 to 10 ounces. "The gargantuan cups now often served would count as more than one cup," Dr. Freedman said. Several of these extra large cups can cause restlessness, irritability, sleeplessness and anxiety (and might enable me to fly without an airplane).

Contrary to previous belief, at usual levels of consumption, coffee is not any more of a diuretic than the equivalent amount of water. Up to six cups a day can be counted toward one's recommended liquid intake.

Effects on Health: Coffee is a complex substance that contains more than 1,000 compounds that may affect health. Caffeine, a stimulant, is the most studied and sought after. The amounts in coffee can vary greatly, from about 70 milligrams in a shot of espresso to about 100 milligrams in eight ounces of brewed coffee.

But there can be wide variability in caffeine levels, even in similar beverages. As Jane V. Higdon and Balz Frei of Oregon State University reported in *Critical Reviews in Food Science and Nutrition*, when the same type of coffee was purchased from the same store on six different days, the caffeine content varied from 130 milligrams to 282 milligrams in an eight-ounce cup.

Nor is caffeine the only compound in coffee important to health. In the new study, little or no difference was found in death rates among those who drank predominantly caffeinated coffee or decaffeinated coffee. Other substances - like antioxidants and polyphenols - probably also play a health-related role, the researchers noted.

Their findings should reassure people concerned about possible harm from substances long used to remove caffeine from coffee. Fear of these chemicals prompted many manufacturers to switch to the Swiss water method for removing caffeine.

But how coffee is brewed can make a health difference. Two prominent chemicals in coffee beans, cafestol and kahweol, are known to raise blood levels of cholesterol and especially artery-damaging LDL cholesterol. These substances are removed when coffee is prepared through a filter, but remain in espresso, French press and boiled coffee. Single-serving coffee pods, like those used in a Keurig, contain filters.

Even though coffee can cause a temporary rise in blood pressure, the new study, like those before it, found the risk of heart disease to be lower among otherwise healthy coffee drinkers. Other benefits suggested by recent studies include a reduced risk of Type 2 diabetes, liver disease and Parkinson's disease. Some research has found a reduced risk of depression, dementia and Alzheimer's disease among coffee drinkers.

People who engage in strenuous physical activities can also benefit, but only if their coffee contains caffeine, which helps muscles use fatty acids for energy and blunts the effect of adenosine, extending the time before muscles fatigue. Post-exercise soreness is also reduced and recovery time shortened.

Whether coffee poses a risk to pregnant women remains controversial. A causal relationship between coffee consumption and miscarriage has not been demonstrated at caffeine intakes of less than 300 milligrams a day, but some studies have found increased risk of low birth weight associated with consuming more than 150 milligrams a day.

Keep in mind, too, that caffeine is a drug. Some medications, including Tagamet, Diflucan, Luvox, Mexitil, estrogens and antibiotics like Cipro and Levaquin, interfere with the metabolism of caffeine and can increase its effects.

In other cases, caffeine can enhance the effect of drugs like aspirin and acetaminophen (a benefit for pain relief). Caffeine can be toxic if used with prescribed doses of the antipsychotic medication clozapine.

LETTERS

JOHN ANDERSON—Mc Henry, IL

My golf game hasn't blossomed as I hoped it would.

I have wet macular in the left eye that requires a shot (no pain) in the eye once a month now. It used to be a two-month interval, but the last shot wasn't as effective as in the past. My vision, right now, allowed me to pass the Illinois driver's license test.

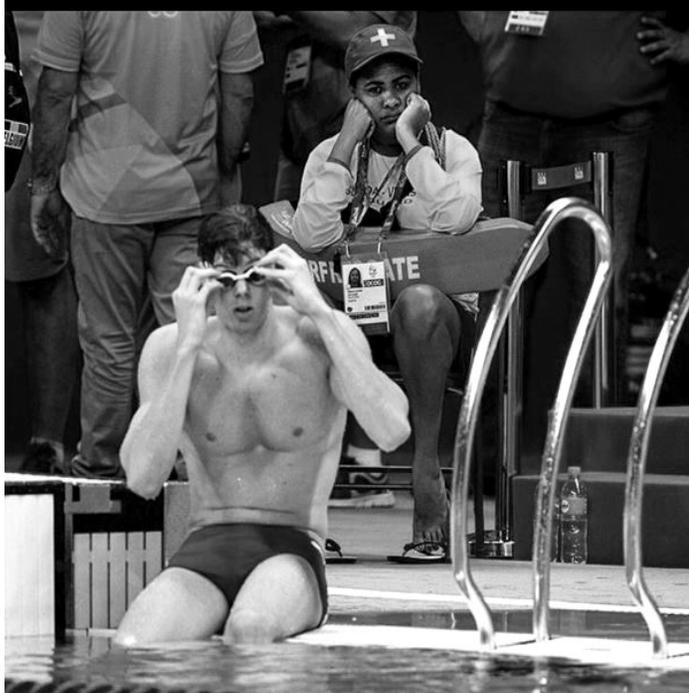
Thanks for the *RUPANEWS*. *John*

JACK ASHFORD—Mead, CO

I was 84 at the end of June. I've slowly lost my ability to walk; due to a traumatic brain injury (TBI) 53 years ago. I've been using a power wheelchair for the last year and a half. Other than that I am healthy and take no medications for any other conditions. My Dr. is always amazed!

I'm holding on to the hope that the (PoNS) device gets FDA approval; within the next few months. The University of Wisconsin's Medical Research team have developed the PoNS device (Portable Neuromodulation Stimulator). When this becomes FDA approved and available, many people with different diseases, such as TBI, Multiple Sclerosis, Parkinson's and other brain diseases will hopefully

IF YOU EVER FEEL USELESS JUST REMEMBER THAT SOMEONE IS A LIFEGUARD AT THE OLYMPICS SWIMMING EVENT



be able to walk and move again. Various therapies will be administered for different problems by electrically stimulating or changing the Brain; so they can walk again. They don't know why it works, but Tests prove that it does! I was too old for the Trial Tests as the cut-off age was 65. So, have to wait for approval ~ and hope. You can "Google" the "PoNS" (case sensitive) and view videos on YouTube if you want more information.

My wife, Jenni, is 15 years younger and is still able to do things I can't. We live in a one-level house - so it is easy to get around.

Thanks to the group who keep RUPA alive! It's so interesting to read the "Journal" and hear about others when they find time to write! *Jack*

MARVIN BECKER—Nevada City, CA

It's time to tell some story happenings on the air line. True story. It was an airline party in LAX, 1957 I think. Stewardess Mary Mainliner had too much to drink and had an assigned flight in the morning. No problem. The party hostess, a non-airline person, offered to take the trip for her. Being the same 5 foot 2 size, could wear Mary's uniform.

The DC-6 to SEA and return had 2 stews. The "A" stew could not believe how dumb and slow the stand-in girl performed! So bad she filed a report. Needless to say, the real Mary Mainliner was exposed and terminated.

Just reminiscing.....

Retired 27 years. 747SP my last plane, from Osaka to SFO. Great views of Mt Fujithen later, Mt Shasta.....after the highdive over the San Mateo bridge and "slamdunk" tight right turn, had the best squeezer landing at SFO ever 28 Left! *Marv*

JOHN FRANCIS—Bellingham WA

I recently began receiving the *RUPANEWS* and am enjoying reading it.

I retired from United in October 2000 as a 777 Captain based at ORD and at the end of a 33 1/3-year career.

In the summer of 2002 my wife, Janet, and I moved from the Chicago area to Bellingham, WA. We much prefer the climate and are very happy here.

In the attached photo is our daughter Joanna, and our son in law, Mark, who are both UA 757/767 co-pilots based at ORD. I managed to squeeze into my

old uniform one more time to have a couple of photos taken with them!



We are very pleased, and proud, to continue the family tradition. As an eleven-year-old, Joanna was lucky enough to take part in the wonderful experience of being based in London when United had a temporary base there. Now she is flying to LHR herself. *John*

TIM GILMORE—Austin, TX

Ah yes... Retirement!

- * Weeks of six Saturdays and one day off.
- * I am the official assistant to the cat.
- * Lots of hallway sex with Sharon, my wife, who wanders around in shock, realizing I'm really not going away again. (She used to run the Mainliner Store in Denver)
- * Lots of golf, boating, and billiards.
- * Propping up Budweiser stocks.
- * Grand kids!!!
- * Sitting around the TV in the evening with my phone, waiting for a telemarketer to call so I can have someone to talk to.

Actually blessed beyond my greatest expectations. "come on in, the waters fine."

Tim, ORD 777 Guy

LISLE O. HICKS—Loon Lake, WA

Dear Cleve and all my fellow retired pilots: 2016 has not been a good year for me. The hip replacement I had seven years ago broke and I had to go to the hospital on a stretcher in an ambulance. After a few days they put in another hip replacement and sent me home. Unfortunately, they did not follow up, as required by law, to send a home care representative to change the bandages. This resulted in an infection and I had to return, on a stretcher, in an ambulance to the hospital. They cleaned the hip, added plastic to the implant and then sent me to another hospital for six weeks to treat the infection. I

was given an IV every four hours for the infection. The total was about 250 IV's. While in the hospital I got pneumonia, several rashes over my body, my speech was impaired; I could not form words to talk. When I finally got out I needed to walk with a cane because I had no balance. I am consistently out of breath but they say me heart and lungs are OK. Something is wrong, but they do not know what it is.

Seven years ago, with the first implant, I was walking within two weeks with no problem. Now, it's been over three months and I still need a cane. I told them next time to send me to jail rather than a hospital.

Other than that, everything is going well.

God bless, *Lisle*

HARRY LLOYD, JR.—Venice, FL

Hi All: Jane and I are now officially full time Floridians since we sold the old homestead of some 44 years in Toms River, New Jersey last April. Quite a lot of memories and collections contributed to filling a 16' POD in our driveway for three months after collecting everything from around the world due to my Air Force and United combined careers.

None of that stuff is to be thrown out, given away, sold or parted with under any circumstances because it took all that time and trouble to get in the first place. Spoken as a tried and true PACK RAT!

We are experiencing our first summer here in Islamorada and now, our newer home in Venice, and hot seems to tell it all, except for humidity, which tells the rest of the story.

No plans for trips, cruises or exploring as these two locations are vacations in themselves.

Thanks to you guys for keeping us up on the news and thanks to you all for sending in your news. It's great to keep in touch with the greatest pilot group in the world!

Fly, drive and walk safe when you do.

Best to all, *Harry*

EWR, JFK, LAX, ORD, JFK '68 – '98

JEREMY MCGREEVY—Milwaukee, WI

Just realized my birthday passed by more than two months ago. Sorry about that, it must be the years catching up with me. Anyway, check's in the mail.

Happy to report Mary Anne and I are still on the

planet. Don't travel much anymore but we did make it out to Olympia (Alaska Air, MKE - SEA) over Christmas to visit recently retired (U.S. Army) son and his family.

As always many, many thanks to those who produce the *RUPANEWS*.

Regards, *Jeremy* LAX-JFK-ORD-HNL

CHUCK MUHL—Fallbrook, CA

Thanks to all the RUPA hardworking crew for your very informative Journal.

B-Day #82 coming up.

Starting ninth year of chemo trying to knockout NHL and MDS. The car practically steers itself from Fallbrook to Loma Linda Medical Center and satellite area hospitals.

I enjoy time with wife, Margie, (of 57 years) and nearby family (two daughters/husbands and four Grandchildren); AND my second love of life, a beautiful (F) Abyssinian/Siamese rescue cat Katarina, who sticks to me like a wingman w/o a nav radio in a rainstorm! "Till '97, *Chuck*

BOB NICCOLLS—Medford, OR

Twenty-two years retired, approaching the sixtieth college reunion...an Old Man by any definition. But...when dear son Scotty said "Suck it up Buttercup, it's time to go" I knew it was time for our annual Birthday Mile Run at a local track. Not to the standards of yesteryear (though I was slow even then) but run we did though mostly for the reward at the end. And the reward, ah, a trip but a block away



Maybe a strong X-wind ?

to The Donut Country. A good day it was.

Life here in Southern Oregon is good...filled with family and friends, QB's, our local RUPA lunch group, the 356 Porsche group, our in town home, the lake cabin in the high country with summer and winter activities, the cabin on the Wild and Scenic portion of the Chetco River (off the grid) with kayaking and swimming in the summer, fall salmon and winter steelhead, hitting the gym every other day, some travel (local trip to Silver Falls State Park here in Oregon where Dan and Chris Bargar joined us and next a trip to Ireland coming up) and managing the commercial properties. I am very grateful for it all.

In the 'small world' category.....in 1962 Dick Sanders, of the Cleveland Craziess fame, came up to our home in Exeter N.H. for Christmas. These many years later our sons (neither born at that time) are both flying for Alaska Airlines out of PDX. Three hoorays for the next generation!

Cheers to all, *Bob*, 1961-1994
BOS, EWR, SFO, LAX, SFO

JIM NIST—Littleton, CO

I just celebrated my 86th Birthday and am in good health since my stroke four years ago.

Terry and I live in a senior community which has all the amenities! We will celebrate our 59th anniversary in November. *Jim*

JOHN C. ORGANTINI

Greetings! This is not necessarily a sad letter regarding my dad, John C. Organtini, but just to let anyone interested that he has moved from his longtime home, near Chicago. Due to circumstances, for his own wellbeing and to keep my hair from attaining the same shade of silver his has acquired, we put him in a senior facility. He loves it there. As his favorite daughter (ok, so favorite offspring...ok, fine, I'm an only child so I have to be the favorite, right?), concern for his well-being was becoming an increasing issue. Last fall, we lost my mother (his first wife...well, only wife!). Due to a careless caregiver, Mom ingested an overdose of new medication. She survived physically from July 25, 2015 (when I landed back in Chicago) until Oct. 1, 2015. Mentally, only God truly knows where she disappeared to. She was finally able to escape the torment of the overdose influence and pain at home. Dad and I were with her.

Our lives have been a whirlwind to put it mildly. Dad is probably a bit more at peace than I am at this writing, as he has moved into a wonderful facility with many new faces and friends. Hated to move him from all that is familiar. No longer having anyone here to keep an eye and ear out for him, was not advisable either. He could fall down stairs and no one would be the wiser. This past May, he turned 92 years young and we had a cake with an airplane created in blue frosting to celebrate the friendly skies! For the time being, I am living here in IL, sorting through all the things my parents have collected throughout their lives as well as paperwork regarding Mom's estate and getting Dad settled.

RUPA has been a lifeline to Dad. He really enjoys all the stories, articles in the publication. He checks the Flights West, to make sure he isn't in there yet. We have all been instructed strictly: "Thou shalt not touch my RUPA's!!!" It is an edict! I thank all of you for all that you have written over the years. Thank you for those who write in and share information, valuable to the times. Thank you for all the enjoyment you have graced Dad with over the years.

Should anyone desire to reach Dad, his new phone number is (217-605-0428). Be advised, due to circumstances beyond our control, getting the phone located next to his chair, was not a possibility. The phone has to be across the room and it takes a bit for him to get out of his chair to get to the other side. You may need to call a few times. Of course this is a good thing as it offers some exercise for him! I know he would love to hear from pilots and those familiar with the friendly skies. Flying has always been a passion for him. Calls any time after 10:15 a.m. CST until 11:15 a.m., then any time after 1 p.m. CST through 4:15 p.m. After 6 p.m. are the best times to call. Thanks again to all. Have a safe and wonderful August.

Holly (Organtini) Lynch

JOHN PINTER—Tequesta, FL

Woops, look like I missed my birth month. To tell the truth I forgot. My mind is as sharp as a tack but I just can't remember anything... sound familiar? Well, now that that is out of the way it's "been a very good year" I just can't remember why.

Both JoAnn and I are in pretty good health, which is a blessing at our ages. Oh, I have all the age related aches and pains but only take one pill a day for my

cholesterol. My knees are wearing out but I wear a brace only when playing golf. I am paying the price for not using sunscreen in my earlier years though and will be going in to have a Basel Cell Carcinoma removed on the side of the neck; fortunately, it's a low risk procedure and low risk cancer. One thing however, my mind tells me I'm young but my body says I'm old. No complaints though.

We still play golf twice a week. While up north in the summer on Mondays it's a couples traveling group with dinner afterward. Couldn't ask for a better group of friends. However, age is taking its toll on them too. I also play in an 18-hole men's league in which I'm the entertainment since they all seem to laugh at my shots. Once in a while though I seem to hit a good one and that keeps me coming back. In the winter I play 2 days a week in the men's league and work at putting on a mixed couples scramble with a catered dinner one Sunday a month. Each month we change the format so it doesn't get boring. It fills up within two days of posting.

One of the best things I've done is become a QB (quiet birdman). You must be invited and attend several meetings before being voted on. The vote for me was touch and go but thanks to Bob Langevin (who sponsored me) the strong-arm tactics worked.

It's been exciting in the QB's since I joined. I've had dinner with two AF Thunderbird pilots during the CLE air show (the adrenalin was at a fever pitch that night). I've attended several flyin's at different airports around the Cleveland area. I've worked the beer truck at the Stuart air show. Boy free beer and air show – every pilots dream. The only thing missing was the free food.

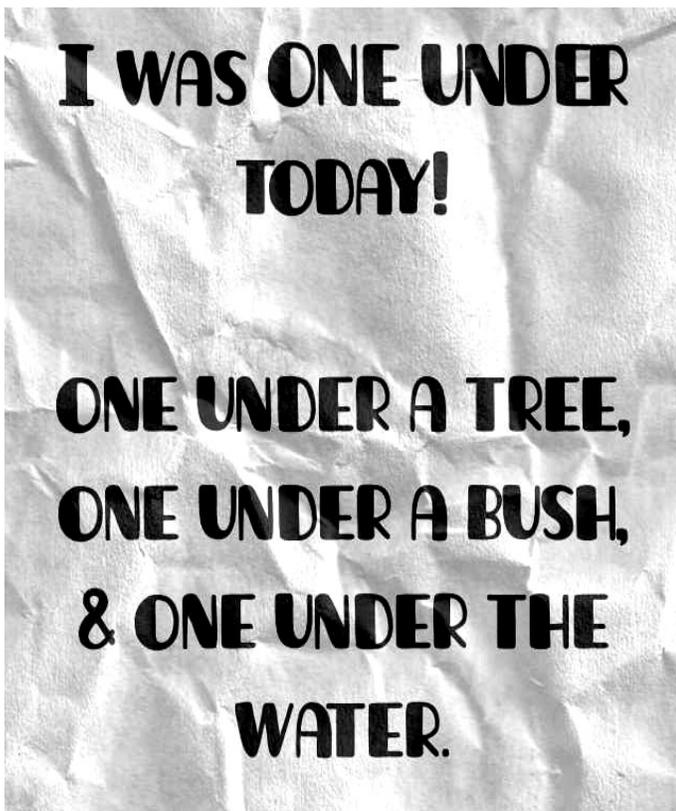
I was also part of 100 QB's who had an Astronaut guided tour of the Cape. We were chaperoned the whole weekend by Al Worden who was the command pilot on Apollo 15 moon mission being the first to do a deep space EVA and by Jon McBride the pilot of STS-41-G. The event started with a welcome dinner at the hotel including NASA VIP's and other Astronauts as speakers. The next day we toured the space center that included lunch, a cocktail reception on the upper level next to the Space Shuttle Atlantis followed by a dinner on the floor below under the Atlantis. There was plenty of one on one time with the Astronauts. Even if I am suf-

fering from “CRS” I’ll always remember that experience.

Being a “Sunbird” I’m fortunate to call two QB Hangers (groups) home. First is the Stuart Hanger where I was inducted and attend in the Winter Months. The other is the Cleveland Hanger that I attend in the summer months. Pilots have always been my hero’s even when I was a Captain. Now not only can I fraternize with my hero’s in RUPA but also in the QB’s. If you are ever invited to the QB’s by all means do so, you won’t be disappointed.

We rapped up our exciting year by taking a Viking Cruise through the wine country of France with a side trip to Nice and Monaco. We spent two days in Paris and two days in Dijon before getting on the boat. Our hotel in Paris was next to the Eiffel Tower and in Nice was on the beach with a large balcony overlooking the ocean. The shore excursions and Viking staff were 1st class. In fact, the whole trip was 1st class and worth every penny spent.

Since I can’t remember what else I did I might as well sign off. However, one thing I’ll never forget is to thank Cleve and the rest of the RUPA volunteers for the great job they do for us. GREAT JOB GENTLEMEN, my hat (Captains of course) is off to all of you. *John*



WALT RAMSEUR—Millbrae CA
Greetings Fellow RUPArians. Just a few more hours left in July, so on time.

As a good friend stewardess, Arlene Renner, said after many years of ALS “All I have left are memories.” We are fortunate that we have many good memories. The comments about the Guppy pilots and the Valley, I got my start as a DC 3 copilot flying the “Valley Queen” or the “Vomit Comet.” I recall those small airports with little in the way of instrument approaches. I flew into many of them again years later flying the Late California Lt. Governor Leo McCarthy in his second race for Lt Gov. in my A36 Bonanza. Fast forward, this has been a transition year for me. In August I flew my last flight in the Bonanza and decided that after 65 years of flying, 35 years of Bonanza ownership and age 92, I would not take a chance of refusal by FAA medical, I would not renew it.

My wife has been battling cancer for three years, had a fall and suffered a compression fracture of her back and I have become a full time caretaker. At any other time in my life it would have been impossible, but time changes many perspectives and with the help of Hospice, her children and good friends from her Lions Club, things are going well.

I have had a most fortunate life earning a living doing what I enjoy and meeting many good people. Two I must mention for a long association are Richard “Butch” Pfeiffer and Cleve Spring. I met Butch when he was my flight engineer on a 727 flight. I was impressed by the number of aircraft he had flown since his first at age 11. He flew many of the planes used in The Magnificent men and their Flying Machines, many them his father had built, and most recently flew the turboprop used for sound of the Disney Movie “Planes.” Before retiring off the 400 he was a member of the San Mateo County Sheriffs Air Squadron, and to date has been the heart and soul of the finest organization of its type anywhere. The Squadron has the most sophisticated Cessna 206 in the world and is a great asset to other law enforcement agencies. I met Cleve when I was Chairman of ALPA council 34 and he was the Phone Tree chairman. For more than 20 years he has been the heart and soul of RUPA. Thanks Cleve. Sorry for the long letter but I was overtaken by Nostalgia.

As I start my 94th trip around the Sun, CheersTill next year. *Walt*SFO-IDL-EWR-SFO

HENRY SUTA—Westminster, CO

Dear Folks, Why do all my bills come due in July? They finally caught up with me. Carolyn and I spent the first two months in Myrtle Beach, SC. Then taxes, then an all class, high school reunion after the Fourth of July Holiday in MT.

Now we just bought tickets for some of Carolyn's family to visit in August. WE planned a road trip back to MT. All for several weeks' time, meanwhile the heat is killing my lawn which I am trying to save. Long range plans call for a week in Savannah, GA, and Christmas in Myrtle Beach.

Almost forgot the Four great grandchildren we get to play with and spoil. It's better than some of the best sights in the world.

I appreciate all the hard work everyone puts into this publication. I enjoy every copy. Please keep up the good work. Thank you, *Henry*

IN MEMORIAM

GERALD L. BRUBAKER

Gerald Brubaker, 78, of Farmington, Maine, passed away peacefully at his home on May 5, 2016 with his wife by his side.

Bru was born May 2, 1938 in Ashland. He attended grammar school and high school in Ashland Ohio, graduating in 1956. He graduated from the Institute of Aviation at the University of Illinois in 1967 receiving his A&P licenses and flight ratings. He also attended Ohio State University and received an AA degree from the College of San Mateo in San Mateo, California.

Bru's military career was with the Ohio Air National Guard and the U.S. Air Force from 1958 to 1964 where he served as a mechanic on F-84F, T-33 and C-47. In 1967 he joined United Air Lines as an A&P Mechanic and in 1969 he was transferred by United into the pilot ranks where he then worked as a Second Officer on B-737 and B-727. He held ratings for Flight Engineer, Commercial Single and Multi-Engine Land and Sea, Glider, Instruments, and A&P Mechanic.

Bru enjoyed seaplane flying, fishing, hunting, photography, tennis, skiing, and anything that had to do with airplanes. He was a member of the Northern Lights Snowmobile Club in Industry, the Farming-

ton Lions Club, and the Pine Tree Boating Club.

Bru is survived by his wife, Theresa Marquis Brubaker.

Those wishing may make donations in Bru's memory to The Franklin County Animal Shelter, 550 industry Rd., Farmington, Maine.

ELROY E. "BUCK" HILBERT

Buck flew west August 3 after a lifetime of being deeply immersed in aviation from his earliest days as a lineboy at the old Chicago Elmhurst Airport where he soloed an Aeronca LA Chief at 16, which was quickly followed by a thrilling solo in Jack Rose's tiny 40-hp open cockpit Parrakeet biplane. Following his military aviation career during World War II and Korea, Buck joined United Airlines in 1952 and flew a full airline career in DC-3s, Convairs, Viscounts, DC-6s, DC-7s, 707s, 727s, and concluded his United cockpit career in DC-8s; he retired from United in 1989.



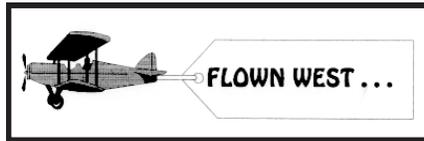
When EAA Founder Paul Poberezny began to form the EAA Antique/Classic Division, now the Vintage Aircraft Association, in 1971, he invited Buck, EAA Lifetime 21, Vintage Lifetime 5, Warbirds 2928, and IAC 8262, to be the first president, Buck accepted, and the rest is history. Buck was exactly the right man, at exactly the right place, at exactly the right time. Today the Vintage Aircraft Association is the finest, largest, and most successful vintage airplane association in the world.

Vintage Airplane will cover Buck's life in more depth in the November/December 2016 issue as we were unable to do so prior to the Vintage Airplane September/October publication deadline.

EAA and the Vintage Aircraft Association extend heartfelt condolences to the Hilbert family and to Buck's countless aviation friends and associates. If you have a memory of Buck you'd like to share with us, please send a note to editorial@eaa.org.

A memorial service for Buck will take place Saturday, October 1, 2016, at 4 p.m., at the Poplar Grove Vintage Wings and Wheels Museum (C77), with light refreshments served afterwards concluding with a sunset tribute flight. The address for the museum is 5151 Orth Rd, Poplar Grove, Illinois.

*Charles W. Harris, Director Emeritus,
Vintage Aircraft Association*



Gerald L. "Bru" Brubaker	May 05, 2016
*Robert L. Capozzoli	Oct. 01, 2013
Larry E. Dill	Jul. 22, 2016
Elroy E. "Buck" Hilbert	Aug. 08, 2016
Robert Showalter	Jul. 23, 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

September, 2016 Edition

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Vineburg, CA 95487-0400



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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 Wings (1st Monday, 12:00)—*Cliff House of Folsom, 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*—psofman@gmail.com

Ohio

Cleveland Craziest (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