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# rupanews



**Journal of the Retired United Pilots Association**



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## President's Letter

Still addicted to flight? Some good news has emerged from the FAA for those RUPA members who still enjoy flying. Thanks in part to grassroots RUPA involvement, along with AOPA and EAA, as of 01 May, 2017 "BasicMed" is available for those exercising the privileges of a private pilot certificate. This new process is in lieu of the archaic third class medical certification process.

The basics are: if one has held a valid medical certificate in the 10 years prior to July 15, 2016 they qualify. Other requirements are to hold a current drivers license and get a state licensed physician to sign off on one's medical condition once every 4 years. The only restrictions are max 6,000 pound ATOG, 5 pax, operating 250 kts IAS and below and not flying above FL 180.

While this FAA rule is not perfect it does reduce federal bureaucracy involvement in what arguably should be covered by pilots and their personal physicians. For more detailed information one can contact AOPA, EAA or the FAA.

Speaking of a flying addiction. For any recently UAL retired RUPA members or current FAR Part 135 RUPA members who might be interested in continuing their flying career, the company for whom I work (XOJET) is looking for a "few good men" and women. With the current pilot shortage, XOJET is looking for some highly experienced "Gray Eagles" to man their jets. If this sounds intriguing, feel free to contact me directly: [cortreno@aol.com](mailto:cortreno@aol.com). One caveat - this is VERY demanding work, so if golfing, fishing and hanging with the grandkids are a priority, fugetaboutit.

With half of 2017 already in the history books and the summer solstice fast upon us, yours truly is in the home stretch of the RUPA Presidency. This means it is that time of year for our biennial nominations to the RUPA Exec. Committee, per RUPA bylaws. If you would like to nominate someone for president, vice president or secretary treasurer, please submit said nominations to any of the current Executive Committee.

Thank you to those of you who took time to write your annual missive. Also, a big thank you to our local leaders who keep their lunch meetings active, fun and for submitting photos and reports. The feed back we receive is that these articles are most popular.

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

Capt. Glen M. Corey, Wilsonville, OR  
Capt. Paul E. Gilllespie (SFO) Tacoma, WA  
Capt. Robert L. "Les" Hartshorn (DEN) Knoxville, TN  
Capt. Rodney M. "Rod" Hoffman (SEA/SFO) Sequim, WA  
Capt. Thomas M. "Tom" Kellylusk, (EWR) Lubbock, TX  
Capt. Robert W. "Bob" Marcott (SFO) Vacaville, CA  
Capt. John A. Mc Fadden, Leonardtown, MD  
Capt. Robert "Bob" Minarik (EWR) Douglas, MA  
Capt. Keith Terry (DEN) Delray Beach, FL  
Capt. Wayne W. Wetzel (SFO) Desert Hot Springs, CA

Until our nation's birthday, all the best. Best , *Cort*

**Mail your dues check to:**

**RUPA  
PO Box 757  
Stowe, VT 05672  
Or**

**Go to our website [www.rupa.org](http://www.rupa.org) and pay with your Credit Card**

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## About the Cover

United 747 departing Trondheim Airport, Norway

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### Dana Point RUPA Luncheon

Another 2nd Tuesday on the 9th of May beckoned a good size group of us to the Wind & Sea Restaurant in Southern Orange County. As we made our way to the scenic veranda with its view of the Dana Point Harbor, and points South to Camp Pendleton and San Diego County, we encountered the "May Gray" weather phenomenon, low clouds with temperatures in the low 60's with a light breeze, which when the wives arrived, caused a unanimous decision for us to take our group to the inner and warmer environs of the restaurant; a wise decision! And, as I have discussed on previous occasions, it was with great pleasure that we welcomed a group of wives to our luncheon, much like other RUPA groups have been doing for some time. After all, our families have lived with us throughout our careers, putting up with commuting and long absences at times, and taking care of the home front while we were pursuing the enjoyable job of flying. Of course, we were also able to take advantage of pleasure pass travel privileges with our families, and though that perk is still available, it seems like it is a bit more complicated these days than in years past.

And as some wives have demurred in coming to the luncheons because they feel we talk about nothing but airplanes and flying and other technical stuff, today's meeting proved that we have many things to discuss that are all-inclusive. I had a nice conversation with Janice Fuhrmann about movie films which we are both interested in. And Bruce and Peggy Dunkle contributed techniques to use to obtain pass travel more easily. And of course, there is always Park Ames with his stories and mildly risqué jokes, which causes all of us to laugh, and particularly Cheryl Arp, whose infectious giggling always causes us to laugh harder.

Park Ames is a care giver to his son, who is afflicted with ALS (Lou Gehrig's disease) and his son always sends Park to our luncheons to fetch some Fish & Chips for him, which I can testify are mighty tasty. We also lost Ron Cordes a few years back to ALS, and though Medical Science is making some progress toward an eventual cure, no breakthrough has as yet occurred.



Front row L to R: Carlos Bernhard, Cheryl Arp, Janice Fuhrmann, Peggy Dunkle, Rusty Aimer.

Back Row L to R: Bruce Dunkle, John Arp, John Grant, Joe Udovch, Bob Fuhrmann, Bill Rollins, Park Ames, Bill Stewart (behind Park Ames).

Carlos Bernhard brought in a clipping from the May 1-14, 2017 Aviation Week & Space Technology which tells about a B-777 diversion to Iquluit with an engine failure with temperatures of -30 degrees Fahrenheit.

I'll quote the first paragraph:

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"This is what airlines do not want to happen. A large aircraft enroute to a warm destination has an engine failure over a particularly remote region and has to divert to the nearest suitable airport, one that features a short runway, an outside temperature of -30F. hardly any ground infrastructure and no hotel rooms. But that is what happened to Swiss International Air Lines."

It is an interesting story which gives the many reasons for not selecting some other alternate. Thank heavens for an operating APU which ran for more than a week. The AW&ST issue should be available at most libraries, which is where Carlos got the clip from. Passenger and maintenance issues are all discussed.

Bruce Dunkle, who is our camera expert, took some very nice pictures, and also included one of the entree which I ordered, which was a Swordfish "Baseball" steak with asparagus tips. It was a nice picture too, and also shows the extent the W&S goes to show off their gourmet presentations.



Our Fearless Leader, Ted Simmons was driving traveling to Colorado to see family, and expects to do a lot more from now on, and would like to ease out of magazine tasks, looking for someone to replace him.

The term Fearless Leader brings to mind the TV cartoon show of many years ago which was quite a hit. How many remember Rocky the Flying Squirrel, and Bullwinkle Moose, and Boris Badanov and Natasha Fatale along with the Fearless Leader? That's all for now. Cheers, Your friendly scribe for today, *Joe Udovch*

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## San Francisco East Bay Rurarian's Luncheon

We had a good turnout for our group, ten of us. Some of us have recently returned from a cruise and some of us are going on a cruise in the near future. Who says us old folks can't have fun and travel.



Left to Right: Jerry Udelhoven, Neil Dahlstrom, Jim Trierweiler, Rich Bouska, B. S. Smith, Jon Shaffer, Georgia Bouska, Shirley and Lee Francis and Tammy Dahlstrom.

We had a new attendee who promises to become a regular, Jon Shaffer, welcome to the group.

Much talk around the table about the goings-on in the airline business; seems like the passengers can't get along with one another, or they can't stand the flight attendants, or the flights are overbooked, and too many flights are cancelled. It sure makes a guy happy he's retired and out of the fray. It was a good time to sit back and reminisce about the good old days.

We meet at 1:00 the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon, all are welcome. *Rich Bouska*

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

The last October-April Ham Wilson Gold Coast SE Florida Luncheon of this winter season on April 13, 2017 was well attended. We had 25 Aviators who came out for the Luncheon at Gallupi's in Pompano Beach on a beautiful Spring day in the Sunshine State. We all enjoyed a wonderful time together with our RUPA friends and Guests.



Front row L to R: Larry Colvin (CRAP), Jim Good, Bert Olsen, Denny Keast, Bob Beavis, Ed DeChant and Stan Brum(NWAIR)

Back row L to R: Dave Friend, Richard Farmer, Bob Engelman (RUPA-VP), Bob Lang, Lyn Wordell, Bill Garrett, Art Jackson, Ed Porter(PANAM), Gene Anderson, Albert Johnson, Murray warren and Jim Moorehead.

Attending not in the picture: Ed Wheeler, Jerry Bradley, Ned Rankin, Greg Madonna, Barry Massion (USAIR), Joe Vrechek (Eastern)

Our next Snow-Bird meeting will be on October 12, 2017 at 11:30 AM at Gallupi's.

Our Non-Snow-Bird RUPA May-September group will meet on May 11, 2017 at 11:30 AM at Gallupi's. Mark your calendars. *Lyn Wordell*

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

We had another outstanding lunch today with 11 people as we go into our Florida summer. A lot of people seemed to be doing other things today as the weather of the last few days has been excellent and people beginning to travel and some of the snowbirds heading north.



L to R: Bill Garrett, Ed DeChant, Ed Wheeler, Dave Friend, Gene Anderson, Mike Warde, Bob Engelman, Ed Misenheimer, Dee Misenheimer, Ham Oldham, and Jim Morehead.

We're playing by summer rules and glad to have friends, family members, pilots from other airlines, and all Active and retired pilots from United and Continental. Bottom line is everyone is welcome.

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We spent about 25 minutes at the end of the lunch just talking about issues and RUPA Vice President ,Bob Engleman, updated us on a number of issues going on at the top levels of United. Additionally, Jim was sad to report that one of our regulars Stan Baumwald had a minor stroke and is still in the hospital. On April 12 the various retired presidents of their respective organizations met with UAL President Scott Kirby and CEO of UAL Oscar Munoz to talk about improvements to the pass program which changed significantly downward for retirees after the merger in 2011. A unified position was put forth from the various retired groups. We are all hoping for equality from our respected CEO Oscar and simply evening out seniority with retired and active employees. We look forward to the coming months as some of the internal issues at United die down and Oscar can take a clear look at the equality and fairness and returning us to where we were or close to it before the merger.

Our next lunch is always the second Thursday of the month and will be June 8th. 1130 same time, same place, same station! *Jim Morehead and Art Jackson*

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## The RUPA Washington Area Eddie O'Donnell Luncheon

Our April 19, 2017 luncheon was held at the J. R.'s Stockyard Inn located in McClean Virginia. Before the start of the "official" luncheon, we had a nice stand-around get together. Ladies were invited and we were pleased to welcome several very nice ladies.

Lunch consisted of a mixed green salad with cucumber slices followed by a very generous fried chicken breast accompanied by rice and peas. Dessert was a large chocolate chip cookie with a scoop of ice cream on top. It was very nice. A special thanks to: Gary Cook and Hal Cockerill for handling the check-in.



L to R: Jon Beckett, Bill Nolan, Annon, Fred Keister, Camille Moore, Clyde Luther, Claudette Luther, Jerry Goebel, Chris Stevens, Frank Tetreault, Paul Gilson, Mike Frank, Bernie Schwartzman, Gil Coshland (hiding), Don Reinhard, Gary Cook, Larry Grube, Linda Schwartzman, Pat Coshland and Cathy Reinhard.



L to R: E.K. Williams, Hal Cockerill, Fred Streb, Dave Strider, Roger Lemieux, Anne Strider & Group Picture.

Not in the pictures: Stokes Tomlin, behind the camera, Linda Cook, Betty Williams.

After lunch E.K. informed us about several different meeting that the pilots have. He also told us about the hearing aid coverage that is supported by Aetna. Our Eddie O'Donnell Luncheons will continue to be held here at J. R.'s Stockyard Inn located in McLean, Virginia and will be on the third Wednesday of January, April, July and October. Our next scheduled luncheon will be July 19, 2017 and it will be for members only.

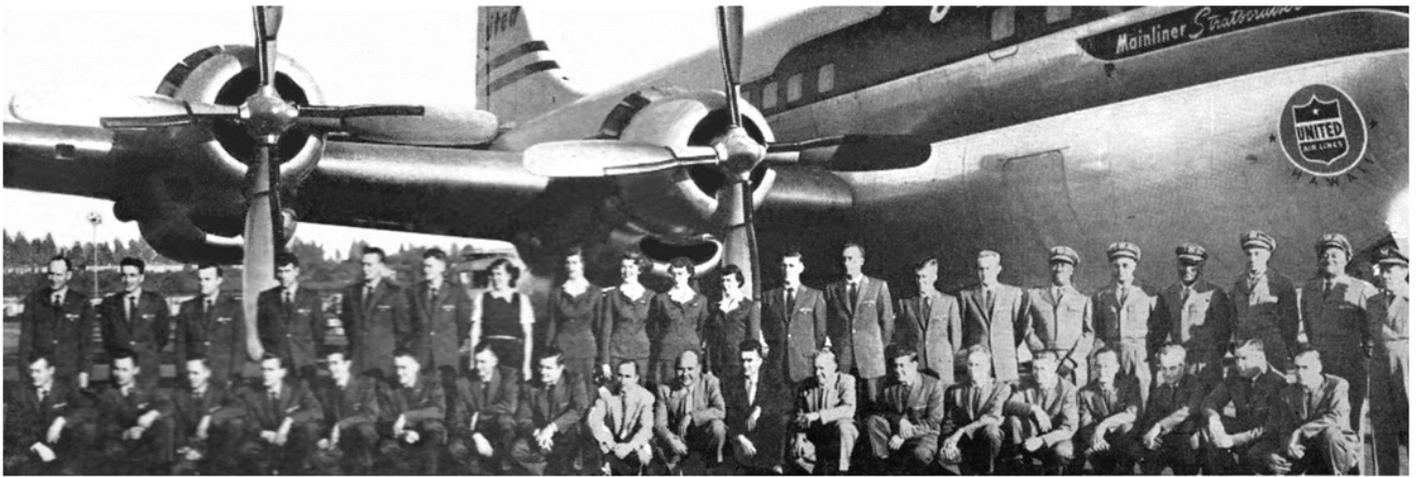
*Jon Beckett*

**Nothing makes me feel so old as having to scroll down to find my year of birth.**



## United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



On one of its last flights bearing United's colors, a Mainliner Stratocruiser served as a backdrop for this group photo of the Seattle Station. United's Stratocruiser fleet was sold to British Overseas Airways Corporation. Transfer of the B377 fleet was completed by January 1955.

Front row from left - Tom Wilson, Jack Casey, Howard Glenn, Bob Heriot, Bill Tabbut, Darrell Harlow, Bob Brainerd, George Jansen, Leo Correa, John Poll, Stan Mills, Chris Christiansen, Tim Timmons, Bob Sandeno, Vern Seaberg, Bob Ellington, Duane Dahl, Joe Vergeyle and Bill Mohar.

Back row - Bob Hentschell, Don Henness, Sam Kontos, Bob McKinnon, Lyle Lindblad, Ken Mayne, Mary Sample, Betty Fay, Jo Schmitz, Dot Corey, Nita Karman, Ron Ringwood, Rod Eaton, Pete Kane, Arnie Birkeland Bill Franklin, Jimmy Graves, Perry Stockard, Julian Hicks, Terry Goodwin and Norm Coleman.

Not pictured - Al Drake, Bob Jensen, Ernie DeRocher, Len Evans and Len Clark.

Marvin Berryman DENTK Retired, from the January 1955 United Air Lines News.

NOTICE: Due to the renovation of the Denver Flight Training Facility UAHF 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. Please visit our website at [www.uahf.org](http://www.uahf.org)

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## San Diego North County RUPA Luncheon

Howdy Cleve- I just got back to my abode after a pleasant but small meeting.

In the picture Left to Right: Bob Harrell, Bob Bowman and Colon Winfield. Ruth Bowman took the picture.

Missing were the Mayers, the Paulings, and the Greens.

We are all getting along in years, but we still enjoy ourselves regardless of the number present. Good food and pleasant talk keeps us coming back.

A nice young lady volunteered to take our picture.

We thank you and all the people that keep *RUPANEWS* alive.

Fraternally yours, *Bob Harrell*



## Seattle Gooney Birds RUPA Luncheon

As mentioned before, our luncheon turnouts seem dependent on what the weather department lays on us. This month it was sunny (to start the day) and we had a very nice turnout. Again, Bud Granley took our pictures by small groups together with the names of those shown. Also included once again were the shot of the pilot-wives who attended but sat out in the main dining room. Don't know why they don't join us but it might be at their request. We missed seeing our senior member, Neil Johnson but at 95 years old, he was allowed a day off. Also with us again was our first and only lady retired Captain Karen Flynn gracing our group. Always nice to have her with us. Kinda gives the group a little class, as well as behavior.



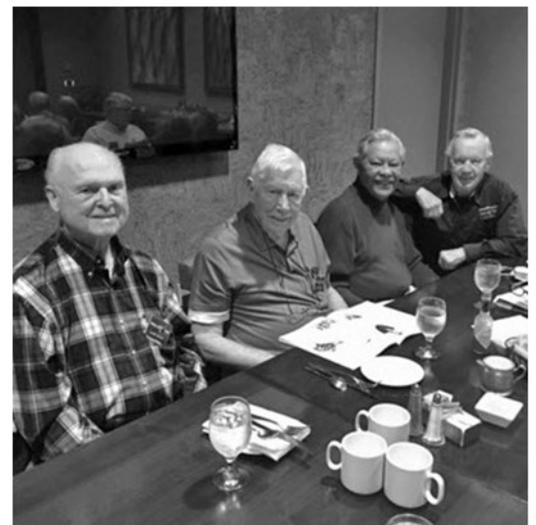
L to R: Kathy Dickin, Jan Gilkey, Carol Granley, Mary Brevik, Karen Flynn, Dave Carver, Bill Lamberton, Hank Kerr, Hank Schilling, Bill Stoneman.



Mark Gilkey, Jim Barber, Bob Reid Alex Dunn, Chuck Westphahl, Rob Robison, Vince Evans, Jerry Ackerson, John Bley and Gil Gillmor.

Before our lunch was served, we spent about half an hour relating once again, all the memorable times we had back when United was a real airline. Some discussion went around about the unfortunate event in evicting a passenger from a flight at O'hare. United sure took a beating from the media on this one, and if all the facts were known, apparently United personnel had very little to do with it. United's president, Oscar Nunez had made his best effort to explain that, other than overbooking the flight, apparently no one from United was involved in the passenger removal. The press took it upon themselves to really rake United over the coals in spite of his efforts. They neglected to report that the bulk of the violence and terrible action were apparently done by O'Hare Airport security personnel.

After lunch we continued with little known facts about how an airplane was supposed to be flown, and other scientific subjects. Our leader, Bill Brett, was unable to attend today's lunch and we ran out of other serious things to discuss so someone suggested we get on with the jokes and end the meeting. Dave Carver led us by reading an extensive list of jokes. When he got down to number 23 or 24, it was suggested that he sit down and let others who were so inclined to tell their stories. I decided that I'd tell my funny story (I hoped that it would be funny) and we called the luncheon to a halt. It must have worked for they all got up and went home. *Herb Marks*



Alan Black, Herb Marks, Pat Williams, Bud Granley

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## The Joe Carnes RUPA Group Luncheon

With our previous two restaurants' becoming---in succession---unsuitable, this was our third venue in as many luncheons. We felt like we'd become a traveling lunch group of Nomadic RUPArians. Thanks to LeRoy and Eva Bair, Bruce Carey, Dave Schultz, and lots of legwork---visiting seven establishments, and comparing the pros and cons of each---we chose the Golf Club Of Illinois as the best option for our May meeting.

Turned out to be a pretty big hit, it did. We had our second-highest turnout for one of our luncheons---70 folks in all---and everyone seemed right happy with the hospitality, surroundings, and the food. Many thanks to owner/manager, Tim Schneider, and the GCI staff for a great afternoon. Have we maybe found a new home with GCI as our host? Lookin' good so far.

Our luncheon guest speaker, MAJ Ned B. Ricks, US Army (Ret) served with the 1st Squadron (Air), 9th Cavalry of 1st Cavalry Division (Airmobile) and was the recipient of the Bronze Star, Air Medal and Army Commendation Medal. He went on to command an armored cavalry unit with Troop C, 1st Squadron, 10th Cavalry. Ned has been keynote speaker at several Veterans Day and Armed Forces Day events in our area. As he's currently acting in a stage presentation with the Saint Sebastian Players' community theater, the trademark AirCav black Stetson was replaced with a stylish Van Dyke. His program was inspiring and insightful, and after lunch, he signed copies of his two books, *Revelation: A Novel Of The Vietnam War* and *Trusting Appearances*. Great presentation.



Attending were: John Anderson, LeRoy & Eva Bair, Jim Boyer, George Bracke, Ed Bristow, Bruce Carey, Bill Cherwin, Sig Chrzanowski, Barry Davidson, Jim Downing, Jerry Drommerhausen, Carl Eberle, Walt & Jan Fink, Tom Franklin, Jan Gawenda, Milt Gray, Don & Katie Gregg, Tom Harvey, Bob Helfferich, Tom Helms, Mike Hepperlen, Paul Hubbert, Dick Kane, Les Kero, Dick & Maribeth Kuhn, Karol Marsh, George & Jacquie Mathes, Jim McCusker, Rob McCutcheon, Tom McFadden, Barb Mikulich, Dick Murdock, Ceil & Bill Myers, Larry & Mel Nagy, Marj & Howard Nelson, Warren & Michelle Nelson, Claude Nickell, Lou Parker, Glen Peterson, Charlie Peterson, Phil & Martha Pignataro, Matt Poleski, Ned Ricks, Gene & Bonnie Ruder, Dave Runyan, Ole Sindberg, Gene Stepanovic, Jim Stuntz, Bill Thompson, Sid Tiemann, Jim & Mary Jeanne Trosky, Terry True, Gus Tuit, Wayne Walusiak, Dave Wege, Barbara Weir, and Ron Wilson. Special shout-outs to my bride Jan and to Dick Kane for handling the money and registration.

Our next luncheon will be Tuesday, September 12th, 2017, and probably---if the enthusiasm of Tuesday's luncheon is any litmus test---at GCI once again. Retirees, active pilots, spouses, and guests are all welcome and encouraged to attend. Scribbled by: *Walt Fink*

### Less Famous Proverbs

**You have the right to remain silent. Anything you say will be misquoted and used against you.**

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## The Big Island Stargazers RUPA Luncheon

Beautiful Hawaiian weather greeted us in Hilo for our April get together at the Hilo Bay Café. The annual Merrie Monarch Festival (the Olympics of Hula competition) was in full swing and several members attended the revelries after the luncheon. Congratulations went to Dick Slinn's wife, Grace, who performed on stage with her Kailua-Kona halau (hula school).



Left to Right: Don Diedrick, Beth Raphael, Gerry & Joan Baldwin, Winfield Chang, David Carlson, Linda Morley-Wells, Walt Wells, Linda & Bill Hayes, Julie & Sam Wilson.

There was a lot of conversation about travel and Don Diedrick filled us in on his recent trip to Australia and New Zealand. Beth Raphael is getting ready to sail on the RUPA cruise, Bill and Linda Hayes have plans to visit Scotland, and Walt Wells & Linda Morley-Wells will head off to Raja Ampat, Indonesia, to scuba dive.

There are two travel websites that are beneficial to pass riders: [www.iddeals.com](http://www.iddeals.com) is for airline personnel and provides routing/airlines between airports and it will give you a fairly accurate estimate of standby availability. There is a charge of approximately \$23 per year to access the website, but well worth it if you are a frequent off-line traveler. [www.Rome2rio](http://www.Rome2rio) is a public website that lets you discover how to get anywhere by plane, train, bus, ferry and automobile. Both websites will save you hours of searching for "who goes where."

We will be back in Kailua-Kona at The Fish Hopper Restaurant for our May luncheon. Please join us if your travel plans bring you to The Big Island, aka The Island of Hawaii per the Chamber of Commerce.

*Linda Morley-Wells*, Scribe

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## San Francisco Bay-Siders RUPA Luncheon

We had a good turn-out for our May gathering. With the size of our group, it's always interesting to see who will augment our core of regulars to make up the twenty plus people attending each month. Aside from the food purchased at the buffet, we can always count on candy from Rose, appropriate for any holiday, or not. Thanks to Cleve and Rose, we had a new sign to mark our gathering place, since the old one was looking a little battered.

Those present were: Rich & Georgia Bouska, Roz Clinton, Gerry Delisle, Bob & Jill Ebenhahn, Rich & Cyndi Erhardt, Jeri Johnson, Bob Kallestad, Karl & Jan Kastle, Bob & Ann Kibort, Ed & Pat Manning, Jan McNaughton, George Mendonca, Hank Morales, Bob Norris, Craig Norris, Bill O'Connell, Cleve & Rose Spring, Gene & Carol Walter and Larry & Pat Wright.

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

**Got tasered picking up my firend from the airport today  
Apparently, security doesn't like it when you shout, "Hi Jack!"**

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## S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

As is usually the case this time of year in SE FL, many of our 'Snowbirds' have flown North for the Summer. However, there are a few of us (hard-core) Floridians left and we manage to get ourselves over to Shrimper's for another Tuesday afternoon of 'camaraderie' and good times at our monthly RUPA Luncheon. We did manage to get 9 of us together for some good stories, conversations, food and service provided by Claudia, our Server.



Left to Right: Bob Langevin, Bill Northup, Dick Baese, Jack Boisseau and Len Chamberlain, Dick Starita, Ted Osinski, Don Onofrio and Dave Damon.

Much of the conversation had to do with Medical issues, layover stories, Captains that were 'less than desirable' (I'm being kind here) to fly with, UAL PR difficulties in terms of what's been happening with their Operational mishaps and the ridiculous amount of waiting involved to get into a VA facility for Medical needs and attention. These War Stories and Tales of Woe sure make the time 'fly' by..... a GR8 couple of hours with good friends....along with MANY LAFFS thrown in for 'Sh--s & Giggles'!

That's about all for now, but wishing you all a SAFE and Happy Summer along with SAFE Travels and if you happen to be in the Stuart area on Tuesday, June 13th, we'd love to have you join us for our next Luncheon at Shrimper's (of course) and we start at 11:30 AM.

Cheers, Adult Beverages, Best Regards and LOL, *Bob Langevin*

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## SAC Valley Gold Wingers RUPA Luncheon

We had a very sedate luncheon in the face of the loss of one our members who regularly attended our gatherings. Our beloved Dave Stolp slipped the surly bonds of earth to touch the face of God. Captain Stolp was born in Eau Claire, Wisconsin. After serving our country in the military, he continued his love of flying as a United Airlines pilot for 31 years. Dave's greatest joy in life was the love of his family. He was married to Vivian for 53 years. He will be missed by not only our group but the many family and friends that surrounded him. I might add, Steve McBride gave an excellent tribute to his longtime friend and neighbor. Gary Redmann also gave an eloquent talk about Dave.



Seated L to R: Ed Aikin, Linda Akin, Kathy Lynch, Helene Violette.

Standing L to R: John Gorczyca, Bill Authier, Andy Fossgreen, Barbara Fossgreen, Dan Porter, Steve McBride, Gary Redmann, Bob Lynch, Sharon Gorczyca and Rod Violette.

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I presented to the group an article by *Rate My Company* about why United Airlines Retirees Are Frustrated and Angry. And, of course, we discussed the issue of the United Express flight 3411 that occurred last month. There is nothing that has brought United Airlines to the forefront like the incident that happened in Chicago. I presented the various articles that were forwarded to active and retired employees from Oscar Munoz and the UAL MEC. Let there be no mistake that this small group of pilots and their spouses absolutely support Oscar Munoz and the direction of United Airlines. My personal feeling is there has been more publicity about this event than if we had a hull loss. United will be back.

Also, we had a nice presentation from Rod Violette. He reported that he and Helene had the distinct pleasure of attending the final USAF F-86 Reunion in Las Vegas on April 23-26. Anybody who ever flew the F-86 was invited. There were 3 of his 444th squadron buddies who attended to include Bud Granley, a UAL pilot. Rod flew F-86s in Baden-Soellingen, Germany from 1959-1962. At the reunion were 2 Korean Aces and a Tuskegee Airman whom he had a long conversation with. Rod informed him that Bill Norwood was the first black pilot hired at UAL. A very good reunion was had by Rod and his beautiful wife.

Lastly, we talked about the wonderful air show performed at Mather Airfield in April. The French stunt/precision team of pilots displayed their aeronautical skills in remembrance of the United States 100th year anniversary of our entrance into World War I.

Best wishes to all those RUPA members! Still Flying High Here, *John Gorczyca*

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## Thousand Oaks RUPA Luncheon

We met on 5-11-17 on another beautiful and sunny day. We meet every 2nd Thursday of odd months at 1130 at the Sunset Terrace at Janns Mall.



Left to Right: Gary Babcock, Claude Giddings, Jerry Adams and Grant Sullivan. I'm behind the camera.

We discussed a wide range of topics including some adverse news at United. We saw the list of increased flights and those that changed to larger aircraft as some flights go mainline at SFO. Seems like a good trend. Delta is swapping terminals and picking up more gates at LAX, not a good trend for us.

Grant said he just got back from 8 months of flying the Gulfstream 650 in China. The 650 has a 7,500 nm long range cruise but can cruise quite nicely at Mach 88. Sounds like a nice airplane. He will be in Georgia soon on a 1 ½ year contract. Have fun and see you when you get back Grant.

I applied for a Mileage Plus account and linked it in employeeRES so it's now available and pops up with my name on the United app on my iPhone. I use it instead of the FT website. I have purchased interline tickets twice now, once at the Narita airport. It is a bit of a chore due to a small screen but it can be done. I just got a tablet for travel.

We talked about long term care. My whole life policy with AAFMAA added an option a couple years ago to be able to use the funds for long term care. If you're interested, you might check with your insurance company to see if they offer that option. Regards, *Denny Fendelander*

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## The Columbia River Geezer's RUPA Luncheon

May 10 found our Columbia River Geezer's lunch convening for an enjoyable 2 hours, on a beautiful NW Spring day-perhaps too much so as only three of us were present at the Clackamas CPK.

Left to right in photo: Rich Warden, Bill Park and Tony Passannante.

Pretty much the normal pilot chatter at the table, albeit at a slightly lower volume than usual. Lots of aircraft and airline conversation including recent experiences we've enjoyed as we continue to fly for both fun and profit (?). Sprinkled throughout were the ubiquitous funny stories and anecdotes from our former 'lives on the Line', some of them even true! Not much else to relate

Drop-ins are always welcome, so we hope that any of you who find yourself in our vicinity can join us on the second Wednesday of every month at 1100 at the Clackamas Pizza Kitchen, Clackamas, OR (Just west of I-205, Sunny side Road exit).

*Tony Passannante*(503 318 7899 mobile) *Ron Blash*(503 504 5324 mobile)

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## Reno's Biggest Little RUPA Group Luncheon

"The Biggest Little Group met for lunch April 26 at the Flowing Tide Pub here in Reno, NV. This has become our regular meeting place, that is until we change. We meet on the fourth Wednesday of the month. Stop by if you are in town.



L to R around the table are: Ned Peterson, Gene Lamski, Jimmy Nugent, Sam Jacobson, Jim Whitely, Lyle U'Ren, Gary Dyer and Larry Fritz.

Of course we have all been concerned about the bad press that United has gotten recently because of the "dragging incident" of one of our passengers. Albeit by one of our Express Carriers which, as we all know, are not Mainline operations. Our question is, a great amount of embarrassment to United has been caused by our insistence on outsourcing our operations to the unknown..... when does it end?

War stories, airplanes and flight attendants dominated the bulk of our conversations thereafter. *Lyle U'Ren*

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## The FAT Flyers RUPA Breakfast

The FAT flyers had a great breakfast meeting. In attendance clockwise from left:



Randy Bushore, Paul Nibur, Jerry McKneely, Wayne Thompson, Patti Manning, Ed Manning, Richard Jordan, Scott Gjerman, Errol Mullins, Rick Pamplin and Berkley Pamplin.

We are a friendly group of aviators, mostly old guys with a few younger family members. We include anyone with a love of flying, including B-17 radar-bombardiers and kids still working on ratings. Friday morning breakfast on the second Friday of the month is a warm-up for the FAT QB meeting in the evening. Come join us! Email me for info: [p.nibur@outlook.com](mailto:p.nibur@outlook.com) *Paul Nibur*

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## Monterey Peninsula RUPA Lunch Bunch

We had a smaller group than usual as 10 of us gathered at Edgar's at Quail Lodge on May 10th. We had quite a number of our regulars on Sick List that will require some "Counseling!"

Those who made it were: Milt and Sunee Jines, Diane Ellis, our host and hostess Pete and Donna Walmsley, Ed and Pat Manning, Phyllis Cleveland and Jon and Jane Rowbottom.

Dave Mackie's condition had not improved and we all wish him well. He and Linda are missed so much. Cindy Benzies is hospitalized with complications from a leg procedure and well as Judy Quintana. We hope to see the Benzies and Quintana's next month.

With all the medical issues the conversation turned to senior care facilities in the Monterey area and a recent report of a lack of doctors. It comes with our age and overrides so many issues today.

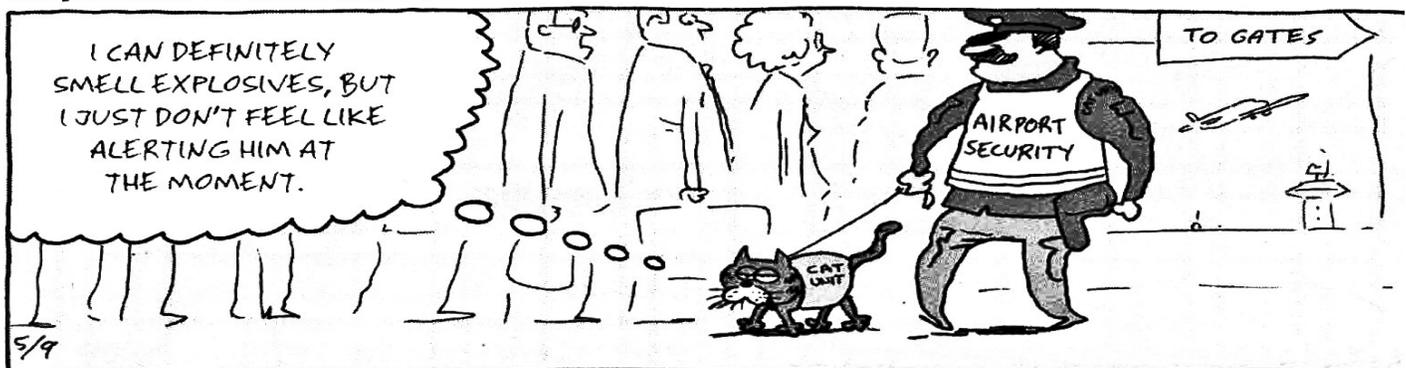
There was some talk about the recently announced \$57,000 "signing bonus" offered by Air Wisconsin for new hire pilots as well as a \$20,000 retention bonus for the second year with first year pay of \$35/hour. The pilot shortage is not going away for sure.

There was more talk about airline passenger "treatment" and the recent issue of a lady peeing in a cup when the Seat Belt Sign was on. When will it end? Not quickly by any means.

Our next lunch will be Wednesday, June 14th at Edgar's with an RSVP to Phyllis Cleveland by noon on the 13th...Tuesday. *Jon Rowbottom*

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**Carpe Diem** Niklas Eriksson



## Vice President's Letter

Greetings from South Florida. I hope this finds you all well. The Ham Wilson SE Florida Gold Coast (whew, lotsa words there) luncheon this past Thursday had a nice turnout and we all enjoyed the company and stories.

I hope there are more letters from our members this month. That's one of the best parts of the monthly News, so, even though it's been written before, I urge everyone to write. It doesn't have to be on your birthday. Just do it when the thought crosses your mind. Believe me, we all want to hear from you.

My career didn't include flying any Airbus equipment. You're probably all heard or read some of the horror stories, but this is one I hadn't heard about before, a near-fatal incident on a Qantas A330. Thanks to fellow South Floridian Bob Langevin for sending it to me. It's long, so here's the link if you're interested:

<http://www.loungtastic.com/category/Aviation/the-untold-story-of-qf72-what-happens-when-psycho-automation-leaves-pilots-powerless/>

Regards, *Bob*

## Ohio Cleveland Crazies RUPA Luncheon

Our April meeting was fun for all with interesting discussion, good jokes and, of course, great food.



Standing left to right: Phil Jach, Pat Morris, Harvey Morris, John Hochmann, George Bleyle, Dick Sanders, Bob Olsen and our waitress Shayla.

Seated left to right: Carol McMakin, Ric h McMakin, Ken Wheeler, and Ken's helper Diane Johnson.

Dick Sanders and Harvey Morris had attended the 75th anniversary of the Doolittle Raid at the Air Force Museum in Dayton. They told us about the eleven B-25s that flew over the ceremony. We started talking about the B-25 at the Liberty Air Museum and it looks like there is interest in going back to the museum as a group. Phil Jach will set up another visit in July or August this summer. The museum has a flyable Ford Tri-motor and there is interest in asking about rides.

We talked about JoAnne Orr and her recent accident when she broke her right tibia. She is in rehab at Wooster Community Hospital recovering and doing fine.

Ken Wheeler and Dick Sanders had a great selection of stories and jokes that kept us all laughing. And Pat Morris treated us with her great selection of chocolates after lunch. Cheers, *Phil Jach*

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## United's new 60-minute cutoff for must-ride deadhead bookings

Posted April 17, 2017

As Oscar shared last week, we've started a top-to-bottom review of our policies governing crew movement and oversell situations to ensure we are delivering the best experience for our customers.

As one of our initial steps in this review, effective immediately, Crew Scheduling is only able to make must-ride deadhead bookings on oversold flights if it is 60 minutes or more before the estimated time of departure. This is so we can initiate the denied boarding process in an oversell situation in a gate or lobby area and not on board the aircraft.

Employees who do not have reservations for their deadhead segments and are within the 60-minute window before departure must contact Crew Scheduling, which will book them on the next available flight. There will be no exceptions to this policy, and the change has no impact on existing crew check-in times. No must-ride crew member can displace a customer who has boarded an aircraft.

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## United speeds up shift from small, regional planes to larger planes



United Airlines has been quietly shrinking its regional jet operations for some months. But the Chicago-based airline made its most public declaration to date that it is speeding up the move to expand its mainline operations and reduce the number of flights on smaller aircraft operated by the airline's regional carrier vendors. And it appears the United hub at San Francisco International Airport (SFO) is now ground zero for the move to offer more mainline flights. The carrier plans to convert select regional jet

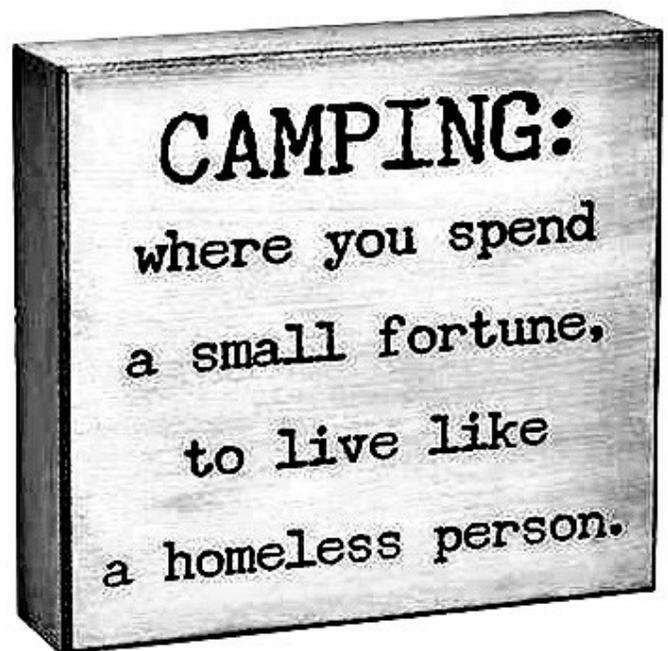
flights to larger mainline aircraft in no fewer than 10 markets the carrier is servicing from SFO. Noted Mike Hanna, vice president of United operations at SFO: "These additional flights and larger aircraft to new cities and those already part of our network will offer customers even more convenient flight options and easy connections to popular destinations around the United States and Canada."

The flights from SFO on larger mainline aircraft will come in two waves. The first start June 8 putting larger aircraft on flights from SFO to 10 markets ranging from Calgary, Canada to Minneapolis, Bozeman, Sacramento, Kansas City, Dallas, Palm Springs, Santa Barbara, Fresno and Burbank. These flights are operated on Boeing-737 and Airbus-319 and -320 aircraft.

Additionally, United is increasing service to eight destinations from SFO in August — again using mostly larger mainline aircraft. Those markets include Seattle, Albuquerque, Baltimore, Indianapolis, Kansas City, Nashville, Philadelphia and Portland, Oregon. Most of this additional service will be on Airbus 320 and 319 aircraft.

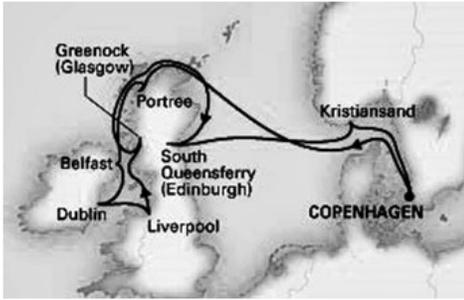
The move to expand mainline operations could potentially help United improve its on-time performance. The regional vendor carriers that work with United have struggled to provide the consistent on-time performance that customers demand. United's sometimes problematic regional vendor carrier relationships were thrust into sharp focus last month when David Dao was dragged off of United Express Flight 3411 operated by Republic Airline.

United appears hopeful the move to mainline more of its service from SFO will boost traffic in the market. Added Hanna: "Every day in San Francisco we proudly welcome more than 30,000 customers aboard United."



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## The 2017 RUPA Cruise



The next RUPA cruise for 2017 is going to be the “12 Day Celtic Adventure” on Holland America. It will depart from Copenhagen on July 30<sup>th</sup> and return back to Copenhagen on August 11, 2017. If you put down a Future Cruise Deposit with Holland in the past and haven’t used it, it will take care of your deposit for this cruise. We have never experienced this itinerary and it looks like a good one as it makes ports in Scotland, Ireland, England and Norway and Denmark.

Copenhagen, Denmark is one of the easiest European capitals to fall in love with and the people speak perfect English. The sights of colorful old buildings, cobbled streets and the tower- and turret-dotted skyline lend a fairy-tale charm—this was, after all, the home of author Hans Christian Andersen, and is the home of both the Little Mermaid statue and Tivoli Gardens. It may pay to spend some extra time here, either before or after the cruise to take it all in. The first port of call after leaving Copenhagen will be Portree (Isle of Skye) Scotland. Portree is the largest town on The Isle of Skye which in turn is the largest of the Inner Hebrides. The island offers an intriguing and curious contrast of landscapes and cultures with green rolling hills and jagged mountain ranges. In town at the Aros cultural center, you can learn of the island’s rich history and all about the area’s Celtic, Norse, and Scottish influence. Portree is the center of commerce and cultural life on the island, with a number of boutiques, cafés and pubs that belies the town’s size. The eye-catching harbor welcomes cruise ships and fishing boats bringing in the day’s fresh catch.

Belfast, Northern Ireland, the next port of call has emerged from decades of conflict to become one of Ireland’s most intriguing cities. In the 19<sup>th</sup> century, its location on the banks of the River Lagan made it an industrial center for, shipbuilding, tobacco and textiles. And this legacy shaped much of its architecture: Grand Edwardian and Victorian municipal buildings and warehouses are found throughout the city alongside telltale scars of its more recent past. While the legacy of Belfast’s complex conflict, known as The Troubles still looms, there are many other sides of Northern Ireland’s capital to explore, from the quaint streets of the Cathedral Quarter to the newly regenerated Titanic Quarter, where the ill-fated RMS Titanic was constructed.

The 3<sup>rd</sup> port of call brings you to Dublin Ireland where you will have two full days to let Dublin work its magic on you. Founded by the Vikings on the banks of the River Liffey in the 9<sup>th</sup> century, the city occupies one of the loveliest natural settings of any European capital. Its architecture is a jumble of different periods, including the medieval cobblestone streets of Temple Bar, the elegant terraces and leafy squares of the Georgian period, and the modern architecture of the revitalized Docklands district. But while its heritage is undeniably a major draw for visitors, these days Dublin is vibrant with thriving technology firms and a young population eager to make their mark. A not to be missed visit would be the Guinness Storehouse Museum which tells the story that began more than 250 years ago. You’ll discover what goes into making the ‘black stuff’ -- the ingredients, the process, and the passion, ending with you and a pint of Guinness.

The next port of call is Liverpool, England, famous for its status as a 19<sup>th</sup> century world capital. It’s also celebrated for the landmarks that have earned it a UNESCO distinction. But probably nothing has affected Liverpool in the world’s imagination like the four young men who sang and played guitars in the 1960’s, The Beatles. You could visit their former homes, and places that inspired their music, like Penny Lane and Strawberry Fields, and see the places where they worked before they found fame and fortune as musicians.

Greenock, only a stone’s throw from Glasgow, is the 5<sup>th</sup> port of call, and is the deep water port for Scotland’s largest, and many would say, most exciting city. Although Glasgow has a long and distinguished history, dating back to as early as 4000 B.C., today it is a monument to Victorian architecture at its finest. Glasgow’s skyline is a kaleidoscope of architectural gems, encompassing the magnificent 12<sup>th</sup>-century cathedral, stunning Victorian cityscapes and revolutionary Art Nouveau buildings. Against this backdrop, the famed art galleries and museums of Glasgow have ensured that its cultural heritage stands alongside that of other major European cities. Surely it is here that you will find a distillery, where the ‘water of life’ -- Scotland’s greatest gift to the world (although perhaps second to the bagpipe) -- has been produced since modern man first discovered thirst.

The sixth stop on this cruise is South Queensferry the port for Edinburgh Scotland. A key attraction here would be Edinburgh Castle and the Royal Mile; the best way to appreciate the historical past of Edinburgh is to explore the Royal Mile. This famous thoroughfare was the heart of the Old Town of Edinburgh during medieval times, and stretches from the high hillside setting of Edinburgh Castle for approximately a mile downhill to the Palace of Holyrood House. It is really a continuation of four streets joined together -- Castle Hill, Lawnmarket, High Street and Canongate. Edinburgh Castle, an imposing castle-fortress, stands proudly at one end of the Royal Mile. There's more to Scotland's capital than the Castle, though. Edinburgh proudly displays multiple exhibits on national and international scientific achievement at the National Museum of Scotland, as well as some fantastic works of visual art at the National Galleries of Scotland.

The final port of call prior to the return to Copenhagen is Kristiansand Norway, the capital of the southern coastal region known as the Norwegian Riviera. Kristiansand has earned the nickname "Summer City." The Gulf Stream keeps temperatures mild and snow to a minimum, so Kristiansand is Norway's outdoor playground. Even within just a few hours, Kristiansand's grid layout makes it simple to get around on foot to explore historic sites such as the old town, which dates back to 1631, and former military fortresses and installations.

Sample pricing per person for this sale is as follows:

|                         |                           |                         |                         |
|-------------------------|---------------------------|-------------------------|-------------------------|
| Cat L inside.....\$1919 | Cat F outside.....\$2819  | Cat E outside... \$2879 | Cat D outside... \$2999 |
| Cat VD verandah..\$2759 | Cat VA verandah... \$2999 | Cat SB Suite....\$5039  | Cat SA Suite... \$5379  |

Note: Jerry has additional discounts which vary depending on Category.

Other categories are available. Taxes and port charges are \$221.80 per person subject to change.

A deposit of \$600 per person will hold your cabin and is fully refundable until 75 days prior to departure. If lower prices become available, you will be rebooked at the lower rate. Prices are subject to availability and always subject to change until booked.

Sample pricing per person with a **Non-Refundable** deposit is as follows:

|                         |                           |                         |                         |
|-------------------------|---------------------------|-------------------------|-------------------------|
| Cat L inside.....\$1619 | Cat F outside.....\$2109  | Cat E outside... \$2139 | Cat D outside....\$2199 |
| Cat VD verandah..\$2399 | Cat VA verandah... \$2549 | Cat SB Suite... \$4539  | Cat SA Suite.....\$4879 |

For more details on this cruise, go to Holland America website; under Destinations, select Europe, then select Northern, under Date select July, 2017, click on View and look for "12 Day Celtic Adventure." We are working again with Jerry Poulin at Jerry's Travel Service. If you have questions, please call him at 1-800-309-2033 ext.33, or 508-829-3068 or [gpsp@aol.com](mailto:gpsp@aol.com). for the latest prices and information.

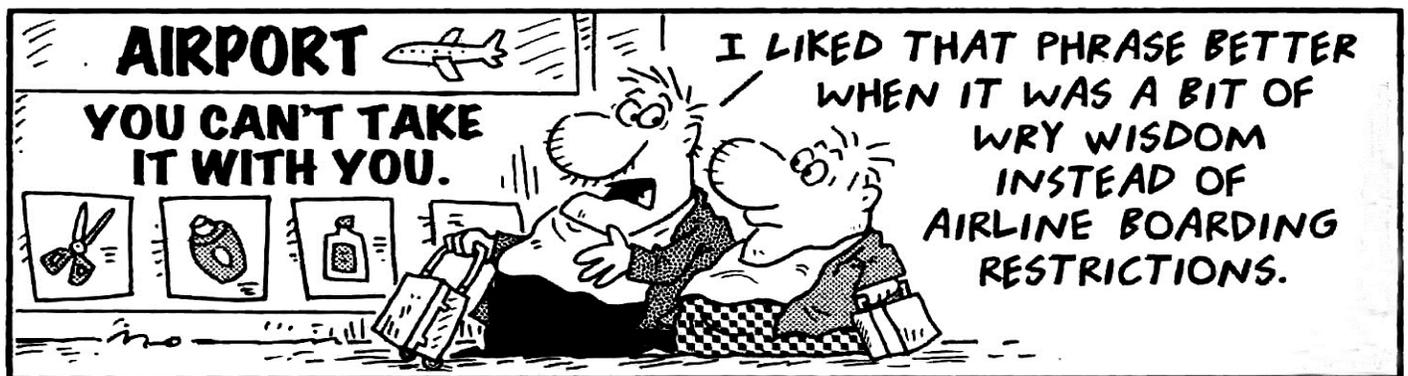
Submitted by, *Rich Bouska*

## Aviation Museums

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

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

### FRANK AND ERNEST | Bob Thaves



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## China's first domestically-built large passenger jet



The C919, regarded as China's answer to the Boeing 737 and Airbus 320, made its maiden flight on May 5, from Shanghai's Pudong International Airport. It is China's first domestically-built large passenger jet. Engineers have completed over 118.

The twin-engine C919 was unveiled last November at a roll-out ceremony in Shanghai. It can carry up to 168 passengers and has a range of 4,075 kilometers. A longer range version can fly up to 5,555 kilometers.

COMAC has received 570 orders from 23 foreign and domestic customers, according to the Chinese media. However, the vast majority of orders is from local carriers.

According to CNN, though the C919 is regarded as a home-made plane, many of the components are made in the US, France, and Germany. This includes the electrical system and landing gear, which are produced in the US by Honeywell International. The engines are designed by the US-French joint venture CFM International.

Before China's C919, only the US, Russia, Brazil, Canada, the UK, France, and Germany had developed large homegrown airliners.

China's experience in large aircraft construction was limited by a four-engine narrow-body jet airliner known as the Y-10, which resembles the Boeing 707. The plane was developed in the 1970s by the Shanghai Aircraft Research Institute but never got past the prototype stage.

According to Airbus' 2016-2035 Global Market Forecast, Chinese airlines will need about 6,000 new jets worth \$945 billion over the next two decades.

China has a plan to overtake the US by 2030 as the world's largest commercial aviation market.

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## Russia claims new MC-21 jet is "faster, cheaper than Boeing 737 and Airbus A320"



Russia's MC-21 jet has left the assembly line at the Irkutsk aviation plant and is being prepared for its maiden flight, Izvestia daily reports. Developed by the Irkut Division of the United Aircraft Corporation (UAC) group, the aircraft left the assembly plant on April 28, according to the newspaper. Russian Deputy Prime Minister Dmitry Rogozin has said the test flight is scheduled in May. "This is a fundamentally important event for any aircraft.

There is no doubt that the first flight will take place. The only question is whether the aircraft will meet the calculated characteristics. The test flight will show that," aviation expert Aleksey Sinitsky told Izvestia.

The Irkut MC-21 is a twin-engine short- to mid-range jet airliner with a capacity of 150–212 passengers. The plane is intended to compete with the Airbus A320 and Boeing 737 MAX and replace the remaining Soviet-era Yakovlev Yak-42, Tupolev Tu-134, Tupolev Tu-154, and Tupolev Tu-204/214 airliners.

The first operator of MC-21 aircraft will be Russia's largest carrier Aeroflot. Delivery of 50 aircraft is expected to start in late 2018, or early 2019.

The UAC intends to sell the jets to areas that have traditionally bought Russian jets – India, China, Southeast Asia and Latin America.

The developers claim that MC-21 will be faster and cheaper than the Boeing 737 and Airbus A320. The Russian jet will have a cruising speed of 870 kilometers per hour, while the competitors reach only 842 and 828 kph. Costing up to \$85 million, MC-21 will have a significantly lower list price than its competitors.

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## Delta Air Lines testing facial recognition technology



Delta Air Lines is introducing four self-service bag drop machines at Minneapolis-St. Paul International Airport this summer, a \$600,000 investment that allows customers to quickly, securely and easily check their own bags. One machine will be equipped to test facial recognition technology to match customers with their passport photos through identification verification, a first for US carriers.

“We expect this investment and new process to save customers time,” said Gareth Joyce, Delta’s Senior Vice President – Airport Customer Service and Cargo. “And, since customers can operate the biometric-based bag drop machine independently, we see a future where Delta agents will be freed up to seek out travelers and deliver more proactive and thoughtful customer service.”

The airline’s introduction of self-service bag drops and facial-recognition technology is a natural next step in its work to streamline airport processes and is complimented by Delta’s industry-leading radio frequency identification technology. Previous self-service innovations like ticketing kiosks and check-in via the Fly Delta Mobile app have transformed congested lobby areas and drastically improved customer satisfaction scores.

Delta also worked with the Transportation Security Administration to implement the first automated screening lanes in the U.S. at the Hartsfield-Jackson Atlanta International Airport. Other innovations include developing a groundbreaking app that helps pilots avoid turbulence for a more comfortable flight, launching the industry’s most interactive airport wayfinding maps on the FlyDelta mobile app and strategically enhancing its boarding process.

“This is the next step in curating an airport experience that integrates thoughtful innovation from start to finish,” Joyce said. “We’re making travel easier than ever for our customers and continuing to deliver a leading customer experience.”

The airline will collect customer feedback during the trial and run process analyses to ensure that this lobby enhancement improves the overall customer experience. Studies have found that self-service bag drops have the potential to process twice as many customers per hour.

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## French military using winged warriors to hunt down rogue drones



Following incidents of drones flying over the presidential palace and restricted military sites – along with the deadly 2015 Paris terror attacks – the French air force has trained four golden eagles to intercept and destroy the rogue aircraft.

Aptly named d'Artagnan, Athos, Porthos and Aramis – an homage to Alexandre Dumas’ “The Three Musketeers” – the four birds of prey have been honing their attack skills at the Mont-de-Marsan in southwestern France since mid-2016.

The use of hunting birds – normally falcons and northern goshawks – by militaries around the globe is common practice in the fight to scare other critters away from runways and so cut the risk of accidents during takeoff or landing. But it wasn’t until 2015 when the Dutch started using bald eagles to intercept drones that other militaries started to see the benefit of these winged warriors.

The French bred the four golden eagles – three males and one female -- using artificial insemination since eagles are a protected species and harvesting wild eggs is strictly forbidden. They chose the golden eagle because of the birds hooked beak and sharp eyesight.

Also weighing in around 11 pounds, the birds are in a similar weight class as the drones they’re sent to destroy and clocking in at a top air speed of 50 miles per hour, with the capability of spotting its target from over a mile away, the eagles are deft hunters.

To protect the eagles from drone blades and any explosive device that might be attached the them, the French military designed mittens of leather and Kevlar, an anti-blast material, to protect the bird’s talons.

# The 72<sup>nd</sup> Reunion of Honor at Iwo Jima - 25 March 2017

By Dot Prose/RUPA Member



United Airlines was the contract airline for the annual trip to Iwo Jima hosted by Military Historical Tours (MHT) which led the yearly trip for the Joint Reunion of Honor on Iwo Jima and included add-on tours to Guam, Saipan and Tinian – all islands in the Marianas.

This year's trip on 25 March 2017 had been approved by the U.S. State Department and Government of Japan. It included 200 people including six World War Two Iwo Jima veterans, other military veterans and retirees (included

myself as a U.S. Navy retiree), legacy families with relatives who served there, and military history enthusiasts. All had the singular objective of actually stepping on the island of Iwo Jima and seeing Mount Suribachi from which the famous photo by AP photographer, Joe Rosenthal, captured the flag raising on top of the 550 foot volcanic mound on 23 Feb 1945.



Our package tour started in Los Angeles with a flight to Guam with a stopover in Honolulu and a short 35 minute flight from Guam to Saipan, all on United Airlines/United Express/Cape Air. The Pre-Tour group consisted of only 18 people as it was optional but it provided a much better picture of what occurred prior to Iwo Jima's capture in 1945 and established what difficulties there were in capturing Saipan and Tinian and why they were so important. Our Pre-Tour group was provided comprehensive history synopses by MHT of the surrender of Guam to the Japanese (December 1941) and its liberation (Aug 1944), the U.S. assault on Saipan and Tinian (July 1944), and the U.S. Marine Corps seizure of Iwo Jima (March 1945).



The terrain was formidable on Saipan with many caves, ridges and volcanic cliffs. Both U.S. and Japanese monument memorial sites were evident. The most spellbinding sites on Saipan were the 800 foot cliffs, named Suicide Cliff and Banzai Cliff, from which the defeated Japanese soldiers, women and children still left on the island jumped into the sea below rather than be captured by the invading U.S. forces, all in the name of the Emperor.

Tinian island was much less populated than Saipan with about 1,200 residents currently, but today is becoming casino land as is Saipan, with significant investment by the Chinese. Increases in the minimum wage (a U.S. mandate) have forced businesses to move elsewhere in Asia where wages are much lower. Casinos will provide employment. One is currently under construction (providing more jobs) in Saipan with a Las Vegas appearance but seems entirely out of place amidst the local markets.

Tinian is significant for Runway Able, rebuilt and extended by the Navy SEABEES in 1944, from where the B-29 Enola Gay took off with the A-bomb, Little Boy, for its Japanese target of Hiroshima, on 6 Aug 1945. The Superfortress used all 8,400 feet of runway with nothing but the beach and the Pacific Ocean at the end. It was a very close thing. There is a marker placed at the end of this runway where Enola Gay actually lifted off. The second B-29, Bockscar, took off with its A-bomb, Fat Man, three days later for Nagasaki. Close to Runway Able is the bomb pit where each bomb was encased so that they could be hoisted into the fuselage of the B-29s. This pit had been in disrepair over time, but cleaned up and enclosed in a Plexiglas viewing



1st LT Fiske (USAAF) at Runway Able, Tinian, from where he flew B-29 bombing missions over Japan and was subsequently shot down and captured.

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encasement for visitors to see firsthand. Down the road there are two replicas of Little Boy and Fat Man, which amazed us as being much smaller than one envisioned. Tinian is only three miles from Saipan and a nine minute flight provided for us by a fleet of Piper Cherokees.

Iwo Jima was a very solemn highlight. Two other tour groups joined ours, expanding the group to about 200 people. We had a contract United Airlines flight consisting of two B-737s for the two hour flight to the Iwo Jima Motoyama Airfield #2 from Guam. As it was located on Japanese territory, returned by the U.S. to Japan in 1968, there were the usual immigration forms and passport stamp formalities. It currently is considered a part of the city of Tokyo, 660 miles away. There are 400 permanent Japanese military personnel stationed on the island, no one else. The island is open only once a year for the Reunion of Honor Ceremony in March. The ceremony was two miles away from the airfield requiring travel on a mostly dirt road to the Memorial site. To get to the top of Mount Suribachi, either before or after the ceremony, one had to hike up the two mile Navy SEABEE built road to the memorials at the top. The weather was chilly and drizzled off and on. The attendees were positioned under two separate tents – one side for the Americans and the other side for the Japanese. A number of U.S. Marines were flown in from Okinawa and were able to offer logistic support and actually participate. We were very close to Red Beach landing site of the 5th Marines and a short walk to the shoreline.



The ceremony was an hour long. It was jointly orchestrated by the Japanese Iwo-To Association and the Iwo Jima Association of America (IJAA) and had a very formalized program with wreath laying by each side. Both U.S. and Japanese Iwo Jima veterans were in attendance. Probably the oldest was a 102-year-old Japanese soldier who fought on Iwo Jima. The Japanese are still in the process of searching for the 11,000 remains still on the island. The number of veterans each year is diminishing.

A brief word on two of the U.S. Iwo Jima veterans who were more than willing to share their experiences of 72 years ago: 1stLT Fiske Hanley (U.S. Army Air Force) and PFC Ed Hershberger, USMC. Fiske now 97 years old, was a flight engineer on B-29s with seven bombing missions from Tinian to Japan in 1945. On the 7th mission on 27 Mar 1945 his aircraft was shot down by the Japanese battleship Yamato with only two survivors of the 11 man crew. He was captured by the Japanese and imprisoned at Kempeitai prison in Tokyo. He survived and to this day still doesn't know why. He commented in no uncertain terms that "we really needed Iwo!" Ed Hershberger, now age 90, was 18 when he landed on Iwo Jima, Day One. He said they wore cold weather gear because it really was cold. He faced a very "strange" first impression upon landing where there was a lot of smoke, mist and fog. The only thing he could make out were silhouettes in the distance. He commented that it was very "spooky" like something out of an Alfred Hitchcock movie. He doesn't know why he survived either given all the bullets flying around him. Each of the vets had incredible stories to tell with much detail still in memory.



The real heroes were those older veterans who made the long haul flight to return to their battle grounds of 72 years ago. The MHT staff flooded us with as much information as possible including local history of Guam, Saipan and Tinian, the Chamorro culture, rugged landscape and both Japanese and American memorial sites and museums. All participants departed the trip with a sense of pride in those who served and awe at their survival memories. As a final memento we were provided by United Airlines a small vial to collect a small amount of the "black sands" (volcanic ash) from the beaches of Iwo Jima – a lasting memory from one of the most historic battles of World War Two. *Dot Prose,*

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## Airline industry improves baggage handling



Baggage management by the world's airlines improved again in 2016 as the industry focuses on technology investments and prepares for a step-change in handling by June 2018. According to the SITA Baggage Report 2017, the rate of mishandled bags was 5.73 bags per thousand passengers in 2016, down 12.25% from the previous year and the lowest ever recorded.

This is good news for the rising number of passengers, which last year hit an all-time high of 3.77 billion. Since 2007, the rate of mishandled baggage has fallen 70% due to investment in technologies and process improvements by the world's airlines and airports. Over the coming 18 months, this is expected to improve even further. IATA members, the majority of the world's airlines, have adopted a resolution requiring every piece of checked baggage to be tracked along its journey by June 2018.

Ilya Gutlin, SITA President, Air Travel Solutions, said: "It is frustrating for passengers and airlines when bags go missing but the days of not knowing where your bag is will soon to be a thing of the past. We are on the brink of a new era in airline baggage management because the world's airlines are committing to track baggage throughout its journey. This requires data capture, management and sharing across airlines, airports and ground handlers giving a better view of where each piece of luggage is at every stage. At SITA we are providing several tracking innovations that will allow the air transport community to scale up their tracking capabilities without massive capital investments."

The IATA Resolution 753 is coming into force in June 2018 and from then every bag must be tracked and recorded at four mandatory points – at check-in; aircraft loading; at transfer between carriers; and on arrival as the bag is delivered back to the passenger. When this is in place airlines will be able to share the information with their passengers and code share partners allowing them to track their bag, just like a parcel. Having this information means passengers will stay informed and all parties involved in their journey can take action if flights are disrupted and their bags are delayed.

A critical pinch-point in the bag handling process is when passengers and their luggage need to move from one aircraft to another, or from one carrier to another. Bags have a higher risk of being mishandled at this time, particularly if connections are tight. In 2016, close to half (47%) of delayed bags were in the process of being transferred. Introducing mandatory tracking at this point of the process will provide real-time data that can be used to avoid delays.

Mishandled baggage negatively affects both the passenger experience and the airline's finances and SITA's report shows that the financial costs remain high despite the 12.25% drop in the mishandled rate. SITA reports that the global bill for recovering and reuniting passengers with their bags was in the order of US\$2.1 billion in 2016.

Gutlin added: "We are using technology to transform baggage management which will improve both the passenger experience and help to reduce the cost to the airlines. To be successful we need to cooperate and collaborate across the industry and challenge ourselves to find new ways of working and sharing data to upgrade the experience for air travelers and to improve operations."

SITA provides IT and communications to the air transport industry and SITA BagJourney is the world's first community-based baggage tracking system that provides an end-to-end view of the baggage journey using data from multiple sources.



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## Airline passenger group demands “essential air travel reforms”



In a statement to the US Congress and Department of Transportation, in the wake of shocking internet videos of airline passenger abuse and chaos, FlyersRights.org, the largest airline passenger organization, has conveyed a list of “essential air travel reforms.”

The same plea to Congress was made in 2000 after a publicized tarmac confinement incident in Detroit by Northwest Airlines involving 4,800 passengers, but was found to be totally ineffective after it was discovered in 2008 that at least 150,000 passengers per year were held against their will on the tarmac for up to 12 hours to prevent “passenger migration.” This abusive airline practice was only ended by the DOT promulgated Three Hour Rule effective in 2010.

Accordingly, in addition to the comprehensive reform proposals contained in the Flyersrights.org Airline Passengers Bill of Rights 2.0 available on the Flyersrights.org web site, FlyersRights.org believes the following measures are essential to prevent hundreds if not thousands of incidents of unjust, unnecessary removal or bumping of passengers by airlines and to mitigate the effects of increasing frequent mass flight cancelations.

1. Suspend overselling of seats and require airlines to justify need for this exception to normal contract law, in contemplation of repeal of the oversales rule.
2. End involuntary bumping especially when passengers have boarded aircraft.
3. Repeal or modify Patriot Act provision that makes ignoring or disobeying flight crew instruction a federal felony (inference with flight crew) punishable by 20 years in prison, now used to threaten, eject and have passengers arrested for minor non terrorism related matters (prior to 2001 generally punished by FAA fines or under state criminal laws)
4. Modify or eliminate rules that allow airlines to charge high change fees or forfeiture of paid ticket reservations for name corrections or substitutions.
5. Basic Due Process for Passengers.
  - a. Mandatory written notices and warnings to passenger with their rights, remedies (Yellow Card solution) and obligations prior to removal or bumping, with right of notice of infraction and opportunity for immediate appeal to Captain.
  - b. Require Captain to sign form finding Passenger ejection necessary for safety or security of flight and certifying that Passenger has been provided with written notice of rights and remedies.
  - c. Plain Language statement of passenger rights and remedies in Contract of Carriage and in seat pockets including complaint form and claim procedures to airline, DOT, and passenger assistance organizations, with mail addresses, phone numbers, email addresses and FAX numbers, plus flight delay and baggage compensation rights under US and international law, plus posters in airports with contact information for detailed rights and remedies.
6. Require that airlines offer cash or check for bumping compensation, not vouchers or and prohibit airlines from requiring passengers sign a liability waiver as a condition of receiving compensation.
7. Reinstate the reciprocity rule so that when passengers are excessively delayed by an airline they can use their ticket on a competing airline flight with available seats.
8. Stiff penalties for lying to passengers about the reasons for delays and cancelations.

### **Golf Quotes**

**I never pray on a golf course. Actually, the Lord answers my prayers everywhere except on the course. ~ Billy Graham**

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# Those Pesky Airline Fees and How to Avoid Them

By Justin Sablich/The New York Times



What's a blanket on a cold airplane worth? Not \$12, at least not for one passenger on a recent Hawaiian Airlines flight from Las Vegas to Hawaii. A 66-year-old man was charged \$12 for the blanket, but not with anything else, despite causing the flight to be diverted to Los Angeles.

According to news reports, the passenger was deemed "unruly" by airport police after saying he "would like to take someone behind the woodshed for this," and was removed from the flight. "Diverting a flight is clearly not our first choice, but our crew felt it was necessary to divert to Los Angeles and deplane the passenger before beginning to fly over the Pacific Ocean," the airline said in a statement. George Hobica, the founder of Airfarewatchdog.com, said: "I think Hawaiian should have just given him the blanket for free. Doing that emergency landing cost Hawaiian thousands of dollars. This fee seems more silly than exorbitant."

As most passengers can't help but notice, add-on fees are becoming more and more prevalent. Mr. Hobica said the fee that makes most passengers angry is the one for changing flights, which costs an average of \$200 on domestic flights. But that does not mean the smaller fees aren't aggravating.

A recent study by the farecasting app Hopper showed that airlines are increasingly "unbundling" their flights, offering lower base prices for travelers to get on the plane and making them pay à la carte for almost everything else, from seat assignments to baggage and in-flight supplements like food, entertainment and, apparently, blankets. These secondary fees now represent roughly 10 percent of total airline revenues, according to Hopper. The problem is that the fees vary greatly from airline to airline and class to class, which means comparing base ticket prices has become almost meaningless. "From the consumer's perspective, this results in increased confusion, and makes it frustratingly difficult to comparison shop or to understand the full cost of travel," said Patrick Surry, Hopper's chief data scientist.

For example, Spirit offers the lowest base ticket prices of the eight airlines studied by Hopper, with a median fare of \$356, but charges the most for baggage (\$50 for the first bag, \$111 for the second) and for changing flights (\$250). Throw in a \$35 carry-on fee and, if you're a traveler with two checked bags who has changed your flight, you could be paying more than twice the cost of your base fare.

Hopper's recently released Fair Bear feature aims to help by breaking down the restrictions or fees associated with your flight, Mr. Surry said. But there's more you can do to keep your flight costs closer to what you thought you were paying in the first place. Here's what you need to know about the most common and costly fees.

**Change Fees:** The change fee is not only the costliest but also the most difficult to avoid. And don't even think about canceling. The Hopper study (which excludes data from Southwest and Delta) found that a nonrefundable, domestic reservation in the main cabin is usually changeable, for a price. For example, United charges an average of \$200 to change a domestic flight, while Virgin America's fee is \$125, which is the lowest of the airlines studied. The fee varies among the budget airlines as well, with Frontier charging \$198 and Spirit \$250. "The higher the change fee on a nonrefundable airfare, the greater the incentive for some travelers to simply buy a more expensive refundable airfare," Mr. Hobica said. If you're prone to changing plans, try to book with Southwest, which is the only major domestic airline that does not charge for canceling or changing your flight. Alaska Airlines will also let it slide if you do so within 60 days (otherwise it's \$125).

Do not expect to see these fees get cheaper or go away anytime soon, unless airlines take away the option of changing a flight altogether. "I wouldn't be surprised to see change fees go to \$250, or for changes and cancellations to be eliminated entirely, as the airlines have done with their 'basic economy' airfares," Mr. Hobica said.

**Baggage Fees:** It's hard for me to remember a time when I did not expect to pay extra for baggage. But if you go back about 10 years, there were none.

Standard baggage fees for domestic flights have remained steady for several years now at \$25 (Spirit and Frontier charge more), but airlines pick up the slack with their charges for overweight bags, which have crept

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up over the years, Mr. Hobica said. Once again, Southwest is the no-fee winner, not charging for checked bags (with some size and weight restrictions). You won't see much budging on this from other airlines (except on international flights).

"Another recent trend is more carriers are starting to charge for carry-on luggage," Mr. Surry said. Spirit and Frontier already charge for a carry-on. "The Big Three domestic airlines are following a similar model with their basic fares, where carry-on luggage may not be permitted unless you're willing to pay extra," Mr. Hobica said, referring to United, Delta and American. United, for example, allows only one personal item in its recently created Basic Economy tier, meaning you will have to pay just for using the overhead bin.

In general, learning to pack well is your best chance to reduce baggage fees; weighing your luggage before leaving home will help make sure there are not any surprises at check-in.

**In-Flight Fees:** And now we come full circle to the \$12 blanket. "The most important step in reducing your total cost is to plan carefully for what additional services you'll use when you travel, and pay attention to what those add-ons will cost if they're not included in the base price," Mr. Surry said. Most airline websites list these fees, which vary by airline, fare and flight, so do your homework. American and Delta made most of their in-flight entertainment options free last year, but many others, including Southwest and Hawaiian, still charge for movies and television. Bringing your own tablet with pre-downloaded content (don't forget the earbuds, for which many airlines also charge) is now a no-brainer; you'll avoid charges for what you watch. Many airlines allow access to free entertainment options via apps that you download in advance. You will also avoid any potential rental charges for tablets; domestic airlines charge between \$8 and \$15 depending on the length of flight.

Other common-sense approaches for saving money include eating at the airport or bringing a sandwich onboard. And don't forget to dress appropriately; nobody wants to pay \$12 for a blanket.

## **UAL 20% PS Basic Econ Q & A**

**Q:** What if I purchase a Basic Economy ticket and bring a full-sized carry-on bag to the gate?

**A:** Employees and retirees who bring a full-sized carry-on bag to the gate will be required to gate-check their bag to their final destination. Please note, if you have not yet used your allowance of two free checked bags, you'll be able to gate-check your carry-on bag free of charge. If you have already checked two bags, you'll be charged the applicable checked bag fee plus a \$25 gate handling service charge (payment by credit card only). In an effort to help our employees at the airport and assist in a smooth operation, we ask that pass riders check their full-sized carry-on bags in the lobby.

**Q:** Does the space-available bag policy change due to the new Basic Economy fares?

**A:** The bag policy for pass riders is not changing. Eligible pass riders will have the same baggage allowance they have today, including two free checked bags, a full-sized carry-on bag and a personal item.

## **UAL: New Improvements to the Travel Tab**

We've made it easier to find the information you're looking for on the Travel tab. When you visit the tab on Flying Together, you'll notice an improved left navigation panel.

Here are a few examples of what you'll find. Click on:

- Pass riders to see information on who you can register as an eligible pass rider and how to register them.
- Types of travel to learn more about vacation passes and buddy passes.
- Preparing for travel to get information on dress attire, payments and refunds and baggage and baggage fees.

Our policies and programs have not changed and the original documents are still online; we've just replaced a lot of the PDF files and made it quicker and easier to find what you're looking for. Still have a question? You may contact the Employee Travel Center through United ServiceAnywhere. While you're on the Travel tab, be sure to read the latest travel blog. For a chance to be featured, submit your travel experiences through Share Your Stories and be sure to include photos.

## Bumping incident spurs Chicago Dept of Aviation policy changes

The Chicago Department of Aviation (CDA) has placed four employees on leave and made policy changes, including placing restrictions on security officers boarding aircraft, in the aftermath of the United Airlines passenger bumping incident at Chicago O'Hare International Airport.

Testifying before the US Senate May 4, CDA commissioner Ginger Evans detailed the department's response to the April 9 incident on United Express flight 3411 in which a bumped passenger was violently dragged off of an Embraer E170 by a CDA security officer. Evans said the incident was "deeply saddening and personally offensive. This is not how we do business and these actions will not be tolerated."

Evans told senators that the CDA security officers involved in the incident "broke from our standard operating procedure. These actions are not condoned by the Chicago Department of Aviation." Three security officers and a supervisor were placed on leave in the nine days after the incident occurred, she said. These employees are now the subject of an expedited disciplinary investigation by the City of Chicago's Officer of Inspector General.

Evans said the officers acted outside of CDA policies that clearly state "force should only be used when absolutely necessary to protect the security and safety of our passengers." Security and safety were not issues in this situation, which involved passenger David Dao refusing to give up his seat after being involuntarily bumped for a crew member being transported to Louisville, Kentucky.

Evans said neither CDA security officers nor Chicago Police Department officers will be involved in such situations going forward. Law enforcement officers will no longer be "called to aircraft to deal with any customer service matters including overbooking situations," she said, adding, "United Airlines announced that effective April 12 ... they would call airport security and [the Chicago Police Department] only for issues involving safety and security. We are working with other airlines to standardize this policy to ensure consistency."

Additionally, CDA security officers "will no longer board aircraft, unless there is an immediate medical issue or imminent physical threat on board," Evans said. If there is a disturbance aboard an aircraft, the Chicago Police Department will take the lead, she said, noting that CDA security officers "are specifically trained on airfield perimeter patrol and aircraft movement areas" and Chicago Police Department officers are more appropriately trained to be the "lead responders for disturbances onboard aircraft."

United president Scott Kirby, testifying at the same Senate hearing, said United employees who called CDA officers to flight 3411 were too closely following rules that should not have applied in a situation where there was no security or safety threat. "A series of policies put our employees, law enforcement and our customers in an impossible position," he said. "In an industry like ours, safety is our top priority and rules are critical to ensuring a safe operation. But in this instance, where safety wasn't the issue, we let rules and operating procedures stand in the way of common sense."

United has made a series of policy changes in the aftermath of the incident, and other US airlines are reviewing customer service policies.

### BIZARRO | Dan Piraro



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## Fixing airline customer service



Lawmakers should treat the disease instead of symptoms. The congressional hearing on airlines' consumer practices might feature a lot of talk on issues like overbooking and passenger compensation, but one major issue underlies major carriers' recent foibles: dwindling choice in the aviation marketplace.

One of the four biggest domestic airlines (American, Delta, Southwest and United) currently controls over 50 percent of seat capacity on flights out of 155 U.S. airports—and 74 of those are 100 percent dominated by one of those airlines, according to data released by the U.S. Travel Association. This status quo hardly gives airlines an incentive to treat their customers with care and respect at every turn, points out U.S. Travel Association Executive Vice President for Public Affairs Jonathan Grella. “For too long, the proverbial fox has been in charge of the policymaking henhouse,” said Grella. “Big airlines come to Washington, plead financial frailty and demand that they be given every advantage, then go to Wall Street and report record earnings.

“We all should want U.S. airlines to be healthy and profitable, but for too long they’ve dominated aviation policymaking at the expense of the traveling public, and the moment to reverse that trend has clearly arrived.” Nationwide, the four biggest airlines control nearly 69 percent of domestic seat capacity. Internationally, the Big Three U.S. legacy carriers (American, Delta and United) and their joint venture partners control 82 percent of seat capacity on trans-Atlantic flights. Meanwhile, nearly 60 percent of U.S. airports have lost routes over the last decade.

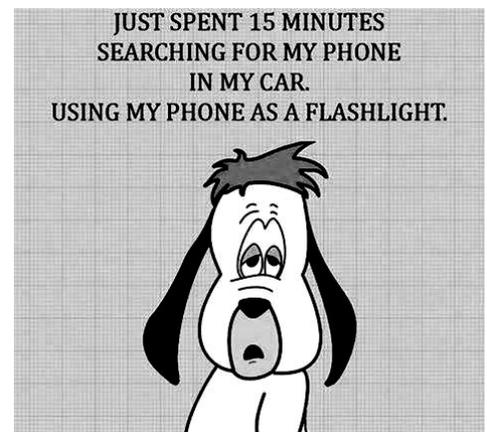
U.S. Travel released its seat capacity analysis ahead of the hearing of the U.S. House Committee on Transportation and Infrastructure at which numerous airline executives testified. The data is part of U.S. Travel’s forthcoming aviation policy blueprint, which will use intensive research to identify problems in the U.S. passenger aviation marketplace and recommend policy solutions to address them.

Many of the single-airline-dominated airports cited in U.S. Travel’s data are in or around districts represented by Transportation and Infrastructure Committee members.

Said Grella: “Recent unfortunate incidents have focused public and policymaking attention on an important pillar of the U.S. economy—the air travel system—that has long been showing alarming cracks. Lawmakers need to understand that they can address some of these issues with free-market, pro-growth reforms rather than by just imposing new regulations, and we are hoping that’s what this hearing reveals.”

Among U.S. Travel’s policy recommendations for enhancing competition:

- Protect and expand U.S. Open Skies agreements, and keep government regulation out of the marketplace. Doing so has lowered fares by 32 percent and saved travelers an additional \$4 billion per year.
- Rigorous and consistent review of antitrust immunity granted to airlines to ensure these policies are benefiting travelers and encouraging new entrants into the U.S. aviation marketplace.
- Invest in airport infrastructure and restore local control of airport expansion projects by allowing airport authorities to set Passenger Facility Charge rates, which are currently capped at \$4.50 and have not been changed since 2000. Doing so allows airports to expand as needed and enables other airlines to compete in that market.
- Let airports partner directly with destinations and airlines to market and develop new air service routes. Federal regulations currently prohibit airports from using their own revenues to work on expanding air service through destination marketing and cash incentives to airlines. Lawmakers should allow airports to partner directly with destinations and airlines themselves to attract more flight options.



April 28, 2017

Captain Cort DePeyster  
Retired United Pilots Association (RUPA)  
P. O. Box 21131  
Reno, NV 89515-1131

RE: Thank you for RUPA's Support of the UAHF Scholarship!

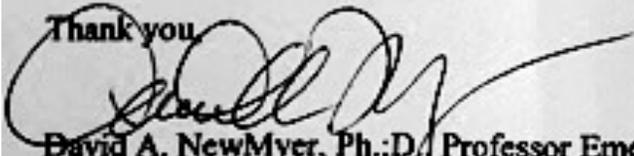
Dear Captain DePeyster:

Attached you will find a photo of the presentation of the 2016-2017 United Airlines Historical Foundation Scholarship check to Victoria Mathieu of Southern Illinois University Carbondale on Wednesday, April 26, 2017. Shown in the photo, Right to Left, are Dr. Sam Pavel (Associate Professor and Coordinator of the Aviation Management degree program); Professor Lorelei Ruiz, (Chair of the SIUC Aviation Flight Scholarship Committee); the recipient, Victoria Mathieu; and myself (David NewMyer).

Victoria was very excited to receive the scholarship---she told us she would be using it for Aviation Flight fees to pay for her Certified Flight Instructor (Airplane) Certificate, which she plans to pursue during the Summer Semester her at SIUC. Also, Victoria's check ride for the FAA Commercial-Instrument is coming up in the first week of May. So, all in all, this scholarship could not have been timed any better! Her latest resume is enclosed for more details.

It is our honor to be involved in the United Airlines Historical Foundation Scholarship, and we want to especially thank the Retried United Pilots Association for their role in funding it!

Thank you

  
David A. NewMyer, Ph.;D, Professor Emeritus  
Department of Aviation Management and Flight



Enclosures (2)

P. S. Speaking of partnerships, last Saturday, April 22<sup>nd</sup>, was the United Airlines-SIUC "Aviation Career Day" for high school students from the Chicago area. United provided an Airbus A-320 to fly about 115 high school students plus many United Airlines volunteers, to Southern Illinois Airport (KMDH-home of SIUC Aviation) for the day. This unique program began in 1994 with the assistance of United Captain Bill Norwood, an SIU aviation graduate.

## Smartphones will read and write better than 32 million Americans in next decade



While progress in improving human literacy rates has stalled since 2000 – leaving 758 million adults worldwide and 32 million Americans illiterate – a new report predicts that technological advances will soon enable over 2 billion smartphones to read and write. At the current rate of technological progress, devices and machines powered by AI and voice recognition software will surpass the literacy level of one in seven American adults within the next ten years.

In their report, ‘2027: Human vs. Machine Literacy’ the global campaign Project Literacy and Professor Brendan O’Connor, University of Massachusetts Amherst, call for society to commit to upgrading its people at the same rate as upgrading its technology, so that by 2030 no child is born at risk of poor literacy. They highlight:

- Machine literacy already exceeds the literacy abilities of 3% of the US population who are non-literate.
- There are more software engineers in the United States than school teachers. We are focusing so much on teaching algorithms and AI to be better at language that we are forgetting that 50% of adults cannot read a book written at an eighth grade level.
- 32 million American adults can not currently read a road sign. Yet 10 million self-driving cars are predicted to be on the road by 2020.

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Project Literacy commissioned the report to draw attention to the shocking lack of progress being made in fighting illiteracy as well as shine a spotlight on the potential for technology to help bring about change. The global movement aim to harness the power of technology to tackle the illiteracy crisis through a range of technology-led partnerships.

The report was launched ahead of Project Literacy’s upcoming presence at SxSW in Austin, where representatives will be on the ground raising awareness of the issue of illiteracy among the tech-savvy festival goers. Project Literacy will be encouraging the public to get involved in the fight against illiteracy through a number of unique experiences including an interactive Spelling Bee and thought-provoking talks. To support the initiative, Pearson will be matching donations from the festival on a 1:1 basis.



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## We Are The Silent Generation



Born in the 1930s and 40s, we exist as a very special age cohort. We are the Silent Generation. We are the smallest number of children born since the early 1900s. We are the “last one.”

We are the last generation, climbing out of the depression, who can remember the winds of war and the impact of a world at war which rattled the structure of our daily lives for years.

We are the last to remember ration books for everything from gas to sugar to shoes to meat from the butcher. We saved tin foil and poured fat into tin cans to be used to make ammunition. We hand mixed white stuff with yellow stuff to make fake butter. We stood in line at the grocery store when it was learned a tub of real butter had just arrived, and as kids holding a place in line to await a mother in trail, we learned after being pushed aside by an adult stranger who was also in line, to push ourselves back in line. We saw cars up on blocks because tires weren't available. We can remember milk being delivered to our house early in the morning and placed in the milk box on the porch.

We are the last to hear Roosevelt's radio assurances and to see gold stars in the front windows of our grieving neighbors. We can also remember the parades on August 15, 1945, VJ Day. We saw the “boys” home from the war build their Cape Cod style houses, pouring the cellar, tar papering it over and living there until they could afford the time and money to build it out.

We are the last generation who spent childhood without television. Instead we imagined what we heard on the radio. As we all like to brag, with no TV, we spent our childhood “playing outside until the street lights came on.” We did play outside and we did play on our own. There was no Little League. Ball games were “pick-up” and played on vacant lots sharing baseball mitts because only the few had them. No kid had a two-wheeler bike until about 1946 when “Victory Bikes” were sold (no chrome, flimsy frame, very thin wheels).

The lack of television in our early years meant, for most of us, that we had little real understanding of what the world was like. Our Saturday afternoons, if at the movies, gave us newsreels of the war and the Holocaust sandwiched in between westerns and cartoons.

Telephones were one to a house, often shared and hung on the wall.

Computers were called calculators and were hand cranked. Typewriters were driven by pounding fingers, throwing the carriage, and changing the ribbon.

The Internet and Google were words that didn't exist. Newspapers and magazines were written for adults. We are the last group who had to find out for ourselves.

As we grew up, the country was exploding with growth. The G.I. Bill gave returning veterans the means to get an education and spurred colleges to grow. VA loans fanned a housing boom. Pent-up demand coupled with new installment payment plans put factories to work.

New highways would bring jobs and mobility. The veterans joined civic clubs and became active in politics. In the late 40s and early 50s the country seemed to lie in the embrace of brisk but quiet order as it gave birth to its new middle class (which became known as Baby Boomers).

The radio network expanded from 3 stations (NBC, ABC, CBS) to thousands of stations. The telephone started to become a common method of communications and “Faxes” sent hard copy around the world. A neighborhood television set was a rare phenomenon (circular B&W 10" screen). Most families could not afford such a luxury, so as kids, we'd head to the closest TV appliance store, which always had a TV in the sidewalk display window, where we would watch Milton Berle and his Texaco Comedy Hour and, sometimes, even a major league ball game from New York City.

Our parents were suddenly free from the confines of the depression and the war and they threw themselves into exploring opportunities they had never imagined.

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We weren't neglected but we weren't today's all-consuming family focus. They were glad we played by ourselves "until the street lights came on." They were busy discovering the post war world. Most of us had no life plan, but with the unexpected virtue of ignorance and an economic rising tide we simply stepped into the world and started to find out what the world was about.

We entered a world of overflowing plenty and opportunity, a world where we were welcomed. Based on our naïve belief that there was more where this came from, we shaped life as we went.

We enjoyed a luxury. We felt secure in our future. Of course, just as today, not all Americans shared in this experience. Depression poverty was deep rooted. Polio was still acrippler. The Korean War was a dark presage in the early 50s, and by mid-decade, school children were ducking under desks. Russia built the Iron Curtain and China became Red China. Eisenhower sent the first "advisors" to Vietnam, and years later, Johnson invented a war there. Castro set up camp in Cuba and Khrushchev came to power.

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

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

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

We are the Silent Generation, "the last ones." The last of us was born in 1945, more than 99.9% of us are either retired or dead, and all of us believe we grew up in the best of times! Amen to that!

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## **The Japan of today, - some interesting facts**

Something about Japan that some of us may or may not know. You might have heard at one time or another about the harsh regulations that exists in that country about Muslims and their religion, however when we see it in writing, it sort of leaves a more indelible mark.

- \* Hiroshima has returned to what it was economically before the atomic bomb was dropped.
- \* Japan prevents the use of mobile phones in trains, restaurants and indoors.
- \* For first to sixth primary year Japanese students must learn ethics in dealing with people.
- \* Even though one of the richest people in the world, the Japanese do not have servants. The parents are responsible for the house and children.
- \* There is no examination from the first to the third primary level because the goal of education is to instill concepts and character building.
- \* If you go to a buffet restaurant in Japan you will notice people only eat as much as they need without any waste because food must not be wasted.
- \* The rate of delayed trains in Japan is about 7 seconds per year!! The Japanese appreciate the value of time and are very punctual to minutes and seconds.
- \* Children in schools brush their teeth (sterile) and clean their teeth after a meal at school, teaching them to maintain their health from an early age.
- Japanese students take half an hour to finish their meals to ensure proper digestion because these students are the future of Japan.

### **Most of our generation were HOME SCHOOLED in many ways**

My father taught me about TIME TRAVEL. "If you don't straighten up, I'm going to knock you into the middle of next week!"

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## The Cost of Not Taking Your Medicine

By Jane E. Brody/The New York Times



There is an out-of-control epidemic in the United States that costs more and affects more people than any disease Americans currently worry about. It's called nonadherence to prescribed medications, and it is — potentially, at least — 100 percent preventable by the very individuals it afflicts. The numbers are staggering. “Studies have consistently shown that 20 percent to 30 percent of medication prescriptions are never filled, and that approximately 50 percent of medications for chronic disease are not taken as prescribed,” according to a review in *Annals of Internal Medicine*. People

who do take prescription medications — whether it's for a simple infection or a life-threatening condition — typically take only about half the prescribed doses. This lack of adherence, the *Annals* authors wrote, is estimated to cause approximately 125,000 deaths and at least 10 percent of hospitalizations, and to cost the American health care system between \$100 billion and \$289 billion a year.

Former Surgeon General C. Everett Koop put it bluntly: “Drugs don't work in patients who don't take them.” This partly explains why new drugs that perform spectacularly well in studies, when patients are monitored to be sure they follow doctors' orders, fail to measure up once the drug hits the commercial market. More important, it explains why so many patients don't get better, suffer surprising relapses or even die when they are given drug prescriptions that should keep their disorders under control.

Studies have shown that a third of kidney transplant patients don't take their anti-rejection medications, 41 percent of heart attack patients don't take their blood pressure medications, and half of children with asthma either don't use their inhalers at all or use them inconsistently. “When people don't take the medications prescribed for them, emergency department visits and hospitalizations increase and more people die,” said Bruce Bender, co-director of the Center for Health Promotion at National Jewish Health in Denver.

“Nonadherence is a huge problem, and there's no one solution because there are many different reasons why it happens.”

For example, he said parents often stop their children's asthma treatment “because they just don't like the idea of keeping kids on medication indefinitely.” Although a child with asthma may have no apparent symptoms, there is underlying inflammation in the lungs and without treatment, “if the child gets a cold, it can result in six weeks of illness,” Dr. Bender explained.

When Dr. Lisa Rosenbaum, a cardiologist at Brigham and Women's Hospital in Boston, asked patients who had suffered a heart attack why they were not taking their medications, she got responses like “I'm old-fashioned — I don't take medicine for nothing” from a man with failing kidneys, peripheral vascular disease, diabetes and a large clot in the pumping chamber of his heart. Another common response: “I'm not a pill person.”

When Dr. Rosenbaum told her hairdresser that she was studying why some people with heart disease don't take their medications, he replied, “Medications remind people that they're sick. Who wants to be sick?” He said his grandmother refuses to take drugs prescribed for her heart condition, but “she'll take vitamins because she knows that's what keeps her healthy,” so he tells her that the pills he gives her each night are vitamins.

Other patients resist medications because they view them as “chemicals” or “unnatural.” One man told Dr. Rosenbaum that before his heart attack, he'd switched from the statin his doctor prescribed to fish oil, which unlike statins has not been proved to lower cholesterol and stabilize arterial plaque.

“There's a societal push to do things naturally,” she said in an interview. “The emphasis on diet and exercise convinces some people that they don't have to take medications.”

Dr. Bender said, “People often do a test, stopping their medications for a few weeks, and if they don't feel any different, they stay off them. This is especially common for medications that treat ‘silent’ conditions like heart disease and high blood pressure. Although the consequences of ignoring medication may not show up

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right away, it can result in serious long-term harm.”

Some patients do a cost-benefit analysis, he said. “Statins are cheap and there’s big data showing a huge payoff, but if people don’t see their arteries as a serious problem, they don’t think it’s worth taking a drug and they won’t stay on it. Or if they hear others talking about side effects, it drives down the decision to take it.”

Cost is another major deterrent. “When the co-pay for a drug hits \$50 or more, adherence really drops,” Dr. Bender said. Or when a drug is very expensive, like the biologics used to treat rheumatoid arthritis that cost \$4,000 a month, patients are less likely to take them or they take less than the prescribed dosage, which renders them less effective.

Dr. William Shrank, chief medical officer at the University of Pittsburgh Health Plan, said that when Aetna offered free medications to patients who survived a heart attack, adherence improved by 6 percent and there were 11 percent fewer heart attacks and strokes, compared with patients who paid for their medications and had an adherence rate of slightly better than 50 percent.

“There are so many reasons patients don’t adhere — the prescription may be too complicated, they get confused, they don’t have symptoms, they don’t like the side effects, they can’t pay for the drug, or they believe it’s a sign of weakness to need medication,” Dr. Shrank said. “This is why it’s so hard to fix the problem — any measure we try only addresses one factor.”

Still, there is hope for improvement, he said. Multiple drugs for a condition could be combined into one pill or packaged together, or dosing can be simplified. Doctors and pharmacists can use digital technology to interact with patients and periodically reinforce the importance of staying on their medication.

With fear of side effects a common deterrent to adherence, doctors should inform patients about likely side effects when issuing a prescription. Failing that, patients should ask: “What, if any, side effects am I most likely to encounter?”

Forgetting to take a prescribed drug is a common problem, especially for those ambivalent about taking medication. Patients can use various devices, including smartphones, to remind them to take the next dose, or use a buddy system to make adherence a team sport. Dr. Shrank suggested making pill-taking a habit, perhaps by putting their medication right next to their toothbrush.

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## Cheese won't give you a heart attack



A new study suggests that cheese and other dairy products have been getting a bad rap and won't actually increase your risk of heart attack or stroke, according to London's The Guardian.

The results come from an analysis of 29 previous studies of dairy products. The study involving an international team of researchers, concluded that they had "neutral" impact on health.

"There's quite a widespread but mistaken belief among the public that dairy products in general can be bad for you, but that's a misconception," said one of the researchers, Ian Givens of Reading University. "While it is a widely held belief, our research shows that that's wrong." The study also suggests that milk, yogurt and other dairy products with all the fat left in also didn't seem to pose cardiovascular risks.

"There's been a lot of publicity over the last five to 10 years about how saturated fats increase the risk of cardiovascular disease and a belief has grown up that they must increase the risk, but they don't," Givens said.

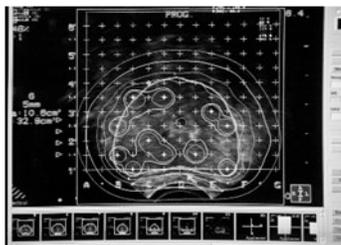
However, not everyone is convinced by the new study.

"We recommend choosing lower-fat varieties of milk and dairy products or eating smaller amounts to reduce saturated fat and salt in the diet," according to a spokesman for Public Health England.

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# Hormone Blockers Can Prolong Life if Prostate Cancer Recurs

By Denise Grady/The New York Times



Men whose prostate cancer comes back after surgery are more likely to survive if, along with the usual radiation, they also take drugs to block male hormones. The finding, published in *The New England Journal of Medicine*, comes from a long-running study that experts say will help clarify treatment for many patients. After surgery to remove the prostate, more than 30 percent of men have a recurrence, and until now there has not been clear evidence about the best way to stop the disease from killing them. Most are given radiation, but prescribing drugs to counter the effects of male hormones has been inconsistent.

The study, paid for by the National Cancer Institute, showed that among men who received radiation and hormonal treatment, 76.3 percent were still alive after 12 years, compared to 71.3 percent who had radiation alone. At 12 years, the men who had both treatments were also much less likely to have died from their prostate cancer — 5.8 percent versus 13.4 percent — or to have the cancer spread around their bodies — 14.5 percent versus 23 percent.

“This is a big deal,” said Dr. Ian M. Thompson Jr., of the Christus Santa Rosa Health System in San Antonio, who was not part of the study but wrote an editorial accompanying it. “There are so many things we do in prostate cancer that we don’t know if they make a big difference in survival. This is one of the things where now we can say for sure.” He added that he hoped the findings would change medical practice.

The medical term for blocking male hormones is chemical castration, and the treatments can cause hot flashes, sexual problems and other side effects. So to put a man through it, said Dr. Anthony L. Zietman, an author of the study, “you’d better have some decent justification.” Dr. David F. Penson, the chairman of urologic surgery at Vanderbilt University Medical Center, said the study “gives more credence to the concept that you have to treat the whole patient,” rather than just irradiating the area where the cancer used to be. He said the idea of blocking hormones in men like those in the study was finding its way into medical practice.

About 161,360 new cases of prostate cancer and 26,730 deaths are expected in the United States in 2017, according to the American Cancer Society. The average age at diagnosis is 66. Globally, there were 1.1 million cases and 307,000 deaths in 2012, the most recent data available from the World Health Organization.

The study, begun in 1998 and led by Dr. William U. Shipley, a radiation oncologist at the Massachusetts General Hospital, had an ambitious goal: to follow the patients long enough to find out whether hormone-blocking treatment would affect their survival. Prostate cancer grows slowly, so it took well over a decade for answers to emerge. Researchers and patients from 150 sites in North America participated. The patients were 760 men who had their prostates removed for cancer that had not spread, but who then had a sign of recurrence — a rise in their blood levels of prostate-specific antigen, or PSA, a protein associated with prostate cancer. The men in the study had PSAs of 0.2 to 4 nanograms per milliliter. “That’s just like the first wisp of smoke,” said Dr. Zietman, who is a professor of radiation oncology at Massachusetts General Hospital and Harvard Medical School. “There’ll be fire someday.” The fire might take five, 10 or 15 years to break out, but Dr. Zietman said, “Many are in their 50s or 60s, and will live long enough to get into trouble.”

The traditional practice for a rising PSA after surgery has been to give radiation, which targets only the pelvis. The idea of the study was to add hormonal treatment, which might stop minute clumps of cancer that had spread to other parts of the body. All the men in the study had radiation for six and a half weeks. For two years, half also received a hormone-blocking drug, bicalutamide, and the other half were given placebos. They were followed, on average, for about 13 years. “This is the first trial that’s shown, if you follow these patients long enough, there is a real difference,” Dr. Zietman said. “More people survive 15 years later.”

Men who had more aggressive cancers — reflected by higher PSA readings after surgery and by the pathology and surgical reports on their tumors — had the most to gain from the hormone-blocking treatment. The results do not mean that every man with a rising PSA after surgery should have hormone treatment, Dr. Zietman said. Men 75 or older may not need it, because they may die from other causes before the cancer can catch up with them. “But if they’re younger and with a longer life expectancy, treatment is reasonable,” he said.

Bicalutamide causes men to develop breasts and potentially other problems, and the high dose given in the

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study is no longer used in the United States. Other hormone-blocking drugs like Lupron have mostly taken its place, and may be even more effective, Dr. Zietman said. The study proved the concept that hormone blocking increases survival, he added, so other drugs that do the same thing should also help patients live longer.

Another study in progress in Canada and Europe uses the newer drugs, and is trying to determine whether taking them for six months, rather than two years, might be enough.

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## Co-signing student loans? Think twice

By Erin Arvediund/The Philadelphia Inquirer



Though the biggest debt for older consumers remains home mortgages, student-loan debt is becoming more common. It's increasing because of the high cost of college and the growing number of parents and grandparents financing their children's and grandchildren's education, according to a January Consumer Financial Protection Bureau report.

From 2005 to 2015, the CFPB report said, the number of Americans age 60 or older with one or more student loans quadrupled to 2.8 million from 700,000 - making them the fastest-growing segment of the market. Average debt roughly doubled from \$12,000 to \$23,500 over that period, the report said. About three in four older borrowers with student loans used them to finance their children's or grandchildren's college costs, as opposed to, say, their own or a spouse's education. They owed a total of \$66.7 billion in 2015, the most recent year for which data are available.

Before signing or cosigning a student loan, think long and hard. "Often times, it's better to just have your kid sign the loans themselves and help them pay for it on the back end" after they graduate, said Kevin Norris, president of Univest Wealth Management in Souderton, PA. That's what he did with his own son.

What happens if you're a senior who defaults on a student loan? With federal loans, the government can garnish your Social Security benefits. You can try to ask for a deferment or payment plan - assuming your loan servicer will help you. A loan cosigner or co-borrower is held responsible for repaying the loan along with the primary borrower. Student borrowers often turn to their parents and grandparents to cosign their private student loans.

The U.S. Government Accountability Office found in 2015 that nearly 870,000 borrowers age 65 and older owed money on federal student loans. More than half of cosigners on private loans are age 55 and older.

Unlike federal student loans, private student-loan lenders routinely require that a student apply for a loan with a cosigner or co-borrower. The CFPB estimates that 27 percent of individuals who are cosigners on one or more outstanding student loans are 62 and older, and 57 percent of all individuals who are cosigners are 55 and older.

Nearly 40 percent of federal student-loan borrowers age 65 and older are in default, and those who carry such debt later into their lives often struggle to repay.

A growing number of older federal student-loan borrowers have even had their Social Security benefits offset because of unpaid debt from those loans, the CFPB found. In addition to garnishing benefits, a portion of tax refunds can be offset for nonpayment.

By contrast, private student-loan lenders cannot offset Social Security disbursements to collect the debt. Often, loan servicers are at fault, consumer advocates say: Older borrowers complained to the CFPB that account errors led to offsets of Social Security benefits, even though many of the borrowers would otherwise be eligible for payments based on their income.

When a borrower defaults on a federal student loan, he or she has the right to "cure" the default by "rehabilitating" the loan - a process through which the consumer makes a series of on-time, income-driven payments to a debt collector. Once cured, the loan is out of default status, and the borrower is transferred out of collections and back to a student-loan servicer, thus regaining eligibility to enroll in an income-based repayment plan.

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

# LETTERS

**GEORGE BINKMAN**—Coldwater, MI  
Hello all, another year in retirement—Life has been good, summers on a lake in Michigan and winters in Daytona Beach. Shannon and I both have been blessed with good health.

I found this picture last summer of my son and me walking the picket line in the 85 strike. It was in Fort Wayne, IN and he was 2 1/2 years old. His sign says “I support my dad” on the front and “UAL pilots and sons on strike” on the back. We spent many hours together on the picket line—it was fun. Now 31 years later he is a United 757/767 first officer based in EWR. I have thought of giving him my ALPA wings with a star—but probably not appropriate. United has been treating him just fine and he loves his job—as I did.

Shannon and I were blessed to be at the opening of the Ark Encounter. A full scale Noah’s ark located half way between Cincinnati and Lexington on interstate 75. Exit 154. A BIG BOAT! We did some volunteer work there mostly just cleaning up after the carpenters (The Amish). It was quite a barn raising, taking 2 years to build. This is phase 1 of a biblical theme park—the tower of babel, ride down the Nile river depicting the 10 plagues of Egypt, ETC to follow. The ark phase will have been open a year next July and they are on target for 2,000,000 visitors the first year. For more info, go to:

## United Airlines Travel Pillows



[Ark Encounter.com](http://Ark Encounter.com).

Thanks to all who are so committed in keeping this magazine going. It is appreciated very much.

God bless you all and many happy landings.

*George & Shannon*

**WILLIAM (Bill) BRASHEAR**—Dawsonville, GA  
First I want to thank all of you who take the time and effort to make RUPA the great organization it is. I made a personal decision early in my career to move off the grid and settle in GA, so since retirement, RUPA has been one of my primary contacts with many fellow employees. I have made a few RUPA meetings and always enjoyed them where ever they were, just not too many are close to GA.

Since my retirement in January 2000 I don’t believe I have written more than two or three letters so I am overdue. I have no excuse other than I was tired of writing when I retired and now I think I tend to just put things off. Well today it is raining and I can’t play golf and the taxes are filed so here I am.

It is sad that the strike of 1985 remains in the minds of us who were there but some things remain in one’s mind forever. Bob’s remark that “Pringle Flunked C L R “triggered many memories for me! We were successful in that battle but as I said back then and still believe it today “No one won the strike” which is often the case. UAL was a changed Company forever due to dumb management decisions. I am hopeful that the new management in place today can move the airline towards being a better Company and work place.

Our family has been very fortunate and maintained reasonably good health so far. It is amazing how many of our brothers have flown west or have had major health issues. In the small golf group, I play in, we have lost two Delta pilots and both were sudden departures. It is great to look into the mirror in the morning and see that scruffy face looking back at you. Still trying unsuccessfully to lower my handicap but I won’t give up trying.

I have given up flying, but miss it. Flew gliders up until two years ago but now just help the Club out working contests. We have a National event in Cordele, GA next month which will take up two weeks or more of my time, all the while fighting off the gnats of south GA.

It is hard to go anywhere in the south without getting close to Atlanta so feel free to stop by or at

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least give us a call. *Bill*

Bill & Betty Brashear  
2348 Burt Creek RD,  
Dawsonville, GA 30534, 706-265-4129

Leave a message if we don't pick up, don't answer unknown numbers due to ROBO calls.

Do any of you have any information on whether Fred Willner, ex Cap is still alive, he would be 94?

### **GEORGE COMPTON**—Kent, WA

For those of you who saw the cover picture and read the short article on page 7 of the May, 2017 *RUPANEWS* on Air France's last flight of their 747-400, I would highly recommend going to [https://www.youtube.com/watch?v=UI7LE\\_oWdHw](https://www.youtube.com/watch?v=UI7LE_oWdHw), and watch the 3:30 minute video. It will be a very sad day when our last "Queen of the Skies" lands.

My 150th equinox will be completed in June and maybe I can finally match my golf score to my age. Last October I was given my Boeing "pink slip" after 8 ½ years in Flight Test Instrumentation. We were the guys and gals who sat in the back of the airplanes and monitored and recorded all of the Ones and Zeros that come from thousands of locations on our new airplanes. Worked on the 777 freighters, 747-8 InterContinental's (the one that can take off at more than a million lbs), 787-8 and the new 737 MAX. I was a tech at Boeing because I only had two years of Aeronautical Engineering at U of W as that's all that UAL required in the mid-1960s.

Just finished up my refresher course on commercial truck driving and will be starting with my third trucking job in June. They are a local NW company and we drive the heavy enclosed trailer/drop axle trucks. I used to joke about switching from the 18 wheel airplanes to the 18 wheel trucks. These trucks have 26 wheels. I guess I'm moving up in this world! The reason I'm still working at age 75 is best explained by giving you my new web site: [www.ThriftwayToo.com](http://www.ThriftwayToo.com). I'm a hydroplane geek!

Deborah and I will have our 35th wedding Anniversary in a few weeks. We have our home listed for sale and will be moving out to Buckley, WA which is about five miles beyond Enumclaw. I will be keeping the boat shop in its current location until the boat is done and I have my new shop built. We are both in good health and God willing we will both enjoy many more equinoxes. Our family consists of 3 boys (hers), 1 boy (his) and a boy and a

girl (ours). The grandkids now count 8 and increasing fast. We lost our son, Adam, in 2014 when his truck rolled away in a friend's driveway and he tried to stop it from hitting the children that were playing at the bottom of the drive. He was a very kind young man and we miss him every day.

Still enjoy the *RUPANEWS* every month. After scanning the FLOWN WEST ... list I go to the Columbia River Geezer's and see how young Rich Warden still looks. We had some great times in the Torrance L.A. days. Always had a big group at the Reno Air Races. I can still hear Bill Park leading us in "We was flying flipping Albacores at forty flipping feet, etc." at George's Place near Stead. Can't believe he was at the pool during the Masters. I would have been out walking the back nine! Then it's on to the SEA Gooney Birds. Each pilot brings back a good memory and the best is Capt. Herb Marks. Who can forget the only Captain that always slid back his window on dry days in SEA and lit up his pipe! What a delight he was to fly with and a great "stick."

Now for my oldest United memory. Six of us had just finished our Instrument ratings at Clinton Aviation/Stapleton Airport in Link Trainers and Cessna 150s. Our first training at UAL was 20 hours of basic flying in old retired, all white DC-7s. I was first up in the left seat while my stick buddy, Don Owens who is now retired in Twisp, WA, got to laugh at my "canyon approaches" and "VOR orientations" on my first flight in anything bigger than a Cessna 172. My downwind leg into Cheyenne was on a sunny winter day and it got my adrenalin going. I took a little peek at the line of National Guard Connie's parked on the North pad. Turning base leg, I got some flaps out and asked for the gear down and the "landing checklist." On short final I asked for "landing flaps" and was thinking this is going to be easy. At about twenty feet I started to put some back pressure on the yoke, nothing happened. I pulled harder and the nose only came up a little bit. Finally, at about five feet, I pulled with all I had. The nose gear skipped off the runway and I wisely made my first "go-around" in the DC-7. Karl Grubber, our instructor, laughed and said "nobody can land these things without rolling in four or five units of nose up trim!" And thus, began my thirty – eight years of learning and loving the best job in the world!

*George & Deborah* DEN, SEA, LAX, SEA, SFO

**JIM CRONIN**—Trabuco Canyon, CA

I'm going to rewind to 1969 when I was a flight instructor at El Toro Marine Corps Air Station flying club (about a dozen single engine a/c including one T-34, my favorite).

In need of a Multi-Engine Rating, but short on funds, I finally scratch up enough for 3<sup>1/2</sup> hours of instruction in a Piper Apache. Then I schedule my check ride with a FAA Designee (a well-known Santa Claus). After safely returning to terra firma he says to me "Well Jim you passed, but do me a favor and get more time before you carry any passengers!" (HOW ABOUT THAT?!)

Later that same year lo and behold I've bullcraped my way into a new hire class with UAL. It was full of F-4, F-8, A-4, Academy grads, carrier qualified types, etc. who were returning from Vietnam. (Yep, behind the power curve again)

The B-737 training was only one month long because a Flight Engineer Rating wasn't required. It consisted of 2 weeks of the FOM and ONLY 2 weeks covering the ENTIRE a/c manuals. So while my well-qualified buddies went out to dinner nightly (and maybe a few beers) I'm in my room studying my butt off.

It is now Check Day consisting of my knowledge of the a/c, but mainly the overhead panel. Well, when it was over, the instructor said to me "Jim, when



you get out there on the line I want you to learn the a/c systems!" (HOW ABOUT THAT?!)

Now, fast forwarding to the present, (in my mind, and over the years), I would like to think that I finally reached my highest pinnacle of total unadulterated mediocrity when I went to the left seat. And, maybe I came close to catching up with those "ACES" in my new hire class, but I'm not sure (only my copilots know).

What a fine organization RUPA and its volunteers are running. I'm honored to be a member. Fraternaly, *Jim*- LAXFO

**RON DENK**—Summit, NJ

Eighty-five and still looking down at the grass. I'll start with a short story followed by two questions.

A couple of months ago my son-in-law, Matt, had a business trip from EWR to LAX on United, connecting to All Nippon Airways to NRT. He had a couple of meetings in Tokyo and then took ANA to Singapore. Another couple of meetings and back to the airport for a midnight return trip on ANA to Tokyo and back home. Up to this point everything went according to plan. When he arrived at the airport he was informed that the ANA flight was cancelled due to "The crew being involved in a bus accident." ANA got him a room for the night and the next morning offered him a reroute on a Singapore Airlines Airbus 380 to Frankfurt, Germany, and then on to JFK, all in first class. Of course he accepted and arrived back in New York, on time and well rested. So Matt ended up flying "Around The World in Eight Days."

In 42 years of flying I never came close to accomplishing this. In MATS I made it eastbound as far as Wheelus Air Base, Tripoli, Libya and westbound as far as Haneda Airport in Tokyo. In 38+ years with United I never made it any further than Honolulu. In fact, I never met anyone who even mentioned flying around the world.

Question #1: Has anyone in RUPA flown around the world in a continuous sequence of trips? Does UAL have any crew schedules that take you around the world (pilot crew or cabin crew) or is it now routine?

Question #2: Last week I was at fellow Ruparian Jim Wright's funeral. Jim had recently passed his 95th birthday and had started his flying career in the Air Force during WWII. His daughter asked me

“How many RUPA members are there who flew in the war?” I guessed a dozen or more, but after further consideration that may be too high a number. They would have to be over approximately 91 years old. It seems like a while ago there were statistics in *RUPANEWS* with a breakdown of the membership by age, but at that time I wasn’t old enough, HA! HA!, to be interested.

Hey gang--- I slept through Miss Murphey’s English class and copied my book reports off the dust cover of the books. If I can write a letter, “ANYONE” can. My thanks to Cleve and the whole crew for keeping us going. Check is in the mail. **Ron**

**BOB ENANDER**—Sarasota, FL

Hi Cleve. It's been 17 years since my last letter, when my first wife died and 27 years since retirement.

Met a lovely widow 16 years ago and a year later we got married and things have worked out better than I deserve. Life has been very good to me, 35 years at a great job with people who are the type that made this country great.

Old age (87) is starting to take its toll now, what with the usual ailments, hearing aids, cataracts, heart trouble etc. We moved into a retirement community last spring and just in time as I've developed a balance problem and must use a cane or rollator (a 4-wheel walker that is steerable and has brakes) but at least 25% of the 500 or so folks here use them also so there is no feeling of being different. More activities than one can take part in, great people and the food is pretty good also.

I know I'm getting very old when not only do I not know the names on the letters, but I don't know the Flown West names either. Been wondering how many of our new hire class (Aug. '55) still are around. I saw letters from Don Taylor (ORD) and Rick Robbers (SEA) not long ago, if there are any others out there, how about dropping me an email.

Many thanks to all who work so hard to allow us to keep abreast of one another and good ole UAL. The articles on the industry are also very interesting.

**Bob**; ORD SFO ORD LAX ORD '55-'90

**ROBERT (Bob) HARRELL**—Escondido, CA

On June 8, I will be 90 and still healthy, (praise the Lord). It was on my 47th birthday that I had two

heart attacks on the day I flew my last trip in a DC-8.

I quickly recovered from the heart attack, but the leading doctor of cardiology discovered that I had arteriosclerosis and would soon die. I was feeling great, and therefore disregarded that decision. I swam, skied, jogged and never had a pain nor took any kind of medicine. My wife and I created an avocado farm and worked hard with success, and never sick. I hoped to get back flying, but United and the FAA disagreed.

It is now over 40 years ago, and lucky I'm still healthy. No canes, crutches, walkers or electric scooter. Miss flying? Yes, probably forever, but I sure enjoyed 28 years of piloting airplanes of many different types and teaching others.

My dues check to Vermont will be in tomorrow's mail. Fraternaly yours, **Bob**

**DAVE HENRY**—Venice, FL

It's that time of year once again. Not much new in our family, no traveling we just stay in our Florida abode and take each day as they come. My wife Lillian and I celebrated our 65<sup>th</sup> wedding anniversary this year and I've had my 89<sup>th</sup> birthday.

My health is good, slowed down some, but still play 18 holes of golf twice a week, enjoy getting out even though the scores are quite a bit higher. Meet a lot of good people that way.

I think the word has gotten out about Venice FL. The available building space is rapidly being filled and in the winter months also the highways.

So much for that, thank you Cleve for your dedication to RUPA, it must take up a lot of your time. It is appreciated and educational. Where do you find all those great articles you print in each volume?

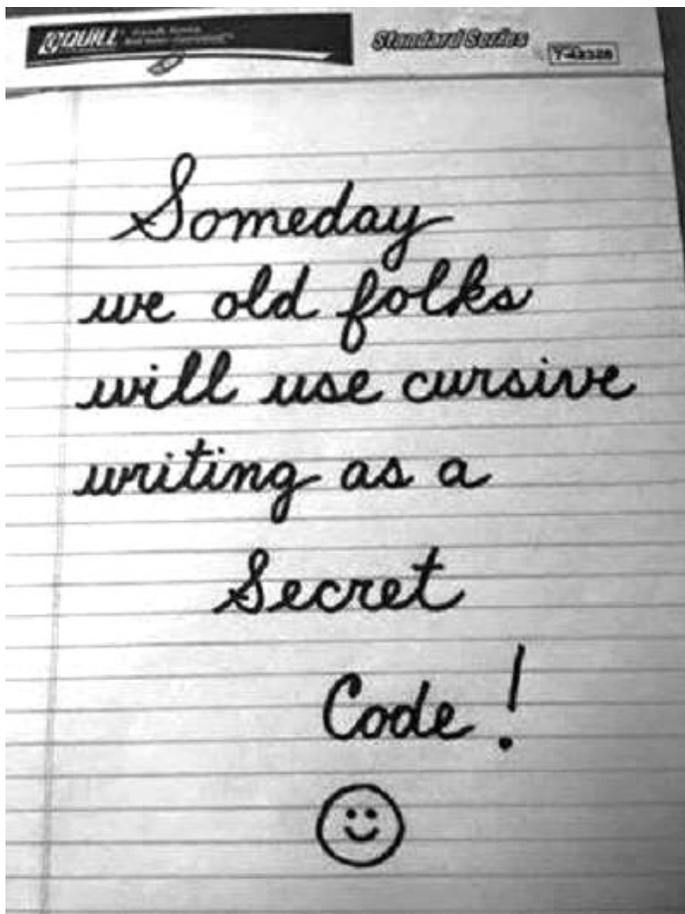
All the best from me to the great group of men who I worked with all those years. I enjoy the *RUPANEWS* even though there are fewer names I recognize anymore. **Dave** (1955-1988)

**ALLAN HOLMES**—Bainbridge Island, WA

It's been 14 years since I took early retirement after 38 years with the company. Dona and I jumped on our boat, ran away from home and spent the better part of a year wandering from Alaska to southern Mexico. It got too hot for us down there, so we came home to discover the realities of no longer

having our retirement plan. We voted on whether to sell the house or the boat, I lost and we sold the boat.

Life has been pretty good to us since with no health issues as yet, but we're not getting any younger and still have our bucket lists. So I started looking for another long range boat, but Dona apparently had a different bucket list. She wanted to spend more time on the ground, wanting to visit as many National Parks as we could squeeze in while still able. Once again we voted and once again I lost. We looked at everything from those huge motorhomes, 5th wheels to Airstreams, but everything seemed like way too much trouble, not giving us the freedom and ease of movement, like just throwing out the anchor we enjoyed with the boat. I was even beginning to think maybe she'd even go for another boat after all, until we discovered one of those 25' motorhomes on a Mercedes chassis. It was self-contained, had all the creature comforts we required yet could park and go almost anywhere without all the "setup" stuff. So we bought a Unity a little over 2 years ago and have been rapidly filling Dona's bucket, wandering from our home in WA to the Southwest to Newfoundland and Canada. I'll even



admit to enjoying it as well.

We're now at that age where we have grandchildren heading off to college, yet it seems like only a short time ago our own kids did the same yet we don't know what happened to the time. We're still in the same house on Bainbridge Island, growing oysters on the beach and usually escaping part of a NW winter for somewhere south of the equator or on an exotic cruise. In the meantime, we're still filling Dona's bucket. June 9th (my 72nd birthday) we're taking the Alaskan State Ferry to Haines AK and heading north before returning south through the Yukon while wetting a fly here and there. So if you're in Dawson or Valdez and see a WA plate "ALSBOAT" (Dona's idea of a joke) stop by and say hi.

Hope this year's check to RUPA doesn't bounce.

**AL**

**JERRY LAMB DEN**—Castro Valley, CA

Many thanks for the *RUPANEWS*. When I was a new hire in Chicago, beginning my career with United, a senior captain gave me the following advice. "To be a successful airline pilot follow these simple five rules."

ONE: NEVER pass up the opportunity to visit the "Blue Room" (lavatory). i.e., don't operate with undue physical pressures.

TWO: NEVER round off an E.T.A. (estimated time of arrival) on a P.A. announcement. Instead of an E.T.A. of 3:00 pm, give a more accurate 2:58 pm. This creates passenger confidence. (After all, your bank doesn't round off your account statement either).

THREE: NEVER argue with an alligator. You know, the old "swamp story."

FOUR: NEVER let an S.O.B. know that you know that he's an S.O.B. Either way, figuratively or literally, it's just bad policy.

FIVE: NEVER take yourself too seriously. Remember that you can always be replaced.

Even in retirement, I've found that these rules still work. Warm regards, *Jerry*

**HOWARD MORGAN**—Longmont, CO

Howdy. Just passed 80 in April and doin' fine.

My thing for the past few years has been making old machines new again. We have done a Cessna

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185 which won a Bronze Lindy at OSH, a Cessna 150 that is too young [1975] to win an award but may in a few years when eligible, a 1955 Austin-Healey 100-4 which is about finished and a BMW 90S which is coming along nicely. I hope to keep flying and motorcycling for a long time in the future.

My dad went to work for National Air Transport in 1926, then me at UAL in 1964 and we had hopes of UAL hiring Howard, the third, but they will not give him the time of day which is frustrating. He is now a Captain on a Phenom 300 and has over 6,000 hours and is working toward getting a job at Southwest. We have taken a few trips on Southwest ourselves and have found the folks there are really nice to work with as far as using their reduced fare system. We are hopeful that he'll get on with them.

Patti, who retired as a purser some time back, has been looking for something interesting to do [not to mention that her UAL pension is now around \$13.00 a month] just went to work for Ace Hardware where they are starting a new venture in high end kitchen ware. Her degree is in hotel/restaurant management so she should fit in really well. Not only will they be selling pots, pans and tools but they will also have cooking classes in the store.

Daughter, Jamie, is now the head of special education in her county at Chester, Virginia. I'm very proud of that as it is a very tough and frustrating job. Uncaring parents are a huge problem that she deals with a lot. I'm amazed at her stories!

We have done a couple of cruises and I'd have to admit, they are not my deal. The last one had a stop at Panama where we were able to watch the locks on the canal operate. I could have spent all day watching this operation. It's fascinating and well over a hundred years old. Maybe a European river cruise would be more to my liking. I do want to go to Normandy and there is a cruise up that way.

I'm still active in representing the hangar owners at the Longmont airport [KLMO] but the airport management has changed and not for the better. We've had some serious challenges that do not have to be happening. If your around Longmont or just fly in, call or stop by hangar 33H. Sincerely, *Howard*

**HAMMOND OLDHAM**—Delray Beach, FL  
Everything still okay in Delray Beach.

Took a few trips on vacation passes and most were

okay. Bumped a couple of times, but got home the same day.

I will be 89 this month. Flew my last trip on the rope start 747.

They say old people should use a Smart Phone and desk top to stay with it. I use both but I hate it.

Enjoy RUPA lunches And the Journal.

*Ham*, '53 to '87 MIA

**GEORGE PRESS**—Newnan, GA

High Everyone, Another year gone by making it eighteen since I retired.

Glad, my wife, and I are doing well. She takes one pill, Dexilant, for her digestive system, and I take one pill, Flomax, for my prostate.

We are both quite happy with our decision to move to Georgia, eleven years ago at last count, virtually no winter and two Grandsons next door. Not much traveling this year except a couple of times to Cleveland to see our other Grandchildren and once to Fort Lauderdale for a Cruise.

We are still able to make the trip to Newfoundland for four months in the summer and, anxiously, look forward to it. They have had a lot of Ice around the Island this spring so we are hoping to see a few Ice Bergs when we first arrive.

I want to thank Leon for his special care in getting the *RUPANEWS* to me in NFLD for all those summers, and I have been in touch with John Rains and it looks like I will continue to receive the magazine up there.

I want to thank all those people who keep RUPA together, especially Cort, Cleve, Leon, and now John Rains.

Hope we all have a good year. *George*  
ORD-CLE-ORD-SFO

**BOB REID**—Mercer Island, WA

Dear Cleve, I just received the latest *RUPANEWS* and was surprised at the lack of letters. I am one of those to blame and since I'm having huge computer problems, I hope you don't mind snail mail too much. I'm trying very hard to make it readable.

Twenty years since retirement and not too much has changed. We are not traveling these days for the obvious reasons as it just isn't fun anymore. I still ride my bike as often as I can and lots of yard work. Margie is still the artist and stays busy with all her

crafts.

We are fortunate to have both of our kids and all the grandkids (4) very close by. We enjoy their activities very much.

Thank you and all your gang for all the work you do on the magazine. You don't get enough credit.

Once again, if any of you are ever up this way, please call. The beer is on me! Cheers, **Bob**

**JACK RODERICK**—Batavia, IL

Another year and feeling OK for an 83-year-old. Have the normal aches and pains of aging but still moving OK. The wife and family are doing well. Have 9 grand kids now.

I'm still working at the Air Classics Museum at the Aurora, IL airport in Sugar Grove. The museum is doing well and is open on Saturday and Sunday from 1000 to 1500. We are also open for tours during the week. We have acquired some new members one of which is a retired United mechanic who is a hard worker and we are very fortunate he decided to join us.

I was saddened to hear of the passing of my CLE friend Don Kariskos. We had many good flights together and my prayers go out to his family. I miss my CLE Crazies and wish I lived closer so I could attend the Wooster meetings. My best to all of you.

I'm still selling aviation and military books on ABE Books trying to cut down my collection. I have a lot of hobby stuff to get rid of - trains, airplane models and kits, etc. As with many of you, my kids and grandkids don't want my hobby stuff unless it's on a laptop, iPad or whatever.

Guess that's about it for now. Many thanks to the



RUPA staff for the great work they do for all our members.

**Jack**, EWR, CLE, ORD

**DICK SANDERS**—Westlake, OH

In 1982 Hank Dykhuis asked me to come into the Cleveland flight office, if even for a brief period of time. My recollection is that Billy Brum needed some relief, I was the guy asked, and the rest is history. I flunked every test about management the company shrinks gave me and they still asked me to do the job. It was an involved task. In those days we kept a qualification on the 727 and 737, scheduled and performed IOE'S and enroute checks, did much regarding the personal concerns of the pilots and whatever other matters might be brought to our attention. With the incomparable help of Carol O'Neill, Betty Neary and Tom Haran (and others) most of what needed to be taken care of was accomplished.

And I got my first introduction to *RUPANEWS*. Hank would put a copy of the NEWS on my desk and it was just so enjoyable reading what so many of my peers were doing in their retirement. The guys who had shown me the ropes, taught me many of the skills of the trade. Convairs, 6's and 7's, 720's and DC-8's. Now enjoying retirement in all its many forms. In all likelihood I would be a RUPA member even without that early introduction. Most assuredly, though, the memories prompted by those wonderful early associations with this "Band of Brothers" has prompted my zeal to remain in touch through this great organization. Keep those "cards and letters" coming ladies and gentlemen.

Everything good (now.) Emphasis on the now. In January I went in for a physical with my primary care doctor. Said your BP is somewhat elevated. (He of lifelong low BP.) Additional testing determined my left carotid artery was 90% blocked and within a matter of days I was scheduled for vascular surgery. And it could not have turned out any better. Great surgeon, terrific surgical team and I left the hospital 24 hours following the surgery. No complications and within a matter of days I had resumed a normal schedule. For me it highlighted the importance of an annual physical. For two or three years I was relying on my aviation medical to tell me I was OK. In my case, it turned out I needed to dig deeper into my wellbeing. "Things" were going on that I was not aware of. I won't be skipping

an annual physical in the years to come. The doctor is filling out my Basic Med information and I expect to be aviating again under those provisions within the next week or two.

And so forth. Everything good on the home front. A continuous assortment of community and church related involvements and still doing all the home and yard maintenance. Mary Lou and I celebrated our 51st anniversary on the 30th of April. We met on a 727 in 1964, she a "stewardess" and me plumb-ing the tri-motor. I asked her out and she has stuck with me through all these years. "A good Hearted Woman in Love with a Good Timing Man" as the song puts it. Son Rick (Pilot, Alaska Airlines) and daughter Ellen (horseperson extraordinaire) and their families all doing just fine.

And so forth. The much deserved credits for keep-ing us tied together through the NEWS will forever keep coming from this quarter. Many, many thanks for your dedicated efforts on our behalf.

Here endeth this missive.

Fraternally, **Dick** Feb. '61-June, '93.

BOS, EWR, ORD, SFO, SEA and CLE

**W.C. VINTON (aka Fred)**—Meridian, ID

Haven't written in a while so took to heart what Cort said in his President's letter.

Hard to believe that it has been 32 years since we joined together on the picket line to help slow the assault on the profession. The year I received a termination letter from Doodoo for conduct unbecom-ing a crew member. Didn't think I would be able to finish my career that was the best job in the world. I have always been grateful to ALPA for ending the strike and getting my job back.

Kathy and I recently moved into a retirement com-munity. Still independent in a 3-bedroom house but the grounds and house are all taken care of. Plus, they feed us 2 meals a day. Not cheap but comfort-able. Grateful for what is left of the pension.

After the prostate cancer was fried, have been fighting bladder cancer for the last 3 years. Recent-ly got in on a clinical trial at the M.D. Anderson cancer clinic in PHX. Hope it will help get the bug-ger in remission. It means flying to PHX for 3 days every 3 months. Found out that SW is not the cheapest way to fly. Now use AA for my travel at about half the cost. Kathy (wifey) has back surgery May 16 so will be doing a little care taking. I owe her quite a few!

Recently celebrated my 80th birthday and 20 years in retirement. It has been great. My new goal is to spend as much time in retirement as I did flying. Just to get even with the PBGC and SSA.

Blessed are the pilots who inherit the sky. Blessed are the F/A's who kept serving coffee on the 14 hour flights. And blessed are all the support folks who kept us flying. And God bless America.

Regards to all, **Fred**

(IDL, DEN, SEA, SFO, LAX)

**DL (LARRY) WRIGHT**--Los Altos, CA

Twenty-two years out on the street. Six more to go to make the retirement and working come out even. (Too soon old, too late smart). I think I am finally over all those bad dreams about trying to get to the airport and the other one that my flight bag was somewhere else and I had to get it before I could fly the trip. Of course, these new guys don't have that problem because they just carry their notebook with them all the time.

No big airplane trips; a few domestic flights, which by carefully picking our day and using a vacation pass, we have been fairly successful in arriving at our destination, at least, on the planned day.

The trees on our Oregon property keep growing (and falling). I try to thin and clean up but I find the trees have a lot more energy than I do. However, it is still a pleasure to work out in the woods. It just takes more and longer breaks to get the job done.

Just to let you know what a sheltered life I live, I was at Howard Bailey's funeral (SFOFO) and there was a Captain showed up who had a very dark blue to black uniform with gaudy gold stripes and strange looking wings and lapel devices. I thought he must be from some non-sched or foreign carrier but, come to find out, he worked for United Air-lines. Boy, I don't get around much anymore.

I still have the same house, telephone number, and wife. All these please me, especially the part about the wife. Coming up on fifty-six years and she still puts up with me. Best regard to all, **Larry**

## IN MEMORIAM

**J. DOUGLAS RANKIN**

J. Douglas Rankin passed away Feb. 20, 2017.

Cause of death, blood clots in the lungs and heart.

Doug was born in San Francisco Dec. 26, 1929 and early on knew he wanted to fly airplanes. He

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learned to fly at the age of 16 in an open cockpit OTW Meyers at Calpine, in the Sierra Nevada Mountains. His instructor would, in later years, teach both of his Sons to fly. By 18 he had Commercial and Instructors ratings and would soon get Multi engine land and sea ratings.

In 1950, while attending West Contra Costa County Junior College at the former Kaiser ship building yards in Richmond, he arranged a meeting to advertise his talent for instructing and try to drum up business, he met his future wife, Marcene Kitchens. She did not become his student but became his wife; they married in 1951. They then moved to San Jose so Doug could attend college there.

For the summer of 1952 he flew Co-Pilot for Hawaiian Airlines then returned to graduate from San Jose State College with a Bachelor's Degree in Aeronautical Operations.

Doug was hired by Capital Airlines in 1953, based in YIP, DCA, MSP and again YIP. He was thrilled to finally check out as Captain on the DC-3 after years as copilot and a long session of engineer on the Constellation. After the merger with United he and his family was able to return "home" to California after 10 years in the cold country. He was based in LAX until retirement Jan. 1, 1990 after 38 ½ years in airline aviation. He met many interesting and/or "famous" people in his role as a pilot. Some not so nice, and others such as General Doolittle who Doug said was a delightful person to talk with.

In his 71 years of flying he flew many kinds of airplanes from Cubs to 747s. At last count it was more than 60 or 70 light airplanes, and 13 airliners. After retirement he still flew his 1956 Cessna 182.

Doug was presented the Wright Brothers Master Pilot Award for 50 consecutive years of safe flying, and was a member of UFO (United Flying Octogenarians), and was a long time member of Wings Over Wendy's, a group in the San Fernando Valley dedicated to Aviation and Veterans. Doug is survived by Marcene, his wife of nearly 67 years, two sons and a daughter.

Doug often said "I never went to work a day in my life; I just went flying and got paid for it." He was a dedicated and excellent pilot whether in a Cub or 747 and was always thrilled to be up in the air.

#### **DAVID ALBERT STOLP**

David Albert Stolp, 77, passed away at home in El

Macero, CA on April 25, 2017. He was born in Eau Claire, Wisconsin on November 12, 1939.

Dave graduated from Regis Catholic High School in 1957. He played football and earned his degree at St. Norbert Catholic College, Wisconsin. Upon graduation, he was commissioned into the U.S. Air Force as a navigator where he worked in Air Force Intelligence for over 20 years. His fondest military memories were the lifelong friendships made while flying B-52's, the F-4 Phantom and the K-C 135. After serving his country, he continued his love of flying as a United Airlines pilot for 31 years.

Dave's greatest joy in life was his family. He loved so many things; spending time with his friends, cycling, golfing, flying, traveling, crossword puzzles and painting. But being with his family, surrounded by his grandchildren, was what he loved most.

David is survived by his wife of 53 years, Vivian; three daughters, seven grandchildren, and many special nieces, nephews, and cousins.

In lieu of flowers, memorial donations may be made to St. James Catholic Church, 1275 B. Street Davis, CA 95616. The family wishes to extend their most sincere gratitude and love to their countless family and friends.

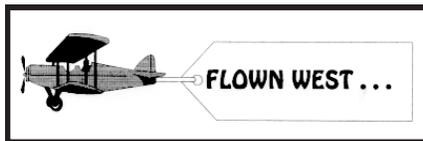
#### **JAMES W. WRIGHT**

James W. Wright, 95, passed away April 29, 2017 at Hunterdon Care Center in Flemington, NJ.

Jim was born in Milwaukee, WI, 1922. He was a WWII pilot serving in the Pacific and Japan. After leaving the Army Air Corp Jim flew for Capital Airlines, then with United Airlines, retiring in 1985 after a 34-year career. He owned J. Wright Company, first in South River, then in East Brunswick, which sold audio and voice components and TV repair, until he completely retired in 1992.

Jim was a member of the Alumni Associations of the Milwaukee School of Engineering, the Embury-Riddle Aeronautical University, the Air Line Pilots Assn, the Aircraft Owners and Pilots Association, the Capital Airlines Pilots Assn, the Retired United Pilots Assn, the America Motorcycle Assn and the Train Collectors Assn. He was also an avid sailor, he enjoyed navigating his 30-ft sailboat, The Flying W, to many locations up and down the coast

Jim is survived by two children and four grandchildren.



|                   |               |
|-------------------|---------------|
| Robert G. Bates   | Apr. 30, 2017 |
| J. Douglas Rankin | Feb. 20, 2017 |
| Brent F. Revert   | May 01, 2017  |
| David A. Stolp    | Apr. 25, 2017 |
| James W. Wright   | Apr. 29, 2017 |



### 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

June, 2017 Edition

**From:**

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Stowe, VT 05672-0757



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**To:**

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**RUPANEWS Deadline: 15th of Each Month**

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**RUPA's Monthly Social Calendar**

**Arizona**

Phoenix Roadrunners (2<sup>nd</sup> 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 (2<sup>nd</sup> Tuesday)—*Wind & Sea Restaurant*—949-496-2691  
Los Angeles South Bay (2<sup>nd</sup> Thursday, even months) - Location TBA — 310-541-1093 — 310-869-4444  
Monterey Peninsula (2<sup>nd</sup> 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. (2<sup>nd</sup> Tuesday)—*San Marcos CC*—760-480-7420  
San Francisco Bay-Siders (2<sup>nd</sup> Tuesday, 11:00 AM)—*Harry's Hofbrau, Redwood City, CA*—650-349-6590  
San Francisco East Bay Ruparians (2<sup>nd</sup> Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-735-1946  
San Francisco North Bay (1<sup>st</sup> Wednesday)—*Petaluma Sheraton*  
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*  
Thousand Oaks (2<sup>nd</sup> Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

**Colorado**

Denver Good Ol' Boys (3<sup>rd</sup> Tuesday 11:30AM)—*The Tin Cup Bar & Grill, Aurora, CO*—303-364-8678

**Florida**

N.E. Florida (3<sup>rd</sup> Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-0797  
S.E. Florida Treasure Coast Sunbirds (2<sup>nd</sup> Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829  
The Ham Wilson S.E. Florida Gold Coast (2<sup>nd</sup> Thursday)—*Galuppi's Restaurant & Patio Bar*  
S.W. Florida (2<sup>nd</sup> Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112  
Tampa, Florida Sundowners (3<sup>rd</sup> 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 (3<sup>rd</sup> Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*—808-315-7912 or 808-334-1883

**Illinois**

Greater Chicago Area Group (2<sup>nd</sup> Tuesday, March, July and November)  
(*Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL*)  
The Joe Carnes RUPA Group (2nd Tuesday, January, May and September)  
(*31 North Banquets & Catering, 217 Front St, McHenry, IL*)

**Nevada**

Las Vegas High Rollers (3<sup>rd</sup> Tuesday)—*Memphis Barbecue*—702-558-9422 or 702-565-7175  
Reno's Biggest Little Group (4<sup>th</sup> 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 (3<sup>rd</sup> Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

**Oregon**

The Columbia River Geezers (2<sup>nd</sup> 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 (3<sup>rd</sup> Wednesday)—*Airport Marriott*—360-825-1016

**Washington D.C.**

Washington D.C. Area (3<sup>rd</sup> Wednesday, Jan, Apr, Jul, Oct)—*J.R.'s Stockyard Inn, McLean, VA*—540-338-4574  
Williamsburg, VA (2<sup>nd</sup> Saturday 11:30)—*Victoria's Restaurant, VA* 757-585-2815