
rupanews



Journal of the Retired United Pilots Association



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President's Letter

As the dog days of August approach, we have some new enhancements that might be of interest to our RUPA membership.

We are pleased to announce a new service for RUPA members. A new "Pass Travel" position within RUPA has been created. Filling those shoes is Capt. Pat Palazzolo, who was the former UAL ALPA "Pass Travel Guru." Pat comes to us with a wealth of experience in dealing with both pilot pass issues and communicating with company representatives. He is highly respected by both the company and pilots. RUPA will now be able to offer help on arguably our most cherished postretirement benefit. Welcome aboard Pat and thanks for stepping up. Elsewhere in this issue is a Pass Travel column which will be a new monthly feature to this fine publication.

We are also overhauling contact addresses for RUPA officers and committee chairmen. Instead of personal addresses that are hard to remember and that change as RUPA personnel change year over year, we are updating to an easy to remember format such as rupapres@rupa.org, rupavp@rupa.org, etc. Take a look at the contact page (Page 2) in this issue for the new format.

The June meeting with UAL management was postponed due to the fact management had not had time to address our suggestions properly before this quarterly meeting. The new date is for late July and again, after press time for this issue of *RUPANEWS*.

The sad end to our "Queen of the Skies" is very close at hand. That being said, UA has announced she will take part in UAL Family Day and Fleet Week in San Francisco on Oct. 8th at the MOC as well as a flyby at the San Francisco city front for a grand goodbye for our beloved B-747-400. We hope many RUPA members can attend both events. Please stop by our RUPA table at family day. We are also looking for volunteers to aid manning the RUPA information booth. Please contact Capt. Larry Wright, patlarry@aol.com if you would like to help.

The executive board would like to welcome our newest members:

Capt. Margaret E. "Margie" Freeman (ORD) Third Lake, IL / Capt. Brian P. Kenney (LAX) Corona Del Mar, CA
Capt. Gary L. Koenig (SFO) Henderson, NV / Capt Michael J "Mike" Nywening (EWR) Naples, FL
Capt. Richard J. "Rick" Shows (SFO) Litchfield Park, AZ / Capt. Thomas E. "Tom" Stephens (EWR) Tuxedo Park, NY

Capt. Michael L. "Mike" Wilcox (DEN) Santa Fe, NM / Capt. Sandy Wilson-Barnes (DEN) Denver, CO

In the next issue of RUPA News (Sept.) we will announce your new executive board as my term as your RUPA President comes to an end.

Until Labor Day, all the best.

Warm regards, *Cort*

Mail your dues check to:

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

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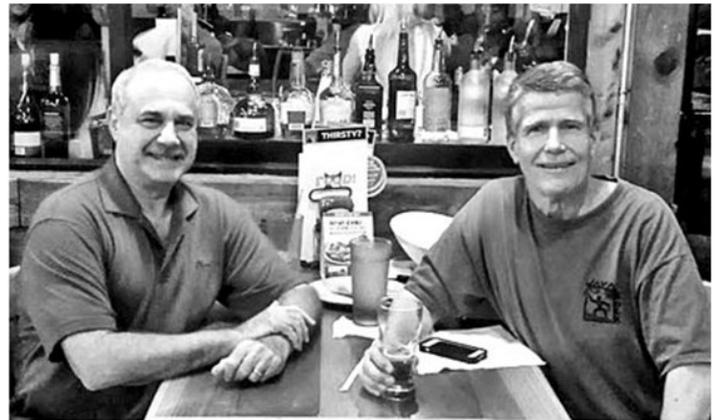
Go to our website www.rupa.org and pay with your Credit Card

Vice President's Letter

Another year has passed and I've now been retired for four years. I really enjoy retirement, other than not having the A-Plan benefit I'd earned over thirty-five years. I know I'm not alone. Being your RUPA VP has been a wonderful experience. Receiving occasional calls or emails from some of you has given me a chance to reconnect with old friends, and to make new ones. Working with Cort and his predecessors, Jon and Phyl, and our amazing editor, Cleve, and Secretary/Treasurer Emeritus, Leon, has been enjoyable and more than helpful. Having my fellow NY Air National Guard friend, John Rains, step forward to succeed Leon couldn't be better.

Speaking of old friends, I'm sad to report to those of you who haven't heard that Patty Petrovich, widow of another old friend, Captain Ed Petrovich, has passed away. Since there won't be an obit in this *RUPANEWS*, I thought I'd write about her here. Her sons, Dan and Brian, are both current United captains, as well as RUPA members. Brian lives in Arizona, but I'm lucky enough to see Dan when he can make our South Florida luncheons. Dan, by the way, was the last MIA Chief Pilot and I was the last Council 150 Chairman, and it was, as I expected, a terrific relationship.

You may remember Patty speaking with great class and emotion about her sons, both members of the 570, in front of the cameras during one of our strike teleconferences. I may not remember exactly what she said, but I'll never forget that appearance. She was a tireless worker at the ALPA hospitality rooms during the Board of Directors meetings at Bal Harbor, always keeping everyone fed. I saw Patty just a few months ago and I'm glad I got to spend a little time with her, never guessing that it would be the last. We all send our condolences to Dan, Brian and their families.



Bob & Cort having a cool one after a RUPA meeting

Shortly after this issue goes to press, Cort de Peyster will "term out" as RUPA President. I can't thank him enough for his mentoring, patience and friendship. Until next month, all the best to all of you. *Bob*

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



L to R: Mike Warde, Dan Petrovich, Jim Morehead, Ed Dechant, Les Eaton, Ed Wheeler, Jerry Bradley, Dave Friend, Vinnie Rodriguez, Murray Warren.

New York Skyscrapers RUPA Luncheon

Thanks to Al Swanson, former President of the Rock Spring Golf Club, West Orange, NJ, for giving us luncheon access to this beautiful location.

Additional thanks to those of you who donated Raffle Prizes or cash donations: Ray Bernosky, Nancy Daniels (Tom Purrington's friend), Ken Ernst, Sue Guletsky, Suzan Haeni, Koop Koopmann, Bob Lawson, Pete Saeger, Pete Sofman, John and Linda Stewart, Jim Taylor and Ron Tsois.

Photos of our luncheon can be seen at: <http://tinyurl.com/y8728rrg> (click on photos for names)

Guests and infrequent luncheon-goers: Jay and Uli Abramson, Eileen Balam (Ray Furlan's guest, formerly a UAL employee), J.J. Cunningham, Chris DiPetrillo (lives in California, but flew his early years in NY), Frank and June Ernst, Art and Shirley Mount, Bill Rankin, Lyn Wordell, and Shellie Roth (Frank Decker's friend).

With the proceeds from the raffle tickets, and from cash donations, the NYSkyscrapers were able to make a \$1,200 donation to the United Airlines Retired Pilots Foundation.

65 attended the luncheon: Jay and Uli Abramson, Howie Aronson, Bob and Barbara Beavis, Ray and Pat Bernosky, George Bleyle, Dennis Boone, Ray Cicola, JJ Cunningham, Ron Denk, Chris Di Petrillo, Frank Decker and guest Shellie Roth, Drew and Connie Duerwald, Frank and June Ernst, Wayne Erb, Ray Foreback, Ray Furlan and guest Eileen Balam, Mike and Clare Gallagher, Luis Garcia, Ori Good, Sue Guletsky, Jim and Susan Haeni, Pat Harben, Jack and Glinda Hill, Pete Kohlsaas, Jody Kraly, Bruce Kutz, Bob Lawson, Hank Lopez-Cepero, Al and daughter Susan Mitchell, Art and Shirley Mount, Rip Munger, Dave Ormesher, Mike Perry, Jim Pifer, Tom Purrington and Nancy Daniels, Bill Rankin, Bob and Connie Scott, Mark Seal, Mike Severson, Pete Sofman, John and Linda Stewart, Mark Strasfeld, Dick and Clare Strickland, Al Swanson, Al Venskus, Watts Waddell, George Williams, Woody Woodworth, and Lyn Wordell.

57 Sent Regrets: Roger Bjornberg, Dick Bromwich, Frank Calderaro, Bob Carey, Carl Carlsen, Vince Ciriello, Maria DiDomenico, Denise Donaghy, Ken Ernst, Jim Gardner, Joe and Cherie Guccione, Wayne and Camille Helsel, Barney & Rie Higgins, Doug Horne, Jack Jannarone, Koop Koopmann, Jim Lattimer, Ray Lemmon, Jim Lattimer, Harry and Jane Lloyd, Barbara Maffeo, Tom Mannello, Mac and Janet McFarland, Tom McMichen, Nile Meling, Denny Morell, Joan Palumbo, Ken and Kari Perkins, Gary Prifti, John Rains, Ned Rankin, Laurie Reeves, Pete Saeger, Lou Schueler, Steve and Geri Scott, Bob Seits, Irv and Mary Soble, Neil Solomon, Gordon Spooner, Tony and Kathy Statuto, Jimmy Taylor, Paul and JoAnne Tibbetts, Jack and Ann Traeger, Ron Tsois, Joe Vitelli, and Barbara Weir.

Deaths: George Bleyle's friend Diana Zaleski died April 8, 2017; Ed "Skip" Martell died June 10, 2017; Niles Meling's wife Sharon died Jan 2017; Ted Sobota died Oct 29, 2016; Jim Wright, age 95, died Apr 29, 2017. *Pete Sofman*

PICKLES | Brian Crane





United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



Station Ground Services Manager Earle F. Garber discusses a sales program with Charles Cole, George Zumstein (standing) and Orval Rose. In the photo at right, Rose and Zumstein check-in passengers for Flight 300.

North Platte, Nebraska has been “air-minded” since the 1920s when Post Office pilots flew the mail by day and put it on trains at night. Its airport was one of the first lighted for night operations.

In October 1956, when this article appeared in the United Air Lines News, it had three concrete runways. The longest was 6,600 feet and United operated two trips through North Platte daily, one eastbound and one westbound.

In the first half of 1956, United’s four-man staff handled 2,720 passengers and 37,630 pounds of Airmail, Express and Freight.

North Platte was the home of “Buffalo Bill” Cody at “Scout’s Rest Ranch” Northwest of the city and was the site of his first “Wild West Show.” North Platte’s current claim to fame is that it is the home of the Union Pacific Railroad’s Bailey Classification Yards with “The Golden Spike” Observation tower.

The LBF airline code was adopted in 1941. The airport was named Lee Bird Field for the son of a prominent North Platte family killed in 1918 while in military aviation training during World War I.

Compiled by Marvin Berryman, DENTK Retired, from the October 1956 United Air Lines News.

Please mail your tax-deductible \$ contributions and donations of United & Continental Memorabilia & Artifacts to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.

Visit our website at www.uahf.org

SAC Valley Gold Wingers RUPA Luncheon

It was the day before the Fourth of July that we had our July luncheon, so we had a festive crowd. I think everyone is looking forward to the continued summer fun we all have been having. Well, for the weather report here in Northern California.....it has been just very hot, hot, hot. But, we will survive. Nough said!



Seated left to right: Linda Aiken, Darlene Doss, Sharon Gorczyca, Judie Whittington.
Standing L to R: John Gorczyca, Ed Aiken, Bill Authier, Jim Harty, Ken Ledwith, Bob Lynch, Rod Violette, Karl Winkelbrandt, Marv Alexander, Dave Leippe, Jim Whittington, Bill Doss.

Jim Harty reported to many of us that his son became the new squadron commander of a C-17 unit at Travis Air Force Base. Great accomplishment. Bob Lynch previously reported that his son became a captain at Delta Airlines based now in LAX on the B-737 NG. Karl Winkelbrandt was honored in a July 4th parade in the city of Rancho Murieta for his military and aviation contributions. He was even able to fit in an old Marine Corps flight suit he used to wear. Now that is impressive. Dave Leippe presented a representation of a poster being produced for the Sacramento County Capital Airshow. The airshow is scheduled for September 9-10, 2017. It should prove to be another stunning performance by some excellent pilots and quite an array of aircraft on display.

One of the highlights of our luncheon was a presentation by Bob Lynch of his 15 years working for NASA after he retired from United Airlines. Bob was asked if he would be interested in participating with the Space Shuttle Cockpit Council at Johnson Space Center in Houston to assist them with the task of upgrading the cockpit instrumentation in the Shuttle. What an honor for him and for us to know this fine gentleman. We had a great presentation and it was well received by our group. I wish I could provide more of the details of his experiences which, quite frankly, were very extensive. Thank you, Bob!

Items of interest I presented to our formative group included the loss of Chuck McKinnon who was the last surviving "Tracy Ace." I informed our group how Glassdoor, one of the world's fastest growing job sites, announced our CEO, Oscar Munoz, was selected as one of the top 100 CEOs. Munoz was ranked 18th and higher than any other airline executive. I included an article about more United flights to the Hawaiian Islands. RAFA always has great updates on pass travel so I did my duty to our Gold Wingers and included that article.

I trust you all out there in RUPA land are having a super summer. Keep smiling and "don't flare to soon."
Still Flying High Here, *John Gorczyca*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Sure enuf, a few of the Ole Farts that are left down here in SE FL got up a sufficient amount of en-ger-ny to make it over to Shrimper's for our 2nd Tuesday of the month RUPA Luncheon. We've had quite the hot and dry spell for a while but recently we've had lots of heavy rains so the fire hazard has gone way down and we haven't had any 'H' (as in Hurricane) warnings or sightings as of yet. I hope that we can keep it that way thru November....."Our Father, Who art...."

The 6 of us spent a GR8 couple of hours together with the usual gorgeous view of Manatee Pocket and the many boats and yachts that reside there. Among the many different topics that were discussed - the ones that stood out were: The Tour De France, UAL Pass Rider issue that recently came out that involved drugs, Annulments (🤔), Lung issues and many different, exciting and interesting boating stories.



L to R: Jack Boisseau, Ted Osinski, Bob Langevin, Dave Hoyt, Dave Damon and Dick Starita.

Ashleigh, our server, saw to it that we got really good service and our meals (thoroughly enjoyed by all) were consumed by Ted Osinski, Jack Boisseau, Dave Damon, Dick Starita, Dave Hoyt and Bob Langevin.

Our August meeting will be on the 8th....so if you happen to be in the Stuart, FL area around that time, come over and join us. Until then, wishing you all a Happy and SAFE Summer, good travels and vacations along with good WX and a Happy Labor Day Holiday. Cheers and Best Wishes, *Bob Langevin*

The FAT Flyers RUPA Breakfast

Well, it must be summer vacation! The FAT Flyers met for breakfast today, except that there were only three of us. But the heck with everyone else, we had a nice time. Happy summer everyone! *Paul Nibur*

San Francisco Bay-Siders' RUPA Luncheon

The July Bay-Siders' luncheon day was beautiful. A perfect day for travel, which might be the reason for our slightly smaller turnout. Even so, it was good to once again chat and catch up on happenings within the group.

Those attending were: Rich & Georgia Bouska, Roz Clinton, Barry & Ginny Hamley, Bill Hartman w/ Ruby Moi Moi, Ed & Pat Manning, George Mendonca, Bill O'Connell, Cleve & Rose Spring, Jerry Terstiege, Gene & Carol Walter and Larry & Pat Wright.

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

The Greater Chicago Area RUPA Group Luncheon

On this warm, humid “Seven-Eleven” July day, we had a good crowd of 50 folks turn out for lunch and laughs: John Anderson, LeRoy & Eva Bair, Jim & Corrinne Boyer, George Bracke, Bob Burns, Larry Cabeen, Norm Clemetsen, Carl Eberle, Walt & Jan Fink, Jan Gawenda, Vince & Dana Hammond, Bob Helfferich, Mike Hepperlen, Denny Holman, Verne Jobst, Dick Kane, Jim & Marianne Kehoe, Dick Kuhn, Chip Little, George & Jacquie Mathes, Jim McCusker, Rob McCutcheon, Rick Miller, Steen Munter, Dick & Joan Murdock, Ceil & Bill Myers, Marj & Howard Nelson, Claude Nickell, John & Miriam O’Connell, Burt & Suzi Olson---who’d traveled up from Florida---Glen Peterson, Ole Sindberg, Gene Stepanovic, Dave Strohm, Sid Tiemann, Jim & Mary Jeanne Trosky, Gus Tuit, and Gail Wood.



Our hosts, Nick’s Pizza & Pub in Crystal Lake, continued their special RUPA menu for us this month, with a couple changes incorporated using comments from March’s luncheon. Their efforts were appreciated and given the thumbs-up by everyone there. We changed our pricing and procedures a little bit, too, to simplify things which, we think, also was an improvement over March’s first-time effort. Our server, Imelda, once again handled things just beautifully. We sincerely appreciate their hospitality.

RUAEA spokesperson Jan Gawenda was in attendance and gave us a short informational talk on some of the updated pass travel protocol since it’s recently undergone a couple of changes. Carl Eberle added to that subject with some information and experiences of his own regarding pass (and other) travel. Carl and Bob Helfferich spoke about the United Airlines Pilots Retirement Foundation, the solvency of its fund---and how they’re always on the lookout for our United family members in need of aid.

Our next scheduled Greater Chicago Group luncheon will be held at Nick’s on Tuesday, November 14th, 2017. RUPA members, active employees, spouses, significant others, and guests are cordially invited and encouraged to attend. YHS, *Walt*

Denver Good ol’ Pilots’ RUPA Luncheon

The Denver Good Ol’ Pilots met for lunch and social/happy hour at The Tin Cup Bar and Grill in Aurora on June 20th. Good weather, good happy/social hour and a good lunch made for a good meeting.

After lunch, Stanley Boehm entertained us with some humor. Members discussed a few issues, none of them serious. We adjourned until the July meeting.

Attending were: Jim Adair, Darrell Ankeny, Rick Bebee, Al Bielanski, Bob and Ann Blessin, Stanley Boehm, Chris Bruce, Jon Carter and Kris Dearborn, Joe Collard, Mack Connelley, Ed Cutler, Jack Davis, Al Dorsey, Denis Getman, Tom Hess, David Horwitz, Steve Jacques, Doug Johnson, Tom and Sue Johnston, Dick Kobayashi, Cliff Lawson, Mike Orozco, Dan Romceovich, Rob Schmidt, Dick Shipman, Rick Steele, Tony Twardziak, Casey Walker, Ted and Rose Wilkinson with guests David and Bonnie Schnapp.

Your co-Scribe, *Tom*

The Big Island Stargazers RUPA Luncheon

We had a small turnout for our June luncheon at The Fish Hopper, but the comradery was great. Our favorite restaurant manager, Kathleen, gave us more complimentary pupus than we could eat, but we certainly gave it our all to try and finish them.



Left to Right: Gerry & Joan Baldwin, Don Diedrick, Linda Morley-Wells & Walt Wells.

We were happy to find out that United will be increasing their service to the islands, and we will be getting more flights to and from Kona to the Mainland.

Hanger talk centered around engine failures and we noted that not one of us had experienced a jet engine failure. Walt Wells held the record of the day with four engine failures of the Pratt & Whitney R-4360 piston engine while he was flying Old Shaky--the C-124. He told the tale about a crew "loosing #1 engine" but the consensus at the time of the event was "so what"... failures were SOP in the C-124. However, one of the propellers had departed the engine and was quickly followed by the engine departing the wing.

We will be at The Fish Hopper on the third Thursday in July to tell more tales of our exploits, so please join us if you are on the island. *Linda Morley-Wells*, Scribe

Monterey Peninsula RUPA Lunch Bunch

Big turn-out for our July luncheon, and that was with several regulars moving (down-sizing), others on vacation, and one in physical therapy! Those at table were Beth Ege, who we haven't seen for several years, Dr. "Bud" Schwartz (retired UAL MED/SFO) guest of Ed and Pat Manning, Bob and Cindy Benzies, Milt Jines, Lee & Nancy Casey, Diane Emerson, Linda Mackie, Carlos & Judy Quintana, Ken and Cheryl Bohrman, Steve Filson and his guest Terry Huggins, Diane Ellis, Brett Morris, Pete Walmsley (our host), and yours truly.

Will and Fran Blomgren and Jack Cowles are down-sizing, lots of discussion about that "golden years" decision - when to move out of the big home into smaller space and/or a progressive care facility. The Air Canada flight that tried to land on taxiway "C" instead of 28R at SFO was a hot topic! I shared some interesting "PA" announcements from cockpit crews that passengers found either humorous or alarming without intent. This conversation was started by the reference to a recent Asian airline announcement by the captain for the passengers to pray since the jet's #1 engine had thrown a blade and was shut down but still rotating and vibrating with the wind milling affect.

Pete and I talked about dates for our annual Golf Tournament. Pete will follow-up on dates in late September and into October. This year we will avoid SFO Fleet Week dates! Last year the Soberanes Fire

(Big Sur 132,000-acre fire that burned for over two months) had Carmel Valley on pins and needles and under lots of ash and smoky days – not good for outdoor activities. Many of us were on pending evacuation orders for several weeks while the fire paralleled Carmel Valley as it burned southeasterly.

August 9th is our next luncheon. Thank you everyone for RSVP'ing! We're very lucky that Pete and Donna host our luncheons at Edgar's - we don't have to pay a room fee, we can order off the menu, and Edgar's allows individual billing – hard to find that type of convenience! As always RSVP by noon the Tuesday before.

August 19th is National Aviation Day!

Phyllis Cleveland



Thousand Oaks RUPA Luncheon

We met on 7-13-17 on a nice sunny day that occurred between hot spells here. We meet every 2nd Thursday of odd months at the Sunset Terrace in Janss Mall in Thousand Oak.



L to R: Larry Lutz, myself, Gary Babcock, Dave Park, Walt Tyler, Ivan Cox, Jerry Adams & Claude Giddings.

Claude circulated a bunch of humorous articles that kept us entertained. He is a member of the Quiet Birdman and Experimental Aircraft Association among others and regularly attends the local Aerospace luncheon at the Goebels Center on Wednesdays.

Walt mentioned a great trip to Portugal and Spain that was organized by the Smithsonian. He said the glass windows are being installed now at Gaudi's Sagrada Familia in Barcelona. Gaudi designed the colors of the glass to take advantage of the movement of the sun rays to best advantage and it makes a huge difference in appearance.

Larry just got back the day before from a trip to London with the grandkids but was able to make our meeting. He said the Delta flight was really nice as was London.

Ivan said his grandson won first place in the optimist class sailboat in the around the island race at the Westlake Yacht Club on July 4th. Larry, Jerry and myself are members of the club so we had a chance to talk about boats. I occasionally sail the C-18 which has a high enough boom so you don't have to keep ducking.

My wife and I flew to AMS and back through EWR in June. We were lucky to get up front. We got an interline deal on a HAL cruise up to the North Cape in Norway and back. We went into some beautiful fjords. It's an expensive country so a cruise is the way to go. We were lucky with the weather.

I couldn't keep track of all the conversations but there was plenty to talk about concerning travel, United, boats, and airplanes. Regards, *Denny Fendelander*

Seattle Gooney Birds RUPA Luncheon

We are bringing in summer in a very nice fashion this month if the showing of attendees is any indication. We had a miserable day for weather but still we had a good showing.

As usual, the first half hour or so was involved with various groups chatting and comparing airline experiences. Our Marriott host waitresses served our very nice lunches right on schedule and we finished off the meeting with our customary 'knee slappers' told by various members.



Those attending were: Hank Kerr, Al Haynes, Jim Barber, Chuck Westpfahl, Rob Robinson, Bill Stoneman, Herb Marks, Dave Carver, Rich Hurst, Scott Bonmann, George Brown, Mark Gilkey, Karen Flynn and Larry Knechtel.

Missing was our photographer, Bud Granley, who spends most of his summers flying his aerobatic airplane trying to keep it right side up during his various airshows through the summer.

Until next month when we meet again. ~~Herb Marks~~ for Bill Brett, our leader who couldn't make it.

San Francisco North Bay RUPA Luncheon

The North Bay RUPA group gathered for lunch, on the first Wednesday of the month, as usual, on July 5th, at the Petaluma Sheraton's Tolay Room. We were pleased to be joined by Captain Larry Darnell, from Fairfield, and many good memories were recalled.

A brief "business" session noted the Flight West of Captain Bill Baker, whose aviation career began here in Petaluma, and a report on using retiree parking at the MOC. Then it was time for lunch, and conversation. A summers afternoon well spent!



In attendance were: John Reed, Jules Lepkosky, Barney Hagen, Larry Darnell, Leon Scarbrough, John & Sharon Candelo, Dick Hanna, Galen Wagner, Bill McGuire, Bill Smith, Sam and Mickie Orchard, Bob and Doris Donegan.

San Diego North County RUPA Luncheon

We decided to try a new restaurant and it's a nice place with great decor and a good menu. The service was excellent and the food delicious. One problem though, a bit too noisy. We had trouble hearing each other and then came comments about airplanes we've all flown that we'd have to yell to be heard and I'm sure almost everyone knows what David Clarks are. Oh yeah, too much noise for hearing aids!!! We're not going there again!!



From left to right: Brad Green, Samantha, Rhoda Green, Colin Winfield, Susan + Mark Mayer, and Ruth + Bob Bowman. Samantha is one of our Caretakers. Now you'll have to guess who she works for.

I've said before that one of the joys for me at the monthly luncheons is listening to some of the interesting stories these "old" guys tell. They call me "the kid" because I'm only 64.

One of the stories this time was from Bob Bowman and he told of losing an engine on a 727 out of LAX and couldn't read the gauges due to tremendous vibration and what helped was a Western Airlines pilot nonchalantly telling him about leaving half his # 3 engine on the runway!! It gave him the info he needed, the vibration settled down and one of his options was to put it down at Hughes but made it back to LAX. (how old do you have to be to know where Hughes was). He also told of his brother who flew in WW I. I barely know anyone who flew in WW II.

Brad tells of flying a pipeline for a while checking to see if it leaked. Today we have sophisticated electronics to do the job like Brad flew. History but good stuff.

Colin and I used to fly together on the "400" to SYD and the group couldn't figure who the scheduler was to have us "cut ups" flying together.

The stories about flying are great but there are also conversations about what we do in our time off. Hobbies, travels, community events..... Until next month, Mark

PICKLES | Brian Crane



The Intrepid Aviators of Southern Oregon RUPA Luncheon

Spring is early here in the Rogue Valley this year but with it a good turnout for all the local characters known as the Intrepid Aviators of Southern Oregon. The Pony Espresso welcomed us once again, even though we took most of the seating!



Our group, starting from the left front seated: Steve Fusco, Harvey Saylor, George Elliott, Banjo Bob Keasbey, Jim and Cheryl Jaeger, Leeann Fusco, Marty Niccolls and Bill Monfort.

Standing left to right: Catherine Dimino (George's daughter) Bob Niccolls, Dan Kurtz and last but certainly not least Scot Lee.

Typical of conversation around the table was talk of Luscombe's owned, Boeing's, good dining, tax time arriving and, the one that took my ear, Dan Kurtz's theory as to climate change being a real thing given the mares came into season a couple of month's early this year. Actually I kid Dan about the climate change concept, but we certainly do look forward to visiting his ranch next year when he assures us we'll be able to watch the little ones being worked and taken to halter.

The weather has been beautiful here, but the snow pack is nonexistent in the high country even though the rainfall totals are close to normal. Unfortunately, the snow pack is what drives the summer irrigation around here and so the warm months may, as they say, be 'interesting.'

With the traveling months upon us, any out there in RUPALand working their way to Southern Oregon please plan to drop by to join us. Third Thursday at the Pony Espresso in Jacksonville, Oregon. (the old historic town of Jacksonville alone is reason enough to head this way. Cheers, **Bob**

Dana Point RUPA Luncheon

Wonderful day for Lunch on the Deck at the Wind and Sea. All the umbrellas - which are green- were up and the deck was- ours for a short while. It was a good thing attendees heeded instruction and arrived early. The parking lot was full and parking close in was nil! It is getting Hot inland but here on the coast it remains Cool, thankfully!



Front row L to R: Ted Simmons, Joe Udovch, Cheryl Arp, Park Ames.

Back row L to R: Bruce Dunkle, Bob Fuhrmann, John Grant, Bill Rollins, Jim Buehner, John Arp, Bill Stewart, Jack Frisch.

The picture was taken by Bree, our server and photographer, who graced us by posing with Ted in the photo.

From an 88-year-old friend of Bill Stewart, Ace Jewell, CDR, USN, Ret, fighter pilot in 3 wars and LSO extraordinaire. They don't make them like Ace anymore:

"Drones will not be late to briefings, start fights at happy hour, destroy clubs, attempt to seduce others' dates, purchase huge watches, insult others services, sing 'O' leary's Balls," and dance on tables, yell Show us yerr T... or do all of the other things that we know win wars! I see no future in them."

John Grant related a KB-29 Tanker story that happened in 1954 over the North Atlantic when he had four F-4's hook up for refueling. One of the four was unable to take on fuel- so they elected to remain hooked up with the aid of a solid fueling bar and proceeded to an alternate at Goose bay Labrador. The disconnect from the bar completed on short final. Any -yes- debrief was at the Bar! More about this next month!

John & Cheryl Arp announced that -John- was now retiring from his long-time job flying C130 on contract." Time to be really- retired- says Cheryl" More time for the Great grandkids and other pursuits!

Cheers to All, *Ted*

Oscar lands on list of Highest Rated CEOs



On June 20, Glassdoor, one of the world's largest and fastest-growing job sites, announced the winners of its annual Employees' Choice Awards, including 2017's Highest Rated CEOs. Among the top 100 rated CEOs, Oscar earned the No. 18 spot, making him the highest-ranking airline CEO. The awards, based entirely on anonymous employee feedback, honor various companies and leaders throughout the world.

Among the 700,000 companies reviewed on Glassdoor, the average CEO approval rating is 67 percent. During the 12-month period this award covers (May 2, 2016 – May 1, 2017), Oscar earned a 96 percent approval rating, significantly above the average, and nine in 10 employees say they approve of the job Oscar is doing.

Here are some examples of the comments employees submitted to Glassdoor:

"Welcoming culture, friendly faces, hard-working, focused colleagues. Despite recent bad press, inside there is a real turnaround happening under the new CEO, the employee energy is palpable and everyone I've encountered wants to do the right thing for employees and customers."

– Human Resources Manager

"I have been with United for 29 years. I am proud of my company again and that's because of our beloved CEO Oscar. He has made the world of difference to me and so many [in the] United family. He is a wonderful and kind person. I love my co-workers, we are like a family."

– Customer Service Representative

"We have co-workers who go above and beyond to help others since the new CEO and President came in. Can be a great company to work with when you have great management." – Ramp Service Employee

Overall, employees noted some common themes, including United's emphasis on customer service and transparency, strong training programs and mentorship from experienced leaders.

In addition to Oscar's high approval rating, United's company rating overall has seen a significant improvement since late 2015, a reflection of the changes we've made toward creating the best airline to fly on and work for. See the graph below for details. As Oscar often shares in his meetings with employees, external audiences and customers, our shared purpose of connecting people and uniting the world drives us to be the best airline for our customers, employees and everyone we serve.

**EVENINGS AT 7
IN THE PARISH HALL**

MON	ALCOHOLICS ANONYMOUS
TUE	ABUSED SPOUSES
WED	EATING DISORDERS
THU	SAY NO TO DRUGS
FRI	TEEN SUICIDE WATCH
SAT	SOUP KITCHEN

**SUNDAY SERMON
9 A.M.
"AMERICA'S JOYOUS
FUTURE"**

United Polaris gets Outstanding Innovations award from Global Traveler



We launched our United Polaris service on Dec. 1, 2016, and, since then, customer response to the completely reconceived experience has been enthusiastic and positive. In fact, earlier this year United Polaris earned Global Traveler Magazine's Outstanding Innovations award at Global Traveler's fifth annual Leisure Lifestyle Awards.

"This recognition is a testimonial to the extensive work that went into perfecting this elevated experience for our customers," said Marketing VP Mark Krolick. "Even more so, it's telling of the enthusiasm and dedication of employees who deliver the United

Polaris service to our customers every day."

Chief Customer Officer Kate Gebo, who along with Mark accepted the award on behalf of United, attributed the recognition to the hard work of employees in making United Polaris soar. "This award is for all of our employees who helped us develop and launch this product and cared for its success," said Kate. "It wouldn't be possible without you, so a sincere 'thank you' to each of you."

Global Traveler's readers, elite Globility Board and the magazine staff composed of seasoned travelers made nominations in each category, and the winners were then chosen by Global Traveler's Advisory Board, who are well-traveled executives across a broad range of industries.

United took home the award for Best Pet-Friendly Airline as well.

United makes clever (& technologically savvy) use of taxi cabs

By Lewis Lazare/Chicago Business Journal



United Airlines has come up with an unusually clever way to try and convince New York City residents (a hard group to convince if there ever were one) that the Chicago-based carrier's major hub at Newark Liberty International Airport in Newark, New Jersey really is more readily accessible than John F. Kennedy International Airport.

With the help of United's ad agency of record McGarryBowen New York, the airline has installed taxi tops on 125 cabs throughout the city that — in real time — showing the travel times from a cab's location to both JFK and Newark airports.

Of course, United (NYSE: UAL) and McGarry introduced the taxi tops only after they had done their research and realized that almost invariably travel times to Newark are notably shorter than those to JFK — usually at least 30 minutes shorter. Sometimes a lot more. A spokeswoman for the agency acknowledged that the possibility exists the taxi tops could at some moments display a shorter travel time to JFK.

The digital displays on the taxi tops are synced with the Curb traffic app and updated in real time with every change in a taxi's position and changing traffic patterns. Verifone Media and Kinetic also worked to bring the taxi top project to fruition.

United's taxi top project is believed to be the first time ever that live traffic data has been used to dynamically display messaging on top of a taxi.

United, of course, has good reason to try and lure more discerning New York area travelers to its Newark hub. The carrier has just completed an \$120 million upgrade of its hub at Newark, with all kinds of new concessions and restaurants. In addition to the upgraded terminal, United has been busy adding flights to Newark and new planes to the service from the airport.

Of the 41 million people who fly out of Newark annually, about 28 million of them fly United at present.

United has ordered 100 737 MAX 10s, and 4 more 777-300ERs



We announced an agreement with Boeing earlier Tuesday at the 52nd International Paris Air Show that we are converting 100 aircraft of our current MAX order to Boeing 737 MAX 10s, making us the largest MAX 10 customer in the world. We have 161 737 MAX aircraft on order. Deliveries of our 100 MAX 10s will start in late 2020.

The MAX 10 is one of the most efficient narrowbody aircraft in its class, and it also maintains fleet commonality with our large 737 fleet. "The 737 MAX 10 will enable us to continue using larger and more efficient aircraft within our domestic network and better meet the needs of our customers today and into the

Looking ahead

United's current and future 737 fleet



737-700
126 seats

40/0
current/on order



737-800
166 seats

137/4
current/on order



737-900/ER
179 seats

148/0
current/on order



737 MAX 9
seats TBD

0/61
current/on order



737 MAX 10
seats TBD

0/100
current/on order

future," EVP and Chief Financial Officer Andrew Levy said.

Like all of Boeing's 737 MAX models, the MAX 10 incorporates the latest-technology CFM International LEAP-1B engines, advanced technology winglets, the Boeing Sky Interior, large flight deck displays and other improvements to deliver superior efficiency and reliability while maintaining fleet commonality. The MAX 10 is also equipped with SpaceBins, which allow each and every customer to store one rollboard in the overhead compartment.

In addition, we have confirmed orders for four additional Boeing 777-300ERs, three of which will be delivered and in operation for summer 2018 and the fourth of which will be delivered in late 2018.

These are just the latest additions to our aircraft order book. For the remainder of 2017, we will receive four more 777-300ERs, one 787-9 and four 737-800s. With this announcement, we have more than 200 737, 777, 787, and A350s on order.

With our additional order of four new 777-300ER aircraft, we have now ordered a total of 18 777-300ERs after first taking delivery of the aircraft last year. The 777-300ERs feature our all-new United Polaris business class, featuring custom-designed, exclusive-to-United seats, an elevated dining experience, new custom bedding from Saks Fifth Avenue and new amenity kits.

FACTS YOU MAY NOT KNOW

It takes glass one million years to decompose, which means it never wears out and can be recycled an infinite amount of times!

United's newest premium transcontinental route, Boston-SFO



July 1 marked the official launch of our newest premium transcontinental route -- BOS (Boston)-SFO, joining EWR-LAX and EWR-SFO.

"This is, hands down, the nicest product to the West Coast from Boston," said BOS General Manager Chris Painter. "Our customers love it, and our employees are proud to be able to provide this new product to Boston travelers heading to San Francisco."

Our premium transcontinental service offers business class customers flat-bed seats, enhanced food and beverage offerings inspired by United Polaris onboard dining, as well as deluxe amenities from Saks Fifth Avenue and Soho House & Co's Cowshed Spa. Customers in Economy Plus will now enjoy a complimentary hot fresh entrée, dessert and fruit, a pre-arrival snack and alcoholic beverages. We already offer the most departures from BOS to SFO and the market's only widebody service. "This service offers a truly elevated overall experience," said LAX Flight Attendant Bella Carter.

United Airlines Will Soon Serve Deep Dish Pizza in Economy



Pizza is coming to economy airplane cabins and New York-style diehards are going to have a heart attack.

This month, Chicago-based United Airlines started selling deep dish pizza in its economy cabins, a stark contrast to the generally light and healthy fare that is typically sold onboard. The pizza will come from Uno Pizzeria & Grill, one of the biggest names in deep dish pizza in Chicago. It will be offered among other cold and warm items in the paid snack cart and, according to Travel Skills, will be a spinach and garlic deep dish served in a skillet. The airline is also planning to put together a "pizza and beer combo."

United's new menu items come amidst a bit of an arms race of sorts among U.S. carriers to provide the best catering across the entire air travel experience. On the premium end of that spectrum, the progress means better airport lounge food, exotic dishes in first class and even free meals in economy on some competitive transcontinental routes. The innovation isn't only limited to wealthy passengers though; airlines are also experimenting with new and unique menu items to bring to the economy cabin such as stroopwafel or -- in this case -- deep dish pizza.

For the airline, there's a strong incentive to bring this innovation to the table. Last year, Ideaworks, an airline consultancy, projected that the airline industry pulled in \$67.4B of ancillary revenue from sources like checked bag fees, premium economy upgrades and onboard snack purchases -- an increase of 14% over 2015. With airfares at historic lows compared to inflation, profits from sources like in flight meal sales are going to play a bigger role in the industry's bottom line. And according to Skift, United appears to be leading its competitors in generating that income.

Whether the onboard pizza is more of a treat for passengers or for airline investors, one thing is certain: catering in the economy section continues to improve. According to Travel Skills, the meals will soon be sold on all flights departing from North America except for those from Canada.

Happy anniversary, United and Air New Zealand joint venture



United and our Star Alliance partner Air New Zealand (NZ) celebrated the one-year anniversary of our joint venture (JV) revenue-sharing agreement between the U.S. and New Zealand on July 1. Over the past year, employees from all departments across both airlines have worked together to bring this enhancement of our long-standing partnership with Air New Zealand to life, jointly coordinating sales and marketing to offer our mutual customers more travel options and loyalty program benefits, to name a few.

"Alongside our good friends at Air New Zealand, we have done great things with our sales teams, working with travel agencies, corporations, and all the specialty tour operators," said Worldwide Sales SVP Dave Hilfman. "We have amazing products that we offer up between here and New Zealand, and we're excited and proud of what the United and Air New Zealand sales forces have accomplished so far."

"We have, between us, the biggest and broadest network between the USA and New Zealand – so a lot to celebrate," said Air New Zealand Chief Revenue Officer Cam Wallace. "We're delighted to be hand-in-glove with United and, without any shadow of a doubt, this is the most energizing, enthusiastic and positive relationship we've got anywhere in the world."

United's Electronic Log Book (ELB) migration completed



As of July 1, all 749 United mainline aircraft are operating with a common Electronic Log Book (ELB) -- meaning the integration of our Technical Operations systems is complete.

The integration process included moving all our aircraft materials onto the SCEPTRE platform, which climaxed on what was known as "Tech Ops Day One" in 2015, migrating the existing ELBs to the SCEPTRE ELB, and installing the ELBs on SCEPTRE-controlled aircraft that were still utilizing paper logbooks.

Each of those logbooks was encased in a metal binder; as the paper logbooks were rendered obsolete, their covers were retained and transformed into plaques, which were given to several hundred key players in the integration process at a recognition event for the teams last month in Chicago.

With the ELB migrations complete, Tech Ops and IT are now focusing on improving the logbooks and introducing United Tech, a mobile platform designed to improve efficiency and give technicians the ability to handle many routine tasks right at the aircraft.

"Although we are done migrating, it is only the beginning for improvements and changes to ELB," said TPA (Tampa, Florida) Line Maintenance Senior Manager Dan Sonego, who's been a leader in the integration effort since the beginning. "We are working to enhance the ELBs functionality and correct known issues."

We quietly reached another major integration milestone in late April, when the United Airlines Certificate Management Office (CMO) of the Federal Aviation Administration (FAA) archived the document known as "United Airlines Operations Specification A502 – Air Carrier Mergers / Acquisitions." That document let us operate during the merger, which the FAA now considers done.

"United Corporate Support Center" needs help

As we prepare to retire the last of the 747s in October, I thought it would be interesting to talk with some of the pilots who flew those inaugural 747 routes for us back in the 1970s. It would be great to hear about their experiences with that aircraft and get their perspectives on how it felt to see it and fly it for the first time. We would feature the pilots in a written piece and, potentially, a filmed version as well.

If you are one of the guys who flew those first 47s, or know someone who was, please contact me.

Matt Adams

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United history on display at SFO

Have an upcoming trip to, from or through SFO? If so, stop by the newest exhibit of the SFO Museum: Flying the Main Line: A History of United Airlines.

The exhibit features memorabilia collected throughout our 91 years of existence, and explores our history from our origins with biplanes and prewar piston-engine aircraft through the jet age of global expansion to the present day, including our recently introduced United Polaris service.

The exhibit, located in Terminal 3, opened June 29 and will be on display through March 4, 2018.



SFO Museum welcomes donations to the aviation museum and library collection. Donating commercial aviation-related materials is an important way to help meet the goal of preserving and sharing the history of flight with present and future generations. It ensures that historic objects, literary works, and archival materials receive a commitment of professional stewardship and technical support to promote their longevity for the public benefit. Donations accepted into the collection are reviewed by curators, cataloged by registrars, and inspected by conservators with treatment provided accordingly. Donations are tax deductible as charitable contributions. (For information on donating, go to: www.sfoairport.org, click on [Aviation Museum & Library](#) and then on [Donating](#), or phone 650-821-6700.

U.S. Airlines Are Making Their VIP Lobbies Even More Posh



Special airline VIP lobbies are not new. But all three full-service U.S. airlines are investing in them, with each trying to one-up the other. If you're a regular coach customer, you likely don't care. But if you have access to these lobbies, you're probably pleased.

Global Services members at United Airlines — that's the highest elite level — often fly more than 100,000 miles per year, and they usually spend tens of thousands of dollars on airfare. For their loyalty, they receive many perks, including a dedicated phone reservations line, free first-class upgrades, and occasional airport transfers in a Mercedes, perhaps from one gate to the next for a connecting flight.

But until recently, at Los Angeles International Airport, where high-value customers have lofty expectations, United's best customers went from a typical check-in area to the security line like everyone else. That's not a big deal, since Global Services customers likely have TSA PreCheck, but they still had to wait to see an officer for an identification check. No longer. In June, United opened a snazzy new lobby in Los Angeles, and customers in Global Services — an invitation-only level designed for big spenders — now go from a new private check-in area to the front of the PreCheck line.

United's new facility, which looks more like a five-star hotel lobby than anything most passengers see at an airport, essentially matches what American Airlines and Delta Air Lines offer their most lucrative customers in Los Angeles. "We recognize the competitive landscape is fierce," said Alex Dorow, United's senior manager for airport hospitality. "We want to make sure we are providing experiences that are competitive and relevant to the customer but are very well executed."

United has long had special areas for Global Services members at some airports, but it is making them more of a priority. It now has similar check-in facilities in San Francisco, Chicago, and Houston, and is building a new one in Newark. American, meanwhile, has what it calls Flagship check-in lobbies in Chicago, London, Los Angeles, Miami, and New York JFK. These lobbies are a huge cost for airlines, since airport real estate is some of the most expensive space in the world. And because many customers — even high-value ones — prefer self-service options like mobile boarding passes, not all passengers need or want five-star service. When flights are on-time, many frequent flyers happily go from curb to lounge to plane without having a meaningful interaction with an airline employee.

Despite airline scandals, carriers' stock prices keep climbing

Los Angeles Times...06/18/17



A passenger is bloodied as he is dragged from his seat in April after refusing to give it up to crew members on a United Airlines flight. Later that same month, a family flying home from a Hawaiian vacation is booted from a Delta Air Lines flight after a dispute over seating for an infant. In May, violence erupted at Fort Lauderdale-Hollywood International Airport in Florida after Spirit Airlines canceled several flights because of a labor dispute with pilots. All three scenes have become content for viral videos, viewed by millions of people worldwide. But despite such ugly incidents involving the nation's airlines, their stock prices have continued to rise.

Shares of American, Delta and United have each climbed by at least 5% this year while Southwest Airlines has climbed 20%. A New York Stock Exchange index of airline stocks, Arca Airline Index, has jumped nearly 150% over the last 10 years.

While airlines suffer short-term reputation damage by such incidents, experts say the industry has become so consolidated after a series of mergers and acquisitions that it would be difficult to get travelers to abandon their favorite airline.

“Business travelers, the most lucrative customers from the airline’s perspective, tend to stick with airlines that offer the most flights from their home airport and on which the traveler probably has lots of frequent-flier miles,” said Philip A. Baggaley, managing director at Standard & Poor’s Global.

Jan K. Brueckner, a UC Irvine economics professor, added that the U.S. economy remains strong and “people don't have any choice besides the airlines if they need to get to a faraway place.”

Tourist killed by jet blast on world-famous St Maarten beach



A New Zealand woman has died after the force of a jet blast lifted her off the ground at a beach on St Maarten, next to a runway popular among tourists wishing to experience the force of airplane engines up close.

Emergency Central Dispatch were called to Moha Beach on Wednesday, reported local news outlet 721 News, where the 57-year-old was found to be in critical condition following the jet blast. She was taken to hospital where she later died as a result of her injuries. The woman and several others were reportedly

holding on to an airport fence that separates the runway from the beach on the Caribbean Island.

Thrill-seeking tourists frequent the area hoping to be lifted into the air by the jet blasts as the planes take off, despite a sign warning them of the dangers. In 2012, a woman was injured when her attempt to experience the blast went wrong, smashing her into a concrete barrier.

During busy hours, local authorities patrol the beach warning visitors not to engage in the activity.

After Surge in Orders, Airlines Now Balk at Wide-Bodies

By Christopher Drew/New York Times



Since the introduction of the Boeing 787 Dreamliner in 2011 and the Airbus A350 XWB in 2015, airlines have embraced the idea of buying lighter, more fuel-efficient planes that seat around 300 people. This has enabled them to provide more nonstop flights and greater flexibility to adjust routes.

Though Airbus disagrees, Boeing and many analysts say the changes could spell the end for superjumbo planes like the A380 that have relied on funneling passengers through massive airport hubs. “There is demand for the large end,” said David Wireman, an aviation expert at AlixPartners, a consulting firm based in New York. “It’s just not the superjumbo kind of concept.”

Boeing and Airbus are now coming out with slightly larger versions of the Dreamliner and the A350, and Boeing is developing more fuel-efficient versions of the 777, to seat 350 to 425 people, that will not be ready before 2020. These new planes are blurring the lines in the traditional sizes of wide-body planes, and some airlines are holding back on orders to get the latest technology on the new 777.

“Has there been a slowdown? Has there been a hesitation for the bigger airplanes in the market?” said Randy Tinseth, Boeing’s vice president for marketing. “There’s no question, and we’ve made adjustments.”

Boeing makes only six 747s a year, and it sells most of them as cargo freighters rather than as passenger jets. The company is also cutting deliveries of the existing 777, its most profitable plane, to just over 40 in 2018 from 99 in 2016. But “when you get into the 2021-2022 time frame, you really start to see another replacement wave coming,” Mr. Tinseth said. “You’re going to see a bunch of wide-bodies start to hit 25 years of service, and I think that will help spur production when we get into the next decade.”

Boeing has typically topped Airbus in the sale of high-value wide-bodies, thanks to the popularity of the 777 and a record-setting surge of advance orders for the 787 Dreamliner, the first commercial plane made substantially of lightweight carbon composites.

But Airbus has pulled ahead of Boeing in orders for smaller planes by moving faster to install new engines and other improvements on its A320 and A321 jets than Boeing has on its venerable 737 line. Mr. Tinseth acknowledged that Airbus had “sold more, no question about it” in that category.

Airbus plans to fly its latest enhancement, the A321neo, at the air show, and Boeing will counter with a flight of its re-engined 737 MAX 9. Boeing said it also may formally start work on a longer 737 MAX 10 to help it catch up.

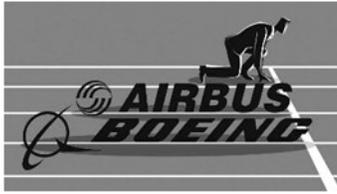
So much of the jousting between the two rivals is shifting to the future of the A380, the giant four-engine Airbus that costs about \$210 million each. Emirates Airlines has been by far the largest customer for the A380, buying 20 of the 28 planes that Airbus delivered in 2016. Airbus announced last July that it would cut production to 20 A380s in 2017 and 12 a year after that. The program took another hit in December when Emirates said it would delay six of the purchases it had planned for this year and six more next year.

Mr. Tinseth said Boeing believed that it would be very hard for Airbus to actually sell roughly four dozen A380s that other airlines have ordered. “What is leaving the market, I believe, are those really big four-engine airplanes, like the A380, that just don’t have the economics to compete,” he said. John Leahy, the marketing chief at Airbus, responded that “if A380 sales are soft, which is true, you’d have to admit 747-8 sales are nonexistent.”

Mr. Leahy said Airbus expected renewed interest in the A380 as airports become more congested in the 2020s. The company’s goal, he said, is to keep building one plane a month — “or maybe even lower if we had to” — and wait for the turnaround in the market.

The total number of airline miles flown by paying passengers “has doubled every 15 years since the dawn of the jet age,” he said. “My competitor out there in Seattle says, ‘Oh, we’ll just have more flights.’” But many airports in the United States, Europe and Asia can’t handle more flights, he said, “so we have to move to bigger aircraft.”

Boeing! Outsell Airbus at Paris Airshow



The European plane maker Airbus has admitted it fell short of orders to US rival Boeing with the sale of 326 airliners agreed at the Paris Airshow on Thursday. According to the head of sales John Leahy, the planes ordered are valued at just under \$40 billion. Airbus signed deals with AirAsia, and privately-owned Iranian carriers Zagros Airlines and Iran Airtour. “Is this a slower show than previous years? Yes, it is. Are we conceding that Boeing sold a few more airplanes than we did? Yes,” Leahy told a news conference.

Boeing’s head of commercial aircraft sales, Ihssane Mounir, said the company won orders and commitments for 571 planes worth as much as \$74.8 billion. “It’s been very exciting for us,” Mounir said as cited by Bloomberg. “I’ve been to many of these, and this is probably one of our busiest” shows.

Pledges to buy the new single-aisle 737 Max 10, which Boeing began marketing in Paris to rival Airbus’s A321neo, amounted to 361 airliners, he said.

“We had expected they would have had a bigger launch on the 737 Max 10, not quite as many conversions, more incremental orders,” Airbus’ Leahy said, adding Boeing’s plane launch could result in price pressure. “They’re clearly going to come after us on price.”

The biggest disclosed buyer at the Paris Expo, GE Capital Aviation Services, ordered 100 Airbus planes valued at \$10.8 billion and converted 20 Boeing production slots from previous purchases to the Max 10.

Boeing announced it had signed a sales agreement with an “unidentified major airline” for 125 737 Max 8s valued at \$14 billion.

The world’s third-largest lessor, Avolon, ordered \$8.4 billion worth of Boeing models. Its CEO, Domhnal Slattery, told Bloomberg the unit of Beijing-based Bohai Capital Holding decided to lock in deliveries of as many as 125 of the upgraded narrow-body jets starting in 2021 because the slots are “very valuable real estate.”

He said the Max series is oversold through 2020, and capacity is finite for the model favored by budget carriers. Slattery forecast the aerospace market is shifting to Asia due to the middle-class expanding by more than 1 billion people over the next decade.

One Step Closer to Providing 100 % Global Aircraft Surveillance

By Juergen T Steinmetz



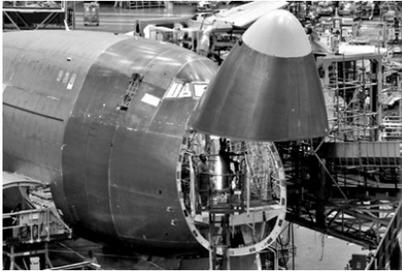
Aireon announced today the successful launch and deployment of the second batch of 10 Iridium NEXT satellites, carrying its space-based automatic dependent surveillance broadcast (ADS-B) payloads. This launch has increased the total number of Aireon payloads in orbit to 20 with another 55 destined for space in a series of six additional launches planned for the next twelve months. Aireon’s technology will provide real-time, 100 percent global air traffic surveillance and tracking, which will for the first time bring aircraft visibility to all regions of the planet.

“With two successful launches under our belt, we are making great progress towards bringing our service to a reality,” said Vinny Capezzuto, chief technology officer and vice president of engineering, Aireon. “Just like with the first batch of our payloads, we will go through a rigorous process of testing and validating each individual payload, pushing their limits to maximize operational effectiveness.”

Since the first successful launch in January, Aireon has activated 8 payloads and has received over one billion aircraft position reports. In addition, the company has conducted successful flights tests with the Federal Aviation Administration (FAA) and NAV CANADA, which validated the technology’s capabilities and allowed for further fine tuning. The Aireon payloads, which were manufactured by Harris Corporation, will be hosted on all 81 Iridium NEXT satellites, 75 of which are scheduled for launch. The operational Iridium NEXT constellation will consist of 66 satellites, with the remaining nine serving as on-orbit spares and six additional ground spares.

Boeing admits its 747 has no future as passenger plane

Announced at the Paris Air Show Tuesday, June 20, 2017



Boeing is acknowledging there is “no significant demand” for passenger versions of the 747 jumbo airliner, or its even-larger Airbus rival, the A380. The company only expects to sell freighter and VIP private versions of the airplane that was once its flagship jet.

Boeing finally conceded publicly Tuesday that while the all-cargo model of its 747 jumbo jet will continue to sell, the longtime “Queen of the Skies” has no future as a passenger plane.

Differing sharply with the outlook from rival Airbus, Boeing expressed extreme doubt about the entire “very large aircraft” segment of the passenger-jet business and projected that the days of the Airbus A380 superjumbo are also numbered.

Boeing’s latest annual 20-year market forecast, presented Tuesday at the Paris Air Show by vice president of marketing Randy Tinseth, projects very healthy demand during the next two decades for more than 41,000 new airplanes. But that rosy overall outlook contrasts with Boeing’s prediction for the niche occupied by the 747 and the A380, which typically seat 410 and 544 passengers respectively. “We don’t see significant demand for passenger 747-8s or A380s,” Tinseth said in an earlier briefing embargoed until his presentation in Paris.

He said Boeing in the years ahead expects to sell “just a handful” of nonfreighter versions of the 747, consisting of VIP private planes for foreign heads of state plus the two or three heavily modified 747s that will be supplied to serve as the Air Force One planes for the U.S. president.

“We don’t see much demand for really big airplanes,” Tinseth said. Furthermore, he added, “we find it hard to believe Airbus will be able to deliver the rest of their A380s in backlog.”

The Boeing 747, with its instantly recognizable forward hump, is an icon of the aviation world. The initial model, designed and built by a Boeing team dubbed “The Incredibles” and led by legendary engineer Joe Sutter, carried two and a half times as many passengers as the company’s first international-jet plane, the 707. The 747’s immense size, long range and fast speed helped transform international-air travel in the ’70s and ’80s from the domain of the wealthy to something accessible to the masses of the middle class.

Boeing has delivered 1,552 jumbo jets since the first 747 in January 1970. Nearly four out of five were passenger models. But the market for the plane has eroded over time as airlines have switched from four-engine to more fuel-efficient twin-engine jets. At the same time, route networks have evolved to support smaller planes flying more frequently and directly, rather than big planes going through giant hubs.

Dwindling orders: At the end of May, Boeing had just five unfilled orders left for the current model 747-8 passenger jet, including three for bankrupt Russian carrier Transaero that may or may not find a home elsewhere. Airbus has just over 100 orders for the superjumbo A380 remaining in its backlog.

“The biggest airplane in the market moving forward will be the 777X,” Tinseth said.

A year ago, Boeing was predicting that over 20 years the world’s airlines would require 430 deliveries of 747s and A380s.

This year the very large segment isn’t broken out separately and the whole widebody category is reduced by 290 airplanes compared to the year-ago figure. Boeing’s separate forecast of 920 freighter jets needed over the next 20 years projects that about 550 aircraft will be large widebody freighters, meaning 747s or 777s.

This Boeing forecast for the biggest jets is in sharp contrast to the Airbus global-market forecast released earlier this month. Airbus, still a believer, projects a 20-year market for 1,184 “very large” passenger jets with more than 400 seats. And though the A380 is clearly in real trouble with zero net orders since 2015, the European jet maker still hopes it can sell more. In Paris, Airbus announced a study to add winglets to make the A380 more fuel-efficient and a denser seat configuration to improve its economics.

Boeing, though, has stopped trying to further develop its 747. As a passenger jet, it’s fading fast. According to a database maintained by FlightGlobal, 253 passenger 747s are still flying worldwide. Another 374 freighter versions are still operating, along with 34 that are government owned or VIP private models.

Blue chip carriers Air France, All Nippon Airways, Japan Airlines, Cathay Pacific and Singapore Airlines have all retired their 747 fleets. And this year United and Delta, the only remaining U.S. airlines flying 747s, are set to retire their last jumbos.

Upward trend: While Boeing's forecast sounds a death knell for the 747, otherwise its projections are glowing. Global-passenger traffic continues on its steady, 5 percent per year longtime upward trend. Despite all the geopolitical dangers in the world today, airlines have mushroomed, creating fierce competition and lower fares that boost demand in emerging markets, especially in China and Southeast Asia. Last year, air travel worldwide piled up 3.3 billion passenger trips. Boeing projects that to grow to 7.5 billion by 2036.

Along with air travel in developing economies, demand will be driven by the emergence of new low-cost carriers and the need to replace aging aircraft, Tinseth said. In addition, he said, new airplanes will "reshape the market" by connecting pairs of cities that don't have direct service today.

So, Boeing projects demand for a total of 41,030 new airplanes in the next two decades. That includes almost 30,000 single-aisle planes like the 737 MAX, as well as more than 5,000 small widebody jets like the 787 Dreamliner, and 3,000 large widebody jets like the 777X.

Boeing projects that almost 6,000 of the current worldwide fleet of commercial airplanes will still be flying in 2036, which means the world's fleet will double in the coming two decades, from 23,480 planes now to 46,950 planes two decades out.

How long can 747 production in Everett continue? That's entirely up to the cargo-jet market now.

Tinseth said there's currently still more supply than demand for air-cargo capacity in the market, but Boeing notes an uptick recently and is projecting 3.5 to 4 percent cargo traffic growth for this year.

Boeing has just 15 unfilled 747 freighter orders in its backlog. At the current slow production rate of one every two months, that backlog plus the few passenger jets remaining will keep it going through to the end of 2019, when Boeing should be making the next generation of Air Force One jets.

Boeing 737 Max 10: Lowest seat mile cost ever produced as a single aisle aircraft

By Juergen T Steinmetz



Boeing announced the launch of the 737 MAX 10 as the newest member of the 737 MAX family at the 2017 Paris Air Show. The 737 MAX 10 will have the lowest seat-mile cost of any single-aisle airplane ever produced. The airplane has gained wide market acceptance with more than 240 orders and commitments secured from more than 10 customers worldwide. Customers will be announcing order details throughout the week.

"The 737 MAX 10 extends the competitive advantage of the 737 MAX family and we're honored that so many customers across the world have embraced the outstanding value it will bring to their fleets," said Boeing Commercial Airplanes President and CEO Kevin McAllister. "Airlines wanted a larger, better option in the large single-aisle segment with the operating advantages of the 737 MAX family. Adding the 737 MAX 10 gives our customers the most flexibility in the market, providing their fleets the range capability, fuel efficiency and unsurpassed reliability that the 737 MAX family is widely known for."

The 737 MAX 10 continues the MAX family's range advantage over competing models and will deliver five percent lower trip costs and five percent lower seat-mile costs.

Design changes for the 737 MAX 10 include a fuselage stretch of 66 inches compared to the 737 MAX 9 and levered main landing gear. The airplane has the capacity to carry up to 230 passengers.

Other changes include a variable exit limit rating mid-exit door, a lighter flat aft pressure bulkhead and a modified wing for low speed drag reduction.

Like Boeing's other 737 MAX models, the 737 MAX 10 incorporates the latest technology CFM International LEAP-1B engines, Advanced Technology winglets, Boeing Sky Interior, large flight deck displays, and other improvements to deliver the highest efficiency, reliability and passenger comfort in the single-aisle market.

The 737 MAX continues to be the fastest-selling airplane in Boeing history, accumulating more than 3,700 orders to date.

2018 RUPA Cruise--Paris to Normandy River Cruise

If you had a relative or family member, who fought in Europe during WW II, or you are a military history buff, and you haven't visited Normandy yet, this may be your chance to make that visit. The Allied forces paid a terrible price to make and hold the initial landing in France and nearly all the men and supplies for the push into the German Hartland came over this and nearby beaches and ports. The horrible price they paid can be seen in the near-by American Cemetery where 9,387 American men are buried.

The May 27, 2018 RUPA Cruise with Uniworld is an eight-day river cruise from Paris to Normandy and back to Paris. The day spent at Normandy may be the highlight for many of us, but there are other reasons to take this trip.

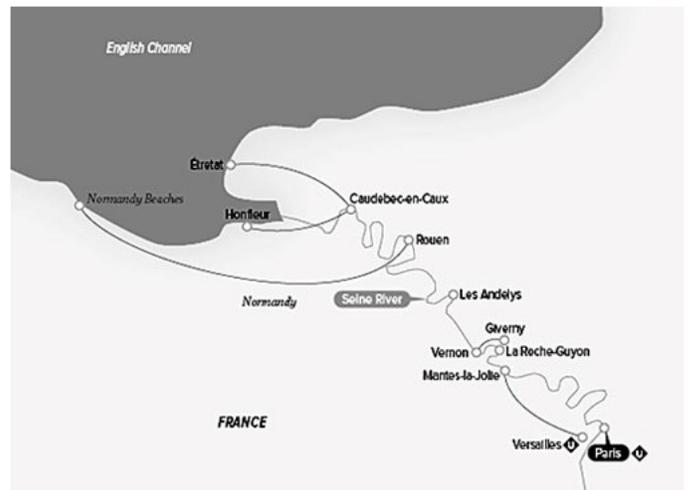
After your arrival at Paris Charles de Gaulle Airport you will be greeted by a Uniworld representative and transferred to the ship.

The next day the ship stops at the little town of Vernon. Nestled along the banks of the Seine, Vernon is a charming city and an ideal starting point for exploring this historic region. You may visit the home and gardens of impressionist master Claude Monet—they were the inspiration for many of his most beloved works. Later that day your ship sails to lovely Les Andelys, a town dominated by the ruins of a great stone castle on the heights above the river.

The third day the ship stops at the medieval capital of Normandy, Rouen. Rouen has managed to preserve much of its historic core despite being turned into a battlefield numerous times. The roll call of famous people who lived or died in Rouen is long and varied—Richard the Lionheart, Joan of Arc, Gustave Flaubert and Claude Monet are among them. Rouen's most famous landmark, the cathedral—celebrated in 30 paintings by Monet—was begun some 800 years ago, acquiring a multitude of spires and styles. The cathedral square, with its ornate Renaissance clock, is a good place to begin the exploration of the Old Town. The cobblestone alleyways are lined with tall half-timbered houses, often with shops on the first floor and apartments above. Reminders of life and death are common here: carved skulls and other symbols of death on the buildings near Saint-Maclou, a spectacular late-Flamboyant Gothic church, and the adjacent Aître Saint-Maclou, once a cemetery for plague victims and now a garden. In the Old Market Square, is bronze cross marking the most famous death in the city—the place where the English burned Joan of Arc at the stake.

The fourth day will find the ship docked at Caudebec, a lovely little town on a serene loop of the Seine. From here you will be bussed through the beautiful Calvados countryside to Honfleur, a delightful seaside harbor and city of painters. A walking tour of the fishing village begins at the former smugglers' harbor of Vieux Bassin—the most frequently painted scene in Honfleur—which looks much as it did a century ago, though now the boats in the harbor are more likely to be pleasure craft than fishing vessels. Your local guide will take you down tiny lanes, where houses stand shoulder to shoulder in a jumble of styles: narrow 19th-century slate-roofed townhouses, 15th-century fishermen's cottages, and tall and elegant mansions—many adorned with figures of chimeras or saints. You'll also see St. Catherine's Church, built in the 15th century by shipwrights who gave it an oak ceiling that looks like the hull of a boat.

On day five the ship is back upriver to Rouen. The Normandy coast will forever be associated with the Allies' D-Day invasion, a day that comes vividly to life today on an excursion to the beaches of 1944. There is a choice to be made here: visit Utah and Omaha beaches and Sainte-Mère-Église or Juno Beach and the Canadian Center. At each location, you can see the actual equipment used for the invasion—tanks, landing craft, bombers, gliders—and get a feel for what these young men experienced. Whichever historic beach



you choose to visit, you will get a chance to visit the American cemetery, and pay your respects at the end of the day with a wreath-laying ceremony.

On day six the ship will be at Mantes-la-Jolie where once again you will have a choice to make. Should you visit the Palace of Versailles, which was the official residence of the country's kings and queens from 1682 until the revolution, or should you visit Château de Malmaison home to Napoleon Bonaparte's empress Josephine? Both are lavishly decorated and restored to their former elegance.

On the seventh day the ship returns to Paris, and you have a host of options for exploring incomparable Paris: See all the important sights via boat and motor coach, or explore the heart and soul of the city on a walk from Notre Dame to the Latin Quarter or bike along the quays with a knowledgeable guide.

On day eight you transfer from the ship to the airport.

Book prior to September 30th and all prices include air fare, airport transfers, gratuities, all beverages including Premium spirits and wine, farm to table dining, onboard bicycles, Nordic walking sticks, fitness class, Wi-Fi and excursions. There is a 10% discount if you pay in full prior to September 30th. Repeat passengers get an additional 5% discount. If you book your own air, the price is \$1,000pp less than advertised. All passengers will receive a post cruise rebate. The rebate will be \$200pp if air is included and \$100pp if it is cruise only. There will be an onboard credit of \$100 per person if more than 10 people are in the group.

The following prices reflect a \$400 pp discount from the published prices:

Cat-4 \$4,799pp Cat-3 \$5,599pp Cat-2 \$5,799pp Cat-1 \$6,199pp.

Port charges are \$140 pp. Single supplement is available.

Go to www.uniworld.com >cruises >France Pairs & Normandy >2018 for more information. We are once again working again with Jerry Poulin at Jerry's Travel Service. If you have questions, please contact him at 1-800-309-2033 ext.33 or 508-829-3068 or gpsp@aol.com. There are only 64 cabins on this ship, so if you would like to go you must act soon. Submitted by: Rich Bouska 925-443-4339 rbouska1@comcast.net

EU's top court says age 65 retirement for airline pilots' is valid



A European Union law that forces passenger airline pilots to retire at 65 is valid, the EU's top court in Luxembourg said.

German flight instructor, Werner Fries, took his case to a German labour court in 2013 after his employer, Lufthansa, ended his contract when he turned 65, in line with EU law. The German court referred the case to the European Court of Justice in Kirchberg, the EU's highest court, which ruled that the action was legal.

Flight crew health is a sensitive issue in Germany after a Germanwings co-pilot suffering mental health problems slammed his plane into the Alps in 2015, killing all on board.

While it is "true that the age limit at issue establishes a difference in treatment based on age," that difference "is justified by the aim of ensuring civil aviation safety in Europe," the ECJ in Luxembourg said in a statement.

"It is undeniable that the physical capabilities essential to the profession of an airline pilot diminish with age," it added.



RUPA Pass Travel Report

Pat Palazzolo/rupapasstravel@rupa.org

Hello fellow aviators,

This new column will become a regular part of the monthly RUPA Magazine. For those of you who don't know or remember me, I was the ALPA Pass Travel Committee Chair for 20 years from the mid-90s to 2014. I've attached my retirement photo if that helps jog any memories.

Pass travel has always been an enjoyable passion of mine. In the 28 months I've been retired I've taken 30 overseas trips.

I'll try to provide as much useful information as I can on pass travel and interline travel, travel apps and websites. As you know, pass travel is about the only benefit we have left as retirees.

And I encourage your suggestions for this column. If you have any, please email me at the above RUPA email address.

More importantly, if you have any pass travel issues that you cannot resolve after contacting the *Employee Travel Center (ETC)*, 1 (877) 825-3729, etc@united.com, breathe in deep and slow and then email me with your phone number and I'll be happy to try and help. But remember, your intrepid pass travel guru is available for help only if you and the ETC are unable to resolve it first. ETC has long hours to assist us and can be quite helpful. And even though many of them are working from an overseas call center, they are usually well versed in the nuances of our pass travel program.

You can reach them at the phone number and email address listed above. So please keep that number handy!

Dramatically lower imputed income taxes for enrolled friends and domestic partners:

Recently the company changed the way it computes the imputed income tax for our domestic partners and enrolled friends.

Previously the income added to your 1099 was based on 10% of the lowest economy fare. Which was a lot. The actual tax on that income was also quite high. The tax for SFO-NRT was about \$150 and SFO-LAX was about \$22.

Now the company is simplifying it in a way that makes your imputed income and imputed income taxes dramatically lower. Since about the beginning of the year the imputed income is equal to the Medium ZED fare on the route being flown. The medium ZED fare is based on distance. To compute the tax, multiply the imputed income (Medium ZED fare) by your tax rate, including your state and a 7.6% FICA tax. So by doing this the tax drops from about \$150 to about \$33 from SFO-NRT and from \$22 to about \$8 between SFO and LAX. (It will fluctuate between people depending on your tax rates.)

How do we find the Medium ZED fare? Several ways. The easiest is EmployeeRes> Quick Links> Pass Travel Calculator.

For me, I've found an easily remembered rule of thumb for predicting an estimate of the tax:

Transcon \$22

East Coast - Europe: \$26

West Coast - Asia: \$33

Ultra-long haul (14+ hours) \$44

And remember, if your imputed income is less than \$600 per year, the company does not send a 1099 to you or the IRS. As a result of these new changes a lot more people will fall under the \$600 income threshold.

If you have any issues that can't be resolved by ETC, (877-825-3729 or etc@united.com) please email me."

That's all for now. Cheers. *Pat*



Even Elite Frequent Fliers Find Fewer Airline Perks

By Scott McCartney/WALL ST. JOURNAL

Flying 100,000 miles a year won't guarantee regular upgrades to business or first class anymore. The decline in airline amenities that has vexed consumers in the back of the plane is now hitting elite frequent fliers, too.

Some of the big carriers' best customers complain that perks have been whittled away. Delta used to give its top-tier frequent fliers free club membership, but now offers that as a choice in a bundle of options. United paid Global Entry fees for top customers three years, but stopped in 2015. And the most important loyalty benefit—an upgrade—has gotten much rarer because airlines are selling more first- and business-class seats, auctioning them off, and in some cases shrinking those cabins and reducing legroom there as well.

“The loyalty is gone,” says Peter Boer, a consultant to technology companies who is based in Florida and Virginia. He now buys business-class and first-class tickets on different airlines for his travelers, since he can't get an upgrade from American, where he's a lifetime platinum member. Even “systemwide upgrades,” the golden ticket for travelers that used to let you instantly upgrade any flight, are becoming harder to use, elite-level frequent fliers say. Systemwide upgrades are earned by travelers who spend heavily with airlines and fly more than 100,000 miles a year, or hit a milestone like 2 million lifetime miles. They used to get you confirmed upgrades when you bought your ticket.

With United, you can't buy the cheapest ticket for international trips and use systemwide upgrade certificates. You must spend more for a coach ticket and then wait, not knowing if the upgrade will clear. If it doesn't come through, you paid more for your coach seat than necessary.

On American, the available inventory of seats for systemwide upgrades has shrunk. That means waiting until departure on many flights to see if you'll get a cushier seat. Mark Kovac, a Dallas-based business consultant who is a member of American's highest loyalty tier, invitation-only Concierge Key, bought coach tickets last fall for a family summer trip to London. He was told seats weren't available then to use his systemwide upgrades—the first time that had happened to him. When he complained, American told him the airline's predictive models are blocking upgrades more often so premium seats are available to sell close to departure. “It is true that until a few years back, systemwide upgrades would, more often than not, get cleared at the time of booking. However, that is not the case now,” a customer service representative at American's AAdvantage program wrote. To Mr. Kovac, that erases a big benefit. “This is probably the biggest, most noticeable thing they've changed,” he says. “I used to want to save these for something special. Now I just use them whenever I can.” Mr. Kovac and his family did get upgraded shortly before the overnight flight to London on Friday, but his children, ages 10, 8 and 6, were spread around the cabin, he says.

American says it has improved its international premium cabins and seen an increase in paid demand. “We continue to refine our systems to reflect the demand for the product while still providing as much availability as possible to our elite members,” a spokeswoman says.

Frequent fliers say they understand airlines' desire to sell premium seats rather than give them away, but upgrades used to be considered a necessary investment in loyalty. Frequent travelers essentially paid for those seats in advance by buying expensive tickets trip after trip.

In January, American also chopped how many systemwide upgrades (SWUs) it gave out to 100,000-mile-a-year executive platinum members. Each year executive platinum members used to get eight SWUs. This year that was cut to four, with the opportunity to earn two for reaching 150,000 miles and two more at 200,000 miles.

Gary Leff, co-founder of the frequent-flier community InsideFlyer, says top travelers are complaining a lot about American lately because the airline is making changes after its merger with US Airways. American was considered the most generous for top customers, because Delta and United had already weakened some perks, he says. Now there are few major differences between the three big airlines, Mr. Leff says.

Delta says the percentage of passengers in first class who paid to sit there used to be around 10%, but by next year will hit 70%. Airlines offer more first-class sales and discounted seats and push affordable upgrades by email and kiosk.

Continued on next page

To placate their best customers stuck in coach, American and United now give them the small consolation of a free cocktail and food item for sale onboard.

A bigger upgrade issue looms for top-tier travelers: How “premium economy” cabins will impact upgrades on international flights. Premium economy—usually a separate cabin with more legroom, wider seats and upgraded food compared with coach—has been a big hit on international airlines, priced several hundred dollars above coach tickets but several thousand below business class.

American is rolling out its version now. Delta says its premium economy will launch in the fall. United says it is taking steps toward premium economy, too.

The catch: On many international airlines, upgrades move you up one cabin. So instead of jumping from coach to business, an upgrade from economy moves you to premium economy. To get to business class you have to buy a premium economy ticket. “It reduces the value of the upgrade,” Mr. Leff says. U.S. airlines have yet to say what their upgrade policy will be on flights with premium economy.

Airline mergers swelled membership in the top tiers of loyalty status, so airlines have made it harder to qualify for elite status by adding annual spending requirements.

In January, American created a new elite tier called platinum pro. It’s halfway between its platinum, which requires 50,000 miles of travel a year, and 100,000-mile executive platinum. On May 20, the airline started ranking elite-level members on upgrade lists in part by how much they’ve spent on American tickets the previous year. An American spokeswoman says changes were made so the best customers have the best access to perks.

Mr. Boer, the consultant, says he understands airlines’ desire to generate revenue and isn’t angry. But he questions whether they will regret weakening loyalty for so many. “American is now just another airline in the mix,” he says. “I’m kind of wondering if our friends at American are shooting themselves in the foot.”

Coffee on a commercial airliner: Poop in the water or worse

By Juergen T Steinmetz



Coffee, Tea on your next flight? Brushing your teeth after a long flight in the aircrafts bathroom? Do what your flight attendants don’t do, drinking coffee or tea, or using water in the toilet to brush.

According to a manager of a lab in Fort Worth, Texas, there’s poop in the water, there may be E Coli in the water – not very clean

The claim made in a recent article from Business Insider states that roughly 1 in 8 airplanes fail EPA standards for water safety. The publication reached out to several organizations, including The Association of Flight Attendants-CWS, a union representing more than 42,000 flight attendants across 19 airlines, which said in a statement:

Water onboard is regulated under the Environmental Protection Agency to ensure safe drinking water on the aircraft. The Association of Flight Attendants-CWA pushed for this regulation over 15 years ago. The regulation gives broad discretion to airlines on how often they must test the water and flush the tanks. AFA does not believe this regulation goes far enough or is sufficiently enforced.

In other words, it’s not just a rumor. Getting new regulations can be expensive when there is pushback from a powerful force like the airline industry and lawmakers in power who generally oppose such regulations. But it’s hard to believe there wouldn’t be public support for more rigorous water control standards if people knew they are taking a chance when taking a sip on board their flight.

A separate report from the WSJ says that a 2002 test of tap water from 14 separate flights found bacteria levels “tens, sometimes hundreds of times above U.S. government limits.”

None of this means you’ll get sick drinking a cup of coffee or something a little bit stronger on your next flight. But even in 2017, some of the most basic things we take for granted, like clean drinking water, are far from a sure thing. The solution: Bring your own water.

United Wants to Sell Your Seat to Someone Else for More Money

By Nikki Ekstein



If you've bought a seat on a flight that's overbooked, the airline may try to resell your spot for a higher price. But don't freak out yet: There's an upside for passengers, too.

United Airlines Inc. is quietly unveiling a new technology platform that it will use to manage the problem of oversold flights—and, in the same breath, turn them into a profit opportunity.

With the help of its new Flex-Schedule Program, the airline is piloting a way to buck the trend of involuntary bumping—the term for kicking passengers off oversold flights—without

necessarily offering four-figure payouts to passengers at the gate, or curbing their practice of overselling inventory. (The airline suffered a publicity black eye earlier this year when police dragged a man off an overbooked plane, and has since promised to offer high-price rewards to fliers who agree to change flights at the last minute.)

Instead, it'll simply offer buyouts earlier—up to five days in advance. The upside for United? The chance to resell your ticket at a wider profit margin.

This is How It Works: In partnership with Volantio, a third-party aviation technology startup based in Atlanta, United will soon begin sending e-mail newsletters with subject lines such as “Are You Flexible with Your Travels to Los Angeles?” Inside, travelers will have the option to sign up for potential rewards—so long as they're willing to budge a little on their flight itineraries.

Only those who book on United.com and opt in to receive marketing messages will be eligible for the sign-up offer—and signing up doesn't guarantee that you'll be asked to change your flight. If it's looking like your seat has turned into a hot commodity, though, you'll be offered the chance to tweak your itinerary in exchange for a travel voucher up to \$250. And tweak is the key word: You'll never be asked to change dates or airports, and your seat preferences will carry over, with clear indicators if you're taking a downgrade from Economy Plus to regular-old Economy. (Downgrades will be rare, but upgrades will be even rarer.) Accept the bid if you wish, and you'll be rebooked within 24 hours.

It's Not About Overbooking. After months of negative press—the doctor who was dragged off the plane, the infant whose \$1,000 seat was inadvertently resold—United's image has taken a nosedive.

According to Azim Barodawala, the chief executive of Volantio who created the technology and brought it to United, the Flex-Schedule Program could be an opportunity to change the narrative with the help of innovative technology, rather than cumbersome regulations. “If you can offer a buyout to a customer in advance, everyone will be happier,” he said. “For airlines, it represents a release valve—a way to shuffle people around when you're capacity-constrained. This benefits the customer as well, you're creating choice for them, and that's what gets me really excited. [Passengers] get the short stick a lot.”

But Dave Bartels, vice president for pricing and revenue management at United, doesn't see the Flex-Schedule Program as “having a lot to do with overbooking.”

Although there will be times when the program helps to move people off an overcrowded plane—whether it was oversold, lost capacity due to an aircraft change, or had to reduce weight loads due to hot weather—he told Bloomberg that the main goal is to free up a valuable seat and offer it to someone who needs it more. “It won't mean we're overbooking the aircraft more because we have this tool,” he said. “But I also don't know why it would lead to less overbooking.”

A Boon for Business, and Business Travelers: When Barodawala first brought his idea to United, he used a metaphor involving three egg cartons, each lined up along their short sides. He filled them with a mixture of

Continued on next page

red- and green-dyed eggs: bargain shoppers and deep-pocketed business travelers. “What would you say,” Barodawala asked, “if you could move some of these red eggs [to empty slots in a different carton], and just replace them with green eggs?” The executives lit up at the idea. As the board spitballed over how much this could represent to their bottom line each year, exorbitant numbers were thrown around: eight figures? Nine? “It’s too premature to put a number to it,” Bartels said, when asked about what this program could mean for the company’s financials. But he’ll be looking to evaluate that by August, when the pilot program is set to end.

Whatever the number, the program is a rare win for both company and customer. It’s a way for airlines to create revenue without relying on ancillary fees—an annoying tactic that has dominated the aviation business in recent years. And for business travelers who often book at the last minute, it’ll open up inventory on sought-after routes.

If there’s a way to entice fliers to rebook prematurely on oversold or problematic flights, gate agents and customer service staff stand to see their stress levels go down, too. And leisure travelers—who can now accept vouchers from home, without rushing to the airport and clearing security first—come up winners, as well. The only folks complaining? The guy who’s currently holding out for the maximum \$1,350 payout for involuntary bumping at the gate. (Holdouts like him might still cash in, said Bartels, but he’s not counting on too many of them.)

Know Your Odds: Here’s how United will think about making offers. “Let’s say the 5 o’clock flight from Chicago to Boston normally sells 12 seats in the three days before it departs,” Bartels said, hypothetically. “If I see that that flight is full a week ahead, I’ll be pretty confident that I can resell any seats that I open up based on my seasonalized historical patterns.”

So he’ll reach out by email to a handful of opted-in passengers—the pilot program will target a limited group of MileagePlus members—offering them seats on the less-desirable 3 p.m. or 8 p.m. departures. (Again, hypothetical.)

Bartels indicates that leisure travelers will be the likely swappers on major business routes. “That’s where we’re more likely to have an alternate option that’s appealing to someone,” he said. And they’re also the routes that executives are likely to need last-minute, no matter the price.

Correction to “*The Power to Fly*” article, in the July, 2017 issue

Cleve, the great article about Charles Taylor starting on page 40 titled, "The Power to Fly" has two glaring errors:

"The Power to Fly" suggests (twice) that Kitty Hawk has something to do with South Carolina. Kitty Hawk has always been and remains in the northeast corner of North Carolina. Otherwise I thought it was a good article about a forgotten and ignored craftsman who was absolutely pivotal in the ultimate success that the Wrights achieved.

One other issue was with the statement that Taylor created the crankshaft out of 'tool steel'. I had been of the impression that he created it from mild steel.

Coincidentally, every year at the Oshkosh airshow (I haven't attended Oshkosh since yr. 2000) there is a father/son team who created a replica of the Wright engine which they fire up and run every hour (as I recall). The father/son combination operate an machine shop in Milwaukee (I believe). *Ted Wilkinson*

Complaints Received By "Thomas Cook Vacations"

- "It's lazy of the local shopkeepers in Puerto Vallarta to close in the afternoons. I often needed to buy things during 'siesta' time -- this should be banned."
- "We booked an excursion to a water park but no-one told us we had to bring our own swimsuits and towels. We assumed it would be included in the price."

Charles McKinnon, last 'Tracy Ace,' dies at 101

By Sam Matthews/Tracy Press publisher emeritus

A milestone in Tracy's aviation history was passed recently with the death of Charles A. "Chuck" McKinnon.

McKinnon, who died March 30 in Trussville, Alabama, at the age of 101, was the last living "Tracy Ace."

Just in case someone accuses me of reporting fake news, as seems to be the vogue these days, I received word of his death from two reliable sources: Jean Haley Harper, a Tracy native and retired United Airlines captain, and Tracyite Jim Rontondi, also a United captain and flight operations officer at United's San Francisco Flight Operations Center. Both reported McKinnon's death with his obituary in aviation publications, which noted he was believed to be the last living member of the "Tracy Aces" — "an unofficial title given to United Airlines pilots who had trained together in Tracy, California."

McKinnon was in the fourth of seven classes, totaling 165 student pilots, enrolled in the Boeing School of Aeronautics during 1940 and 1941 at Tracy Municipal Airport.

After graduating, McKinnon carved out quite a career in aviation. He flew with United from 1941 to 1953 and soon joined International Business Machines to found IBM's flight department. With IBM, McKinnon flew company engineers and managers to all parts of the country and also helped develop flight-operations programs. He opened a satellite flight department at Le Bourget Airport in Paris. In 1977, at the age of 55, he retired from IBM and started his own company developing computer programming for in-flight operations. He later sold the business to Lockheed Martin and became a consultant, finally retiring to his home in St. Helena at the age of 90. He moved back to his hometown in Alabama late last year.



Important Contact Information

UNITED AIRLINES BENEFITS CENTER – 1-800-651-1007 (Monday – Friday 7am – 7pm Central Time)

<https://flyingtogether.ual.com>

For traditional medical, HMO, or insurance questions; report death of retiree or spouse; change of address and other forms, **UNITED ePASS LINE** – 1-877-202-0263 (PIN Reset)

For flight information and to list or change listing; password for ePass line is your birthday, mmddyy; \$25 fee to create a new booking ***EMPLOYEE TRAVEL CENTER** – 1-877-825-3729.

From international locations use 847-825-3729.

FLYING TOGETHER HELP DESK – 1-800-255-5801 <https://united.intranet.ual.com>

INTERLINE TICKETING DESK – 1-888-874-1581

RETIREE BADGES – All inquiries should be directed to badging@united.com

AETNA – 1-800-334-0110 <http://tinyurl.com/d7whdpm>

CVS/caremark – visit <http://www.caremark.com> to view your plan details or call 1-844-552-8159.

MEDICARE HOTLINE – 1-800-633-4227

SOCIAL SECURITY ADMINISTRATION – 1-800-772-1213 <http://www.ssa.gov>

PBGC – 1-800-400-7242 <http://www.pbgc.gov>

ALLIANT CREDIT UNION – 1-800-328-1935 or 1-773-462-2000 (24 hours a day, 7 days a week except Thanksgiving Day and Christmas Day. <http://alliantcreditunion.org>

A letter from Capt. Jack H. Knight, first night flight Airmail Pilot

Omaha, Nebraska – March 9, 1923

Letter from: Jack H. Knight, Pilot – Experimental Night Flying - to: Mr. J. V. Magee, Special Assistant to the General Superintendent, Air Mail Service, Washington D.C.

My Dear Mr. Magee:

After several forced landings due to a faulty motor in ship #242, I arrived in Omaha, Nebraska from Dayton, Ohio on February 5th, 1923. Numerous repairs to the motor were made from February 5th until February 8th. On this date, after a test flight in Omaha, I flew the ship to North Platte, Nebr.

At North Platte, on the night of February 8th I made a flight of slightly over one-half hour, before being forced to land by a broken rocker arm and a “missing” motor.

The 8th was a very dark night with no horizon whatsoever. I had an excellent opportunity to test all my lights as well as my new Turn Indicator and Banking Indicator. On take-off it had been simply a matter of turning out all lights - dash lights and navigation lights - and flying the ship by “feel” until I was positive of 1,000 feet altitude.

At this altitude a slight error in judgment does not have the same embarrassing effect on the ship and pilot that it might have at 100 feet.

The ceiling on this particular evening was about 1,600 feet and hazy, as well as black. Until my eyes had become accustomed to the darkness I felt the same degree of accuracy that a person feels in a perfectly strange room which is dark and full of obstacles.

I found that it was comparatively simple to fly toward a light [on the ground] some distance away, because you could check your direction as well as balance, but it was a difficult matter to fly into pitch blackness and maintain an accurate compass course at one altitude.

After flying ten minutes North by my instruments, I flew a credible return trip by the same method. I next flew the ship from my previous altitude to about 100 feet from the ground and cut-in my Wing-tip lights. The lights carried about 3/4 mile ahead and illuminated fairly well, but the “pencil of light” had a tendency to dazzle slightly and after turning them out, had a tendency to blind temporarily until my eyes became accustomed to the dark again. Regaining 1,000 feet, my motor started missing badly so I came back to the field and landed OK, with one search light [landing light] burnt out.

At this time there were no Boundary lights on [North Platte’s] landing field except two burning Buckets of Gasoline to show the limits.

After taxiing up to the hangar we found the broken rocker arm, so suspended flying for the night.

On February 9th, I flew #242 back to Omaha for repairs on the motor and to wait for new bulbs for landing lights and also for 10 acetylene “blinker” lights to be sent from Chicago to North Platte.

My motor and ship were fixed up in Omaha in six days. We had considerable trouble with the generator and voltage regulator. The lights for the ship finally came on February 19th and I left Omaha for North Platte that same day with mechanic Stafford as a passenger (he has been assigned to Experimental Night Flying). Over Gibbon, Nebr. a cylinder on the left bank cracked-open and I was forced to land at Kearney, Nebr. (fifteen miles further on).



We welded the cylinder and finally got into North Platte at about 4 o'clock. After a little work on the motor, I made a test-flight from 5:00 until 5:50; then made another flight from 6:30 until 7:00. I had intended staying aloft about an hour longer, but my motor was running irregularly and my ammeter points were sticking - so I landed about 15 minutes after dark by aid of my Wing-tip lights.

On February 21st I flew back to Omaha after laying-out four locations for the Route lights (Blinker lights put out by the Gas Accumulator Co.). We located these lights three miles apart in fields that would be large enough to land in - in case of an emergency.

I flew back to North Platte on February 23rd and had trouble with the voltage regulator and burnt out my generator completely. I had to "limp" into North Platte, flying on my battery, with a badly missing motor.

I might say right here that the motor in #242 was surely the poorest Liberty motor I'd ever confessed sitting behind, and my language enroute was highly uncomplimentary.

My generator could not be repaired, so with Superintendent Colyer's permission, I borrowed ship #281, and that night, flew for over an hour back and forth over the Route lights at all altitudes and under all conditions. I found 2,500 feet the best altitude for seeing these lights and at that height I could see two Blinkers ahead (about 6 miles).

I made two good landings and take-offs this night [the 21st] with the aid of a small Search-light suspended under the wing and hooked up to the storage battery.

This night we had a 12 mile course, lighted with Route lights three miles apart, and also used four Blinkers for boundary lights on the field. I am strongly for a clear, steady burning light for Boundary lights on all permanent fields, as an intermittent light has a tendency to confuse you during a landing.

It was a great relief to fly a good motor again after riding behind the "oil can" in #242.

I stayed around with Mr. McKee all day Saturday, hoping it would be possible to fix the generator [in #242] good enough to get back to Omaha. We ordered a new generator and voltage regulator from Dayton Ohio. I then "Trained-back" to Omaha Saturday night arriving at 7:00 P. M. - U. P. R. R. time.

In Omaha, I flew a test-flight on ship #226 on the 26th of February. North Platte had made temporary repairs on the generator of ship #242 so I "Trained" to that station on February 27th and flew #242 back to Omaha on the 28th. Supt. Colyer is going to have a new motor, generator and voltage regulator installed in #242 at this field by March 9th.

On March 2nd I flew Mr. Magee to North Platte in #226, a ship borrowed from Colyer. On March 3rd I flew #226 to Grand Island as a relief to Pilot Lewis who had motor trouble in that locality. Too much stormy weather and only 15 minutes of daylight remaining did not allow a flight back to North Platte.

I flew #226 on to Omaha on March 4th and am at present waiting out the weather, and the motor in #242.

I find at the present time that the Experimental Night Flying stage is in "crying need" of a car at North Platte (equipped with speedometer and large enough to carry supplies back and forth to the emergency fields).

It is absolutely essential that we have the Hispano-Suiza motored ship that was promised us by Chicago. This ship should have "detachable dual controls"; a sturdy landing-gear with wide-tread and oversize tires for landing in soft fields; and it should be equipped with 40 gallon gas tanks and enough oil for 4 hours. Such a ship is in Chicago at present - awaiting assembly.

We need about 4 Search lights; 2 Rotary Beacons and about 25 steady-burning Boundary lights. I would suggest that the present DH4 Liberty exhaust manifolds flare badly at night and I hope (with the aid of Supt. Colyer) in the near future to have a set of exhausts installed on #242 that are "glare-proof".

My own personal opinion of the Wing-tip landing lights is that I believe they are in the wrong location and should be located either under the lower wing 7 or 8 feet from the fuselage or directly under the fuselage with adjustable beams thrown ahead, to right, or left, or straight down.

This point is debatable, and on the earliest convenient night, Mr. Lewis, Mr. Yager and Mr. H. C. Smith have consented to fly the ship and see what their consensus of opinion is in regard to the best location.

I hope it will be possible to do away with the 12-15 volt generator, the three-wire system, the voltage regulator, etc., as too much “delicately adjusted” electrical equipment spells trouble and requires an Electrical Engineer’s supervision.

By the end of the coming week I hope to have a 30-mile system of Route lights installed between North Platte and Gothenburg, with a regularly-equipped Emergency landing field at Gothenburg. I will fly over this course and compare it with another course between Gothenburg and Lexington (about 26 miles East) that has only a Rotary beacon at Gothenburg and another at Lexington.

I would suggest that so far as possible and permissible, the Route lights’ “blinker lights” be placed in the center of a two-way East & West field good enough to land in, in case of emergency. This policy has been carried out so far in our operations around North Platte.

Approached properly, I believe that all cities and towns between Omaha and North Platte will spell out the name or initials of their town with electric lighting, in a prominent place. This would be a great aid to a “green” pilot on a new route.

The Banking and Turn Indicators work very nicely, but after a few tests at night, I am of the firm conviction that a Turn Indicator should be in conjunction with a Compass, and the Banking Indicator be combined with an Inclinometer. I will explain this in detail if you so desire.

If I cannot fly out [of Omaha] today or tomorrow, the 9th or 10th, I will ask Supt. Colyer for the Ford touring-car and drive up to Garrison and David City, Nebraska (roads permitting) and locate the fields you have asked for.

We have been handicapped so far with same equipment and the bad motor. I haven’t been able to fly at night half as much as I would have cared to, but prospects look brighter now than they have for the past month. I will send you a report each week, if I can keep track of you for that long.

Sincerely Yours,
James H. Knight, Pilot
Experimental Night Flying

P. S. “Blinker” Route lights should have a clear top instead of frosted, or maybe a top of light red would show further than a clear light. They are much more efficient lights, flashing at 160 instead of 100 flashes per minute.

Excerpt from a letter about Jack Knight sent by Capt. Ed Prost (1916-2010)

Was doing some reminiscing on Jack Knight. As an airmail pilot in the 1920's and pilot for UAL, his claim to fame was the daring completion of the first all-night mail flight in Feb 1921 from Omaha to Maywood's Checkerboard Field in Chicago in a DH-4B. The result of this historic coast-to-coast flight was that Congress funded the airmail service through the post office and funded the lighting of the airways.

At the end of airmail service in 1927, Jack flew for UAL until retiring in 1937. He died in 1945, poor (no pension in those days) and apparently without family. His ashes were kept by the UAL Vice President of Flying Ops, R. T. Freng (as best I can recall), in his office until 1946 when I was scheduled for a check-out in a DC-4 with Gus Summermeir and Paul Wallace.

Since Jack had requested that his ashes be scattered over Lake Michigan, it was finally decided that this would be a good time to comply with his wishes. Gus brought along the can containing the ashes for the flight which left from Chicago Municipal Airport (Midway).

Once we were over Lake Michigan at 2,500 feet, we opened the co-pilot side window and then the clear-view window. We opened the can to scatter the ashes and got the job done as Jack requested. It was the least we could do for someone who made a significant contribution to air mail delivery and UAL. He should not be forgotten for his accomplishments.

The older I get the better I remember these stories! Will give it a bloody go for another story next year!
Cheers, *Ed*

Ordering A Pizza in Today's World

Hello! Is this Gordon's Pizza?

No sir, it's Google's Pizza.

Did I dial the wrong number?

No sir, Google bought the pizza store.

Oh, alright - then I'd like to place an order please.

Do you want the usual?

The usual? You know what my usual is?

According to the caller ID, the last 15 times you've ordered a 12-slice with double-cheese, sausage, and thick crust.

Okay - that's what I want this time too.

May I suggest that this time you order an 8-slice with ricotta, arugula, and tomato instead?

No, I hate vegetables.

But your cholesterol is not good.

How do you know?

Through the subscribers' guide. We have the results of your blood tests for the last 7 years.

Maybe so, but I don't want the pizza you suggest, I already take medicine for high cholesterol.

But you haven't taken the medicine regularly. 4 months ago you purchased a box of only 30 tablets from Drugsale Network

I bought more from another drugstore.

It's not showing on your credit card sir.

I paid in cash.

But according to your bank statement you did not withdraw that much cash.

I have another source of cash.

This is not showing on your last tax form, unless you got it from an undeclared income source.

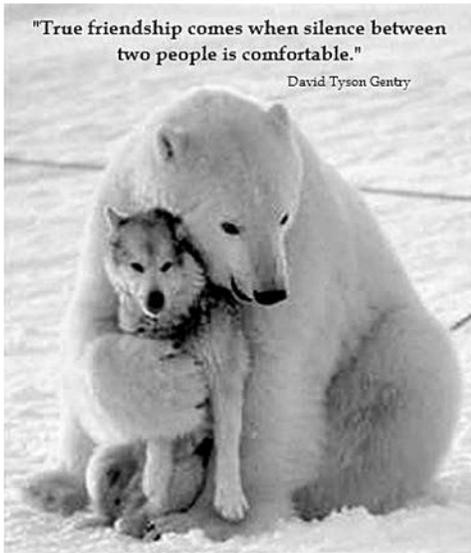
WHAT THE HELL? ENOUGH!

I'm sick of Google, Facebook, Twitter, and WhatsApp.

I'm going to an island without internet, where there's no cellphone line, and no one to spy on me.

I understand sir, but you'll need to renew your passport ... it expired 5 weeks ago.

Friendship



Many years ago, a newlywed young man was sitting in his parents living room during a visit with his father. As they talked about adult life, marriage, responsibilities, and obligations, the father said, "Never forget your friends. They will become more important as you get older. Regardless of how much you love your family and the children you have, you will always treasure good friends. Remember to stay in touch, call them and enjoy time spent with them."

"Unusual advice," thought the young man. "I've just entered the married world; I'm an adult and surely my wife and the family we'll start will be everything I need to make my life complete."

As time passed, he remembered the wisdom of his father. He kept in touch with old friends and opened his world to new ones. He realized his father knew what he was talking about. Since time and nature carry out their designs and mysteries on all men, friends became one of the bulwarks of his life.

In reflection, he recalled the simple logic of his father. Time passes and life goes on. Children grow up, cease to being children and become independent. For the parents, it breaks their hearts but it is the nature of life for children to move on. Grandchildren, too, grow up and begin busy lives with little time to spend with the older generations. Jobs come and go as do illusions, desires and attraction. People often don't do what they should. The heart can break. Colleagues may forget the favor. Sooner than we'd like, the race draws to a close.

True friends, however, are always there, no matter how many miles away they may be. A friend is never more distant than the reach of a phone. When we started this adventure called LIFE, we didn't know of the incredible joys or sorrows that were ahead. We didn't know how much we would need from each other. Love your parents, take care of your children, but stay true to good friends. Talk with them often but do not impose your criteria. The bond of friendship is the glue of a life well lived.

UCSF study links loss of smell to dementia

By Tracy Seipel



SAN FRANCISCO — A UC San Francisco study that examined a population of older adults for more than a decade showed that poor performance on a simple odor test was linked to increased risk of developing dementia years later. The study of more than 2,400 older black and white adults, directed by Dr. Kristine Yaffe, a UCSF professor of psychiatry, neurology, epidemiology and biostatistics, was published in the journal *Neurology*.

Previous research has shown that olfactory function may be an early marker for cognitive impairment, but the evidence had been mostly restricted to the white population. The new study is the first to look at that association in both black and white older adults. Researchers followed the patients for nearly 12 years.

The study analyzed the medical records of 2,428 adults between the ages of 70 and 79 years old when they first enrolled in the study — none of whom had developed dementia.

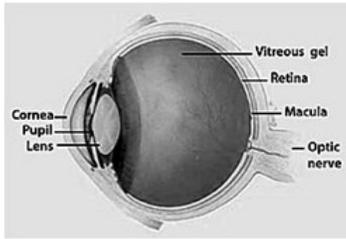
Each person was asked to identify a series of a dozen smells. Those who performed poorly on the test were two to three times more likely to have developed dementia nine years later than those with good olfactory performance, the study said. Moderate performers were 1.4 to 1.8 times more likely to have developed dementia than good performers.

While Yaffe said in a statement that the reasons for the relationship between sense of smell and dementia are not clear, "this work validates the use of odor identification as a simple, inexpensive and highly sensitive marker of risk for preclinical dementia among older adults."

The study, which included eight co-authors, was funded by the National Institute on Aging, the National Institute of Nursing Research and the National Institute of Environmental Health Sciences.

Age-related Macular Degeneration: An Eye-opening Experience

By Jerry "Dr. J" Saliman, MD



My late father had age-related macular degeneration (AMD) for which he received laser treatments, and my 94-year-old mother is currently undergoing injections for the same condition. When my ophthalmologist friend suggested an "Amsler" eye-grid test to check for AMD and I found that I had distorted vision, I grabbed my phone and made an appointment to see my ophthalmologist.

What is AMD? The macula is a central area in the back of the retina, the part of the eye that gathers light information and sends the data to the brain, which allows us to form images. When damage occurs to the macula, central vision may be blurred, and objects may not appear to be as bright. According to the National Eye Institute (NEI), over two million people in the U.S. have AMD, with the vast majority being Caucasians. Because women have a longer life expectancy, 65% of the cases are in women and 35% occur in men. According to Dr. Michael Reynard, Associate Clinical Professor of Ophthalmology at UCLA, the leading risk factors for AMD are smoking, ultraviolet (UV) light exposure, race, and family history. UV light exposure and race are related factors because fair skin and blue eyes are associated with less retinal pigment, which protects us against damage from UV light. I am blue-eyed and fair-skinned, which heightened my concern about developing AMD. It is because of the lack of protective retina pigment that blue-eyed people also have a higher risk of melanoma of the eye compared to others with brown eyes.

Diagnosis: One method to check for an abnormality of the macula is by a test which can be done at home called the "Amsler Grid." It can be found on-line at amd.org/the-amsler-grid. It's important to follow the instructions carefully, and particularly to check one eye at a time. The test is considered abnormal if there are missing, blurred, or wavy lines. When I checked myself at home, I noticed an unmistakable defect of my left eye which prompted my eye appointment. At my visit, I underwent a visual acuity test, a dilated eye exam, and a test called optical coherence tomography (OCT). The latter is a noninvasive test which uses light waves to take images at the layers of the retina. After approximately 30 minutes of testing and examination, my ophthalmologist sat down and reviewed all of the findings with me.

Having witnessed my parents near loss of vision, I am well aware of the anguish of the diagnosis of AMD. Even with early and intermediate AMD, many people will not experience any symptoms. Surprisingly, the prognosis with early AMD is good. According to the NEI, if someone has early AMD in just one eye, only 5% will go on to develop advanced AMD after 10 years. Late AMD is a different story. There are two types of late AMD: geographic atrophy (called dry AMD), and neovascular AMD (called wet AMD). 90% of those with late AMD have the dry form, for which there is no treatment, and 10% have the wet form, which can be treated. My mother has the late wet form of AMD, and is currently being treated with injections into her eye, which miraculously so far have staved off complete blindness.

Prevention: Like most medical conditions, it's always better to prevent something serious than to treat it after the fact. First of all, don't smoke. Avoid UV light. Dr. Reynard remarks that high quality eyeglasses such as polycarbonate high-index lenses will protect against UV light. Those who wear contacts or do not wear glasses should wear high quality sunglasses that block all UV light, such as "UV400 sunglasses." He advises avoiding reading in bright sunlight unless wearing sunglasses because the sunlight can reflect off the page directly to one's eyes. In a nutrition study (*American Journal of Clinical Nutrition*, Nov. 2015) comparing those who closely adhered to a Mediterranean diet versus those not doing so, there was a 26% reduction in progression to advanced AMD over 13 years. This diet consists of eating high amounts of fruits and vegetables and legumes, consuming moderate amounts of fish, nuts, whole grains, and alcohol, and having low intake of red or processed meat. Dr. Reynard especially recommends a diet of broad leafy vegetables such as kale, vegetables with high amount of lutein such as red and yellow peppers, and foods that are high in anti-oxidants such as blueberries. Some people take vitamins based on vision trials called AREDS and AREDS2 which showed that high doses of certain vitamins and minerals could modestly slow progression of

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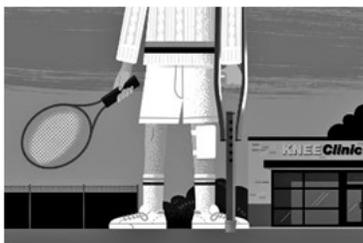
intermediate and late stage AMD. As noted by the NEI, "remember that the AREDS formulation is not a cure. It does not help people with early AMD, and will not restore vision already lost from AMD. But it may delay the onset of late AMD. It also may help slow vision loss in people who already have late AMD."

I was lucky, at least for now. I was diagnosed with a retinal scar, not AMD. My ophthalmologist explained to me that the scar caused the distortion on the Amsler grid test. He advised me to do the things I'm already doing: eat broad-leafy greens, exercise regularly, and avoid UV light exposure. He wants me to check myself with the Amsler grid weekly, and return in one year. In the meantime, if I do develop AMD, I hope there will be even better early detection and treatment options. Thanks to those Israeli retina scientists, I have an optimistic vision of our future ability to combat AMD.

Jerry Dr. J'Saliman, M.D. is a contributing wellness writer for the Peninsula Jewish Community Center (pjcc.org) in Foster City. He retired from Kaiser South San Francisco after a 30-year career and is now a volunteer internist at Samaritan House Medical Clinic in San Mateo.

What I Wish I'd Known About My Knees

By Jane E. Brody/The New York Times



Many of the procedures people undergo to counter chronic knee pain in the hopes of avoiding a knee replacement have limited or no evidence to support them. Some enrich the pockets of medical practitioners while rarely benefiting patients for more than a few months. I wish I had known that before I had succumbed to wishful thinking and tried them all.

After 10 years of jogging, decades of singles tennis and three ski injuries, my 50-plus-year-old left knee emitted clear signals that it was in trouble. I could still swim and ride a bike, but when walking became painful, I consulted an orthopedist who recommended arthroscopic surgery. The operation, done with tiny incisions through a scope, revealed a shredded meniscus, the cartilage-like disc that acts like a cushion between the bones of the knee joint. The surgeon cleaned up the mess, I did the requisite postoperative physical therapy, then returned to playing tennis, walking, cycling and swimming.

Fast forward several years until increasing pain forced me off the court and X-rays revealed bone-on-bone arthritis in both knees. A sports medicine specialist suggested a series of injections of a gel-like substance, hyaluronic acid, meant to lubricate the joint and act as a shock absorber. The painful, costly injections were said to relieve knee pain in two-thirds of patients. Alas, I was in the third that didn't benefit.

With walking now painful and my quality of life diminished, I finally had both knees replaced, which has enabled me to walk, cycle, swim and climb for the last 13 years.

Serious questions are now being raised about the benefits of the arthroscopic procedures that millions of people endure in hopes of delaying, if not avoiding, total knee replacements. The latest challenge, published in May in *BMJ* by an expert panel that systematically reviewed 12 well-designed trials and 13 observational studies, concluded that arthroscopic surgery for degenerative knee arthritis and meniscal tears resulted in no lasting pain relief or improved function. Three months after the procedure, fewer than 15 percent of patients experienced at best "a small or very small improvement in pain and function," effects that disappeared completely within a year. As with all invasive procedures, the surgery is not without risks, infection being the most common, though not the only, complication. Furthermore, the panel added, "Most patients will experience an important improvement in pain and function without arthroscopy."

That, in fact, was the experience of a friend who, at about age 70 and an avid tennis player, consulted the same surgeon who had operated on my knee years earlier. My friend was told he had a torn meniscus that could be repaired arthroscopically, but he chose not to have the procedure. Instead, after several weeks of physical therapy, the pain had subsided, he returned to the court and has been playing without a recurrence for at least eight years.

"Arthroscopic surgery has a role, but not for arthritis and meniscal tears," Dr. Reed A.C. Siemieniuk, a methodologist at McMaster University in Hamilton, Ontario, and chairman of the panel, said in an interview.

“It became popular before there were studies to show that it works, and we now have high-quality evidence showing that it doesn’t work.”

Arthroscopic surgery can sometimes be useful, he said, citing as examples people with traumatic injuries and young athletes with sports injuries. My son Erik is a case in point. When he was 23, Erik was playing basketball when he sustained a rupture of the anterior cruciate ligament in one knee that was successfully repaired arthroscopically. He’s been playing tennis and basketball on that knee without pain for the last 24 years.

The panel noted that about one-quarter of people older than 50 experience knee pain from degenerative knee disease, a percentage that rises with age. Arthroscopic procedures for this condition “cost more than \$3 billion per year in the United States alone,” the report stated, suggesting that it was a near-complete waste of money.

Other common interventions include steroid injections into the knee. These can reduce painful inflammation, but if used repeatedly, steroids can speed the development of arthritis in the joint. A study published in May in JAMA by researchers at Tufts Medical Center found that the injection of a corticosteroid every three months over two years resulted in greater loss of knee cartilage and no significant difference in knee pain compared to patients who received a placebo injection.

The value of the other procedure I had, injections of hyaluronic acid (Synvisc and Monovisc are common brands), has somewhat better research support for patients with knee pain. One large study, published last year in PLOS One, included more than 50,000 patients treated with one or more courses of these injections and compared them to more than 131,000 patients who had no injections. For those who underwent five or more courses, the injections delayed the average time to a total knee replacement by 3.6 years, whereas those who had only one course averaged 1.4 years until knee replacement, and those who had no injections had their knees replaced after an average of 114 days.

Dr. Siemieniuk conceded that treatment for degenerative knee arthritis can be “frustrating for both doctors and patients” because there is no clear answer as to what will help which patients. Until there is better evidence, he suggested the following approaches that are known to help keep many patients out of the operating room.

- If you are overweight, lose weight. The more you weigh, the more pressure on your knees with every step and the more they are likely to hurt when walking or climbing stairs.
- Pay attention to the activities that aggravate knee pain and try to avoid those that are not essential, like squatting or sitting too long in one place.
- If the pain is bad enough, take an over-the-counter pain reliever like acetaminophen (Tylenol and others) or an NSAID (nonsteroidal anti-inflammatory drug) like ibuprofen or naproxen.
- Probably most helpful of all, undergo one or more cycles of physical therapy administered by a licensed therapist, perhaps one who specializes in knee pain. Be sure to do the recommended exercises at home and continue to do them indefinitely lest their benefits dissipate.
- Consider consulting an occupational therapist who can teach you how to modify your activities to minimize knee discomfort.

Bypass Deaths Fall - Improved Care, Reporting Are Cited

By Victoria Colliver/San Francisco Chronicle

Patient deaths after heart bypass surgeries at California hospitals plummeted 34 percent between 2003 and 2009, newly released statistics show - a drop that may reflect the power of publicly reporting medical results as well as improvements in cardiac care.

Experts believe that having to report the results pushed hospitals to work harder to improve their success numbers in bypass operations, and that one major technique has been turning toward alternatives to the surgery.

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That contention seems to be supported in the new statistics, which show that the number of bypass operations declined while alternative procedures - such as less invasive angioplasties and the insertion of stents were on the rise, along with the use of cholesterol-lowering drugs and other medications.

Heart bypass surgery in state's hospitals: The California Report on Coronary Artery Bypass Surgery, which relied on 2009 data, found: California hospitals performed 13,260 isolated bypass surgeries in 2009 that did not also involve other surgeries, with 252 deaths. For the first time, the death rate for isolated bypass surgery in 2009 was actually slightly lower than the in-hospital mortality rate for angioplasties and stenting, which are known as a percutaneous coronary intervention. The procedure involves putting tiny tubes called stents into arteries.

Procedure has advanced: "We hope public reporting has contributed to that decline, but there are a lot of other things going on," said Joseph Parker, manager of the health care outcomes center at the Office of Statewide Health Planning and Development, which released the annual report. "The procedure has advanced. It's now a well-studied and well-performed procedure."

The state report on coronary artery bypass graft surgery, which is being made available to the public Tuesday, is now in its sixth year and is still the most detailed measure of any medical procedure in the state. The report relies on 2009 data, the most recent hospital and cause-of-death information available.

In 2009, the report says, the statewide risk-adjusted death rate within 30 days of isolated bypass surgery - not with another procedure like a valve repair - was 1.9 percent. That was a sharp reduction from the 2.9 percent rate in 2003, the first year the state required hospitals to report their results. "Patients are undergoing this procedure less frequently, and when they do undergo it, they have better survival rates," said Maribeth Shannon, director of the market and policy monitor project at the California Health-Care Foundation, a health philanthropy based in Oakland.

How hospitals rated: California is also one of a handful of states, including Pennsylvania and New York, that require public reporting of the procedure.

"There's been a huge focus on improving hospital quality and safety and transparency about the health care system in general," Shannon said. The California bypass report rated the 119 hospitals that perform the procedure as "better," "average" or "worse" than the state average on several factors, including death rates and strokes resulting from the surgery. It also rated them, for the first time, on whether patients have to be readmitted because of complications.

While the hospitals generally received average ratings on most of the measures, a few local hospitals stood out. Alta Bates Summit Medical Center's Oakland hospital received a "better" performance rating for the third year in a row for postoperative strokes, while Good Samaritan Hospital in San Jose performed "worse" on that measure.

Napa's Queen of the Valley Medical Center was the only hospital in the state to get rated as "better" when it came to whether patients had to be readmitted within 30 days of surgery. San Joaquin Community Hospital got dinged on readmissions, while St. Joseph's Medical Center in Stockton did better than average on strokes.

"We have patients who come to us because they've seen this data," said Dr. Junaid Khan, director of cardiovascular services at Alta Bates.

Standardization of care: Khan attributes much of the hospital's success to a standardization of care that involves the entire team of caregivers, including those who make sure the patient is receiving proper care at home.

But he said the power of public reporting has improved bypass surgery outcomes across the board over the six-year period.

"The hospitals that were underperforming have either stopped doing surgery or they were forced to adopt better practices," Khan said.

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

JOHN H. ANDERSON—Mc Henry, IL
Hi Cleve. Things are OK except I had to give up driving: It wasn't numbness, but lack of accurate pressure feed-back when using the brake; feeling more was required and then what to do if it slid off and hit the gas. I could only guess at reasons why this was and I was having nightmares about losing control.

Anyway, I'm getting along in McHenry with Uber and lifts from family and friends. I'll get a golf-cart (which I'm OK with as I can see my foot and what it's doing) when I get back to Green Valley. Thanks for all you do. *John*

DARREL ANKENY—Highlands Ranch, CO
It has been an eventful time since my last letter. My wife Trish and I have had the opportunity to do some travelling the highlight of which was a trip to Normandy France. It was truly an emotional experience to stand on the beach, which I consider sacred ground, and reflect on the sacrifices made by the US and allied troops on the 6th of June 1944.

For all of our WWII RUPA veterans a heartfelt salute to you the "Greatest Generation." We're losing you guys at an alarming rate and I relish the times when I get to visit with the likes of Mack Connelley (B17 Pilot) at the Denver RUPA lunches. To all who have an opportunity to spend time with our WWII guys please do so. If you know any of them who would like to go to the RUPA lunches but can't because they have no transportation call them up and give them a ride. They have lots to tell and we have precious little time to learn from them.



The tour itself was easy. All we had to do was get to Paris. We contracted with a well-known and respected company we found and researched on the web. It promised a small group, two-day guided tour of Normandy leaving from Paris by van early the first day and returning late the second day. Included in the tour was an overnight stay in a nice clean hotel in the Normandy area. No driving, no hassle and a great tour guide. There was a lot of history packed into those two days including a narrative on the way there and back. The guide had a speaker system in the van and used a headset to educate us on the 3+ hour drive to and from the Normandy area. He described the villages and scenery we passed during the drive, and stopped whenever we wanted him to do so. He was very well informed in the subject matter.

We were told there would be a maximum of 12 people including us. As it turned out, there were just four of us plus the guide. The temperature in mid-April is in the 50s and as usual in that area rain is always possible. We had a few showers late the second day.

So, another item crossed off the bucket list. I had to wait a few years to do it but it was certainly worth it. Headquartering in Paris was great. It was our first time there so we added days on to the front and back of the Normandy part to complete a nice leisurely itinerary.

A quick added thanks to all who make the *RUPANEWS* the classy publication we're proud to welcome into our home each month.

Darrel, 1969-2001, DEN, HNL.

ROBERT AHRENS—Belmont, CA
As hours tick away, years add up. I have NOW reached the 94 mark. Walking a little slower with a cane. Still enjoy the sunrise and sunsets from the Belmont hill. Inherited my daughters miniature pool. Great lap dog. My last visit with my Doctor his comment was "see you in six months." Visit local clubs and luncheons occasionally.
Regards, *Bob*

ALAN COCKRELL—Huntsville, AL
I'm entering the 4th year of retirement. Things are settling into a satisfying routine. We watch grandchildren grow up and dogs grow old. We do home improvement projects. We camp. We boat on the lake. I'm still flying my RV-6. We haven't passed

through the imperious portals of an airport screening line yet. For now, exploring America's parks and back country is more to our liking.

But as Jeremiah Johnson found out, the story doesn't always go the way you had in mind. Last October I was flying a friend's CJ-6 in a 4-ship formation. A guy who was supposed to be formation proficient got underneath us and pulled up, slamming into my belly. I made it home; he didn't. They say the mid-air survival rate is about 3%.

And thus, I have a new perspective. Everything I see, touch, taste and hear is new, fresh and sweet. Every day I thank the Lord I'm still here. Retirement is good. Life is good.

Alan, 1972-1996 USAF

1989-2014 UAL ORD, IAD, IAH

MIKE & CLARE GALLAGHER—Sparta, NJ
Once again, another year has passed and with it we have another grandchild. Our youngest daughter Casey had another baby girl, Ruby. This makes 4 for Casey and 11 Grandchildren for us. Needless to say, we are very busy as they all live within an hour of us. The oldest is seventeen and driving and the youngest seven months and crawling.

Since I last wrote we have been on trips to Florida (standby), Cancun (bought tickets), London (standby) with Art and Shirly Mount and our annual trip to Hawaii (standby). Managed to get first class to London and back. Clare got first class on the non-stop to Hawaii. Last summer we went on a Rhine River cruise (bought tickets). Best vacation we ever had. We used Uniworld and they were super. Next summer we are going to do a river Danube cruise with Uniworld. On all our trips whether traveling standby or on a ticket the cabin crew treated us great.

Pickle ball has migrated from Florida to Sparta, NJ so we get to play twice a week. Feel lucky that our health allows us to do this.

Last month we went to the semi-annual New York Skyscrapers RUPA lunch with Art and Shirley Mount. Got to see a lot of old friends. Pete Sofman, once again, did a great job running it. Until next year, God willing, *Mike & Clare*

JIM GWINN—San Martin, CA

The years do seem to fly by. This birthday, I will turn 91 years old. My health is still good, but a few

more aches and pains. I still get out to keep the yard in good repair and my share of time on the golf courses. I can keep up with the kids of 70, but the putting stroke does have some flaws from time to time.

On February 27, my wife, Tommy, unexpectedly passed away. She had been out to lunch with our daughters Kathy and Trish plus our niece Shelly. They had a great time. I gave a big kiss to Tommy when she came into the front room. A minute later she went into cardiac arrest. I am gratified that she did not suffer. We had been planning to celebrate our 70th Wedding Anniversary. We were married on the 4th of July 1947 in the Chapel at Whiting Field, where I was completing my Navy Operational Training.

I am grateful that we moved back to San Martin, where we lived in our teens. We are close to many family members. The orchards are gone, but the memories remain. *Jim*

BOB HAYGOONI—Tiburon, CA

Hello Cleve and fellow Ruparians, Another year, another letter. Happy to report another good year. Writing to you on a layover from Las Vegas. Approaching the anniversary of flying The Challenger 300 for 5 years for a very good airplane owner. I feel immense gratitude for the good health of both my wife, Barbara and myself, to continue doing this thing that I love. An additional bonus is flying with an old friend and classmate from Pacific Express Airlines back during the furlough of 1981-1983 with good ole UA & L.

The summer schedule has been rather busy with a good deal of domestic flying but with a trip to Europe in late July and an around the world trip being planned for the end of the year mostly to Southern Hemisphere destinations.

There are a good bunch of us "retirees" who continue pushing on the wheel. For those just retiring, the job market for pilots is the best it has been since the 60's. Instead of saying "It's been 11 years since setting the parking brake." Happy to report that it has been 11 hours since setting the parking brake and departing tomorrow.

Many thanks to you, Cleve, the B727 F/O on strike night flying into Peoria at midnight, Leon and your years of service, Cort, an amazingly talented communicator, and all the people involved with RU-

PANEWS. You have made and continue to make a real difference in the lives of so many retirees and their families.

My wife advises that the check is in the mail.

Bob, SFOFO 1978-2006

RAY LEMMON—Bethlehem, PA

It's that time again - double eights- I never thought I would live to see that.

Health is good and still flying my A-36 Bonanza. Late last summer we flew up to our old stamping grounds at Cedarville, located in Michigan's upper peninsula for a nice visit with friends.

I broke my neck in a serious car accident last Halloween, but thanks to my miraculous healing power, I am good as new.

Still living at Moravian Village (old folks home) in Bethlehem, PA. It beats living alone and the food is pretty good. All the best, **Ray**

PETE MAURY—Florence, OR

At Florence, Oregon's Annual "Wings and Wheels" Mr. Curt Cowley of the FAA's Portland FSDO traveled to Florence and along with Joe Henry, Florence's Mayor, presented the prestigious "Wright Brothers Master Pilots Award" to Captain Sam Spayd, Captain Dick Markee, and Captain Pete Maury. This award is given for 50 years of flying with no accidents or violations. Many of you reading this could qualify.



It's a beautiful plaque and certificate. The wives also received pins.

It was exciting day for this old man. **Pete**

GEORGE MCCULLOUGH—Suquamish, WA

Entering my 21st year of retirement, I consider it a blessing. No more route checks, urine tests, or PCs, just doctor's appointments and running errands for Beth. She has deteriorating health and I have devel-

oped problems of my own recently, cataract surgery and a minor heart problem.

I recently gave my little motor home to my daughter and her husband. I was no longer using it for my fishing trips or astronomy excursions, so now our activities are closer to home.



The picture is to show the younger fellows out there how it looked 60 years ago. It is myself and a C-119 in France.

Many thanks to all of you who make the *RU-PANEWS* such an enjoyable publication. **George**

JOHN C. ORGANTINI—Lincoln, IL

Ok Cleve, are you ready to build another watch? (see below, as I thought it might jog the memory! Oh no! She's back again!) This is like a yearly event it seems! I haven't figured out if this is laugh or cry! It is regarding my dad, John C. Organtini. It would seem that he has been hanging out in the upper stratosphere wa-a-a-y too long and the thinner oxygen levels have finally truly begun to wreak havoc with his recently turned 93-year-old mind. Even if I didn't want to be, it seems I may be suffering from schizophrenia, as I seem to have all these various personas according to my poor dad. I've been one of 2 of his sisters, good me and bad me, and then there's always, who are you on a few rare occasions. I laugh, because I don't want to cry. Those he knew from a few thousand years ago, probably have a better chance of being remembered. He does pretty good in spite of memory lapses.

Due to the more frequent memory loss and some tentative health issues, the living center called concerned for his ability or should I say inability to get out of his second-floor apartment safely. His hours are catty-whompus (always were!) and he basically has no concept if 5 o'clock is a.m. or p.m. His legs don't want to play fair anymore, and he is now somewhat wheelchair dependent. They are moving him (just found out) on Friday, June 30th to the as-

sisted living facility. That in mind, he will have a new address as of July 1, 2017. *Holly Lynch*

DICK MURRAY—Larkspur, CO

I enjoy the *RUPANEWS* but surely miss the "war stories" we all used to send in. Here's mine, which is a repeat from December 2000.

I had been flying all month with Capt. Jim Keller who had previously gained fame on UAL as the Capt. who had the "Big Mac attack" and landed a 727 at SFO to have the flight attendants removed after they gave away the crew meals to the passengers. This was unknown to me at the time but I do remember it being a very "Cool" month with the flight attendants rarely stepping foot in the cockpit. Anyway, on the evening of August 19, 1983 I was the F/O on a 767 returning to Denver from LAX on the final leg of a three-day trip. We had started our descent from 37,000' over Gunnison. Numerous thunderstorms were ahead of us and we had the seatbelt sign on and the flight attendants seated. We had turned on the engine heat prior to the descent but the heat did not come on. I suggested we push up the throttles a little to get the valves to open and when Jim did add some power, nothing happened. He advanced the throttle some more, but there was no engine noise or power indication on the gauges. About now we were descending through thunderstorms in moderate turbulence. In short order, the cockpit lights went out along with all CRT's and we were left with the standby instruments which were beginning to turn red indicating a fire or an overheat of the engines. Jim and I had a short discussion about whether it was better to be a "glider" or a "glider on fire" and he convinced me that the "glider" option was by far the best choice so we shut down both engines. I called Denver Center, declared an Emergency, and told them we were leaving 31,000 and had shut down both engines. Denver Center came right back and said "Roger--Maintain FL 310." Jim and I looked at each other and grinned which really took the tension down a notch. In a few seconds, a new voice came on from ATC and we gave them the particulars--souls on board, fuel remaining, etc. Bear in mind that all this time we were trying to figure out what had happened, talk to the flight attendants, and possibly restart the engines. Denver Center asked us if we could make Stapleton and said they'd have the highway patrol clear any highway we thought we could make. We

were without radar of course and plowing through some big stuff but the RAT finally deployed and we got most of the instruments and controls back. Although there was no procedure for a double engine failure, we decided to try a relight and I was able to get both restarted although Number 2 remained "hung." Jim decided he could make Stapleton on the one engine so the FAA cleared all traffic and we landed without incident. The fun wasn't over though as we were told we'd have a 30-minute gate hold and Jim immediately told them we're coming into the closest gate, which we did. I don't know how they knew, but TV crews were at the gate already interviewing passengers as they got off. UAL whisked us to Flight Ops where they planned to debrief us, but on the advice of ALPA we declined the interview until an ALPA rep was present.

To make a long story short, we were the big heroes in the press for one day. The next day, however, at the preliminary hearing we soon became the scapegoats. The 767's were brand new at this time and Air Canada had flamed out two engines a few months before this and Boeing, Pratt & Whitney, the NTSB and United were all running scared that there was a problem with their new "toy" (The double flameout at Air Canada had been the result of misfuelling and the crew had done an incredible job of landing the plane at a closed national guard base.) The gist of the story was that we had been dispatched out of Denver with both Electronic Engine Control Heaters Inop without our knowledge and the plane should never have left the ground at Stapleton with the forecast weather. The flight attendants did an outstanding job of preparing the cabin for an emergency landing and the passengers praised them. (Except for one Denver Nugget basketball player who was not allowed up to use the "Blue Room" and had an accident in his seat.) We were honored by UAL as Flight Crew Members of the year but my most prized memory of the whole thing was a card I received later from all the Flight Attendants that said: "Thanks For Looking Up When Things Were Looking Down!"

Dick, ORD/DEN/EWR/SFO/DEN

PIERRE NEY—Winchester, VA

I have been reminiscing about some of my more lasting memories of great views during my flying days, and came up with three, that still bring a smile to my face.

Heading West on a very clear sunny day looking down at the Rocky Mountains, bright yellow Aspen trees covered the slopes. It was like an Impressionist painter had left a swath of chrome yellow pigment on his painting.

Another day I was flying West out of Paris crossing the Irish sea with Scotland on the right and Ireland on my left. I was a Captain then, sitting on the left side so I had a great view of Ireland. It was an unusually clear sunny day and Ireland looked like green felt on the top of a pool table, bright emerald green, while just a few miles away Scotland was a mixture of greens and browns, fields, trees and bushes. A dramatic difference.

My third sightseeing treat was one day we had some equipment that had been rendered inoperative by the mechanics at the station we departed from, I don't remember which station. We were flying from Europe to IAD and because of ETOPS rules for our twin engined 767 had to take a very northerly track flying over Greenland. The weather below was crystal clear, spread out as far as the eye could see ahead and to the left and right was a solid blanket of white. Snow and/or ice forever. No towns, no trees, no Laplanders, no animals. From our cruise altitude, we could see for a long way and there was nothing except a white blanket. This continued for two or three hours at Mach .80 or .82, with a pretty good ground speed.

I also remember two nights when the Northern Lights were very dramatic, once after midnight flying into Detroit and another late at night near Anchorage.

Lastly was an incident during my 727 F/E stint with World Airways, while furloughed from United. We

had been wet leased to Air Mali and were flying from Bamako, Mali's capital to Paris. A large part of the route went across the Spanish Sahara Desert where there were no navigation aids. Believe it or not, we were dead reckoning in a 727 at jet route altitudes over land, just like in a Cessna 150. On our map, which was similar to a sectional, there were visual checkpoints along our route of flight, and we flew along the penciled in line. This day we had an Air Mali pilot on the jump seat, he was sitting just behind the Captain, looking out the left cockpit window, he smiled and announced, ah, Crocodile Rock. Sure enough, some 35,000 feet below there was a large rock outcropping that looked like a crocodile. This was a checkpoint on our chart and without looking at the chart he said: heading now 030 degrees. Then he pointed to a notch on the mountain range ahead and suggested flying to it. Yes, that was the proper heading. He told us he had been one of the first native African, Mali pilots when Mali had been a French Colony. He started flying the route in DC-3's, then Russian turboprops spending many years below 10,000 feet identifying Crocodile Rock and the other visual checkpoints, so knew the terrain like the back of his hand. Jet airplane in 1971 navigating like it was 1930, what a trip.

Happy Landings, *Pierre*

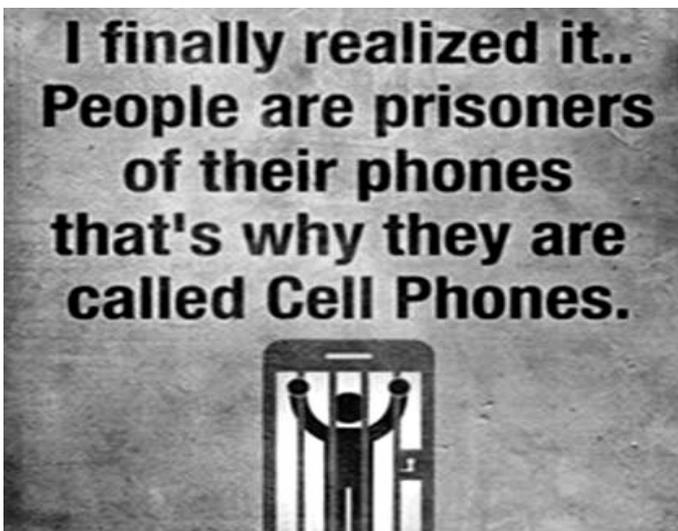
RALPH RIDGE—Castle Rock, CO

I missed last year so I thought I'd better get something in this year.

I'm still restoring and showing Corvettes, which occupies most of my time. I've also been elected Judging Chairman for the Rocky Mountain Chapter of the National Corvette Restorers Society, which also demands a lot of my time. My '61 Corvette is finally out of the body shop after being rear ended by a semi three years ago. It will now have a modern chassis, drive train and suspension and will be known in the hobby as what they call a "resto rod."

I decided to hang up my flying spurs after a battle with the FAA over the use of a drug that helps with my Restless Leg Syndrome. After 23,000 plus hours, and never having bent any metal or had any injuries on my watch, I decided quality of life was more important to me.

This past year my oldest grandson has been living with us so he can attend Spartan School of Aeronautics here in Denver and attend their Airframe



and Power plant school to earn his A&P license. He has two more months until he finishes and is looking forward to an opportunity to go to work for a major airline right out of school due to the high demand for mechanics. My youngest grandson, who just graduated from high school, will be entering the Air Force in August, where he has a commitment to go into air traffic controller training.

In July, I get a chance to check off a bucket list item when I will take both grandsons (and me) to the EAA fly-in in Oshkosh. I've rented a camper and am looking forward to a week of airplanes and bonding.

Thank you to the guys (and gals) at RUPA who volunteer their time to make this publication and organization work as well as it does. *Ralph*

RICHARD ROBBERS—Belfair, WA

Don't know who enjoys the news more, Molly or me. Always read a couple of times and well done.

Molly and I are still in our retirement home on S Puget Sound. We spend about 5 months in our small Arizona home the rest of the time we are here. We sold our RV as we were just driving it south to storage and bringing it home to store. Our daughters have decided we should be escorted to AZ and back so they drive us or accompany us on an airplane. One of our sons lives next door in Belfair so he looks after our place there and the other is in Gilbert so he watches over our AZ place.

Molly volunteers a lot, Rotary, Humane Society, guild for a children's hospital, etc. I mostly putter around the house or play golf. My health has been fairly good, usual OF problems, peeing my pants, unsteady on my feet, but still drink hoppy beer and root for the home teams. Almost never go to Gooney Bird meetings not because I don't enjoy them but it is a bit of a drive and I forget until it is too late. I noticed in the July news pictures of the Gooney Birds that some of the guys looked a lot different than I remembered, Hank, Fred, Herb, and Jim especially. Take care

LEON SCARBROUGH—Vineburg, CA

A Trip to Chico, and Guppy Legends.

On a weekend in June, Vicky and I drove to Chico, CA, to see her oldest son's play, Chicago that he directed and choreographed. Did a fantastic job, he and the cast. After arriving at the hotel about 2, I

napped, and Vicky was nice and kept quiet, because when it's 106° F outside, well, not much else to do.

We picked up Eileen Wood, the widow of Captain Lee Wood, one of my three Guppy Captain Legends. Harley Brown and Pat Carnohan are the other two. Went to dinner at the PourHouse restaurant before heading to the theater. Eileen told the waitress when she first approached the table that she would pick up the check. After a beat or two, I said "excuse me, I want the check," and with that, Eileen turned to her right and gave me a quick jab in the left arm. I quickly said okay.

Harley Brown, what a character. Flew fighters in WW2, and married a Brit lady, don't know any more details, but know he loved to imitate the accent. And after landing, he would step on, over, or crawl past the GIB to get to the front door to say goodbye to the passengers. So, after one landing, Harley was standing at the door, 1L, and a very nicely dressed businessman was exiting, as Harley was giving his Brit farewells. The well-dressed gentleman stopped in front of Harley, looked him up and down, and said "Bloody Imposter," and walked off the airplane. Just another day in Harley's life. Once on a layover in Mesa, the F/O and I borrowed the motel car, and drove over to the Fighter Pilots Museum. Might have been Fighter Aces Museum. And during our walk through, who other than Harley's picture, a large painting, was hanging on the wall. I had heard rumors, but the painting confirmed the fact. When arriving at the layover hotel, Harley would normally announce "the party is in my room!" As one would expect, nothing would ever happen. Well, one night in SBA, Trish and Trash decided to do something quite different. Prior arrangement with the rest of the crew, and the Desk Clerk, Trish and Trash proceeded to Harley's room ahead of him, got undressed, not exactly sure how far undressed, missed those details, got into bed, and when Harley opened the door, yelled Surprise. Now, if we could find those two F/A's, Trish and Trash, they could give even more Harley stories. Trash was a nickname, if you were curious.

Cort was a very good friend of Carnohan's, and hopefully, he will write some of the wonderful stories about Pat.

And Lee Wood. The man's man, the pilot's pilot. Moved to Chico in the very early '70's to get away

from SJC, and commuted to work. Flew the Guppy forever, or so it seemed, and for many months the crew consisted of Lee, Butch Martin, and Larry Whyman. Now if one of the two remaining want to add a note in a later edition of the News, please do. I could add some, but are not printable for a family magazine. *Leon*

JACK SCHRANDT—Madison, WI

Hard to believe it will soon be 21 years gone by so quickly. Some health issues, but all in all things are pretty good.

Did take a great trip last November – a cruise from, Ushuaia, Argentina to Antarctica. The landscape is fantastic – icebergs more immense than you can imagine and of course thousands of penguins and a few fur seals. The trip was on Hurtigruten line, which also does coastal voyages in Norway. Excellent accommodations, service, food, etc.

Also, thank you to all of you who keep RUPA running and keep us informed.

Check is in the mail – memory is getting better.

Jack

RON SHINKLE—Salado TX

Enclosed are my dues for a great and informative magazine. Best deal on the planet.

Although this is my 70th birthday, this year marks over a decade since my last flight. (Medical) I landed the -400 in SFO, caught a ride home to Miami, and have not flown since, by choice. Because in the ensuing years I have slept in my own bed every night and do no traveling, again by choice, any interesting tidbit I might relate must therefore be an-



I WONDER WHAT MY KIDS ARE GOING TO TELL THEIR KIDS... "IT WAS SO ROUGH BACK IN MY DAY, I DIDN'T GET A PHONE 'TIL 4TH GRADE AND SOMETIMES THE WI-FI DIDN'T ALWAYS WORK UP STAIRS."

chored in the past. So allow me a story from my very first month on the line.

The year was 1979 and I was an engineer on DC-8's out of L.A. On this trip we were inbound into Denver's old Stapleton Airport. I was very much a rookie as the following events will attest.

On this flight, the cockpit was visited by a very attractive brunette flight attendant. She was on her last of several trips to the cockpit just before we started down. She related at how thrilled she was that after about a decade the airline was hiring again and she was seeing new and younger faces. She welcomed me to the airline and then proceeded to give me a "welcome" kiss and exited the cockpit.

My job then was to fill out the landing data card that, along with the WX, landing speeds, etc., included our arrival gate, which I had obtained by talking to the company. My ego was still intoxicated as we landed, taxied to our gate, and shutdown. Only when the door was opened did we find out I had put us at the wrong gate. Instead of the correct gate, very near the terminal, I had us park almost at the end of the concourse, at least ¼ mile from the terminal. Upon learning of my mistake the Captain and F/O, without comment, exited the aircraft and left me to myself.

Being so new I went over the cockpit for the third time making sure I did not forget anything. The Capt. and F/O were long gone by now and fear gripped me as I thought surely, they would take this opportunity to catch the bus to the hotel and leave me behind. Nevertheless, I still had to make my customary trip to the lavatory before exiting. I then hurriedly scurried up the jet way and up the long walk to the terminal, now going upstream of the 200+ outbound passengers on their way to their new gate thanks to me.

As I reached the terminal I heard a P.A. announcement throughout the airport, advising the Captain who had just parked at our gate to return to the aircraft. I immediately did a 180 and traversed the ¼ mile back down the concourse arriving to have the lead mechanic inform me that the Captain had failed to sign the logbook. Realizing I could never expect the Captain to return to rectify such a trivial mistake, for which I solely was responsible, and since successful completion of my probationary year was now suddenly in doubt, and that I might already warrant execution at sunrise, I decided to now com-

pound my violations by adding forgery.

As I sat down in the engineers seat, and now alone with my conscience, prepared to sign the Captain's name, the last of the cascading list of ineptitudes came to light. It was now, upon sitting, that I realized my fly was open. My hurried blue room break just prior to exiting had led to my traversing the length of the Denver concourse, twice, in both directions, suitcase in one hand, flight bag in another, hat carefully perched on my head, in something less than full attire. My humiliation was now complete.

In the short span of 45 minutes I had gone from "Ace of the Skies" whose ego could only imagine the limitless possibilities of the 25+ year career that lay ahead, to one of complete dejection realizing that the Captain, even now in his hotel room, might be on the phone to Chicago to get him an engineer that might rescue him, if not from certain ruin, at least salvage his reputation, that up 'till now had been spotless. If they wanted to carry out the sunrise execution personally, I could not have objected.

I somehow managed to recover with the help of many mentors over the years, to become an acceptable crewmember. To all those who did their part toward my maturation, I salute you. We got the job done, safely, and had fun doing it. I hope that Denver flight attendant is half as pretty today as I remember.

Thanks for your great magazine. Read cover to cover each month.

Best wishes to all. **Ron**
(LAX, MIA, DEN, MIA, SFO)

GENE WHITE—Hudson, Ohio

Birthday number 77 coming up. A lot of good things happened this year. We celebrated our 50th Wedding Anniversary, took a river cruise in France AND I was able to renew my driver's license!

As I thought about the river trip the thing that stands out most was our being at the cemetery in Normandy Easter Sunday. What those men did was unbelievable. Our local newspaper printed an article about D-Day 1944. About 156,000 troops attacked the Germans and an estimated 4,000 troops were killed by the end of the first day. About 16 million veterans served in World War 2 and only about 500,000 still living and we lose 372 each day. I know many of you have visited Normandy but when you see the grave markers that are inscribed

with "Here Rest In Honored Glory A Comrade In Arms Known But To God" it really is moving. There is also a wall with thousands of names that are MIA. We owe a lot to all of the veterans who have fought for us!

Checks in the mail. **Gene**
1967-2000 DCA, CLE, ORD

IN MEMORIAM

CHARLES F. (RED) LAPPLE

Charles F. (Red) Lapple passed away April 25, 2017 at Serenity House, Santa Barbara CA, surrounded by his family. He was born November 25, 1930 in Royersford PA and raised in Spring City PA.

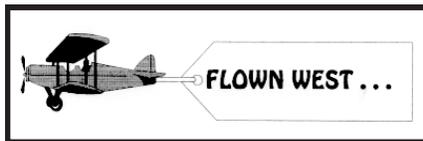


Red was determined to leave the small-town life, and he secretly took flying lessons with his own earnings. Right after graduating from High School, he surprised his family by enlisting in the U S Navy. He received his flight training at Pensacola Naval Air Station. One of his first assignments was flying Blimps out of Naval Air Engineering Station, Lakehurst N J. This was a fateful assignment, as he met the love of his life, Bernadine (Schipper) one summer night while out with his friends at the Jersey Shore in Spring Lake, NJ. They were married June 7, 1952. Red joined United Airlines in 1953, flying out of La Guardia, Newark, JFK, LAX and SFO until his retirement in 1990 as Captain on the 747-400 after 36 1/2 years of service. His wife joined him on his memorable last flight roundtrip San Francisco to Hong Kong.

They made their first home in Beachwood, NJ and also lived in Keyport, and Bergenfield. They moved to Worcester PA, and then moved to California in 1970. They lived in San Juan Capistrano, Vista and retired in Palm Desert, spending this past year in Santa Ynez CA.

Red had many friends at United and enjoyed many trips with the ALPA golf tournaments all around the world. He loved golf, bocce, boating, seeing the U S and Canada in the motorhome, traveling the world with his wife and family. Bernie and Red loved going on cruises.

He is survived by his wife of nearly 65 years, Bernadine, three children and five grandchildren.



Roger A. Baird	Jul, 14, 2017
*William H. Baker	?
Charles F. (Red) Lapple	Apr. 15, 2017
Richard S. Ogden	Jun, 18, 2017

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

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

August, 2017 Edition

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RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant*—623-566-8188
Tucson Toros (Dates vary) Contact Randy Ryan for Info—520-797-3912—randyryan40@msn.com

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-541-1093 — 310-869-4444
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—Please RSVP—831-622-7747
SAC Valley Gold Wings (1st Monday, 12:00)—*Cliff House of Folsom, Folsom, CA*—916-941-0615
San Diego Co. (2nd Tuesday)—*San Marcos CC*—760-480-7420
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau, Redwood City, CA*—650-349-6590
San Francisco East Bay Ruparians (2nd Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-735-1946
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*
Thousand Oaks (2nd Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

Colorado

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

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736
S.E. Florida Treasure Coast Sunbirds (2nd Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829
The Ham Wilson S.E. Florida Gold Coast (2nd Thursday)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill*—727-787-5550

Hawaii

Hawaii Ono Nene's (To Be Announced, Call Larry Becker, 808-262-8785)—*Mid Pacific Country Club*
Big Island Stargazers (3rd Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*—808-315-7912 or 808-334-1883

Illinois

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

Nevada

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue*—702-558-9422 or 702-565-7175
Reno's Biggest Little Group (4th Wednesday)—*Sparky's Sports Bar* - or—*BJ's Brewhouse*
Call Gary Dyer 775-250-2672 or Lyle U'ren 775-232-0177

New York

New York Skyscrapers (June & October)—*Rock Spring Golf Club, West Orange, NJ*—psofman@gmail.com

Ohio

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

Oregon

The Columbia River Geezers (2nd Wed monthly 11:00)—*California Pizza Kitchen, Clackamas Town Center*
503-659-0760—Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville*—541-245-6896

Washington

Seattle Gooney Birds (3rd Thursday)—*Airport Marriott*—360-825-1016

Washington D.C.

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