
rupanews



Journal of the Retired United Pilots Association



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

POSTMASTER: Send address changes to RUPANEWS, P.O. Box 757, Stowe, VT 05672-0757

President's Letter

As I write this in mid-January, we've seen another natural disaster hit the U.S., the mudslides in California. I only hope that none of you have been affected by this calamity. We've also seen the loss of Vicky Scarbrough, our long-time RUPA officer Leon Scarbrough's wife; former RUPA President Captain Milt Jines; and Matt Palazzolo, the son of Captain Pat Palazzolo, our RUPA Pass Travel rep. It's been a rough few months, and our hearts go out to their families and friends.

As I know you do, I read the *RUPANEWS* from cover to cover, and especially enjoy the letters that bring us up to date on what old friends have been doing. To Ina Jensen (wife of the late Milt Jensen), don't ever think you are boring anyone to death! Your letter was great, reliving the night of May 16, 1985, the eve of our strike, and we all appreciate you making the effort to write. Ruth Riehl (wife of the late Edgar Riehl), wrote a fantastic letter about their experiences during WWII and his early career at United. Dot Prose did it again, writing another interesting letter about her father's recollections and some of her recent travel and flying experiences. Their letters stand out because, while they weren't United pilots themselves, they are as closely tied to us as anyone could be. I hope they'll continue writing in, and I encourage all of you to do the same!

Our numbers are still growing, and it's that time again.

Welcome to our new members:

Captain Cal Bagby (ORD) South Bend, IN

Captain Steve Harkins (EWR) Chadds Ford, PA

Tom Hunter (IAD) Mt. Pleasant, SC

Captain Curt Luther (ORD) Eaton, OH

Captain Bob Ruskey (ORD) Lake in the Hills, IL

Captain Brad Schrott (SFO) Federal Way, WA

Mietek Steglinski La Honda, CA

Two more new members I want to make special note of. One of our members, Captain Don McDermott, wanted his son, Chuck, who's still actively flying, to be a member of RUPA...so he signed him up. He also thought enough of our organization to sign up a friend, Bill Crapo, who wasn't a United pilot, but was an Air Force captain and a VP at McDonnell Douglas. To make it "official," I want to welcome:

Captain Chuck McDermott (SFO) Tracy, CA

Captain (USAF) Bill Crapo Mission Viejo, CA

And welcome back to Captain Bob Lang (HNL) Napa, CA

~~Bob~~

How to pay your Dues

Make your check out to RUPA and send it to:

RUPA, PO Box 757, Stowe, VT 05672

Or

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

Address changes, etc. should be sent to the same address above

Or

Email to (rupasectr@rupa.org)

How to send a letter or article

The best way to send a letter, article, etc., is by email (rupaeditor@rupa.org)

If you have to send a hand-written letter, please take care to make it legible.

In most cases it's probably better to print or type it.

**Remember, the deadline for anything you want printed in the magazine
is always the 15th of the month.**

About the Cover

Another great cover picture from Captain Mike Ray. This is his 7th contribution to the *RUPANEWS*.

Vice President's Letter

Welcome to all for the upcoming 2018 New Year. I trust you all had a wonderful Holiday and Christmas Season. Further, I hope you did not gain any unnecessary pounds with all the food that is normally consumed during this time of year. As I write this, the country is experiencing a tremendous freeze and continuing snow fall from the Northeast to the East Coast and including parts of the Midwest and the West Coast. I hope we all survive these wintery conditions. I recall the many times it was necessary to deice in these conditions which was my least favorite thing to accomplish while flying the line.

This coming year brings many hopes and aspirations for a good and sustaining year. I am encouraged to see that United is doing so well financially in announcing a 3-billion-dollar stock buyback which amounts to 17% of the company market value. Also, it was announced that United was one of the best places to work in 2018 according to Glassdoor's Employee Choice Awards. Our route system is expanding which is encouraging for the non-revenue travelers that many of us tend to be. Much talk has been expressed by the discontinuation of our Boeing 747's and the service she provided for so many years. She will be missed, but I am encouraged by United signaling the purchase order of 737-700s for the end of 2017 and continuing into 2018.

As you all are aware, Jet Airways which is an Indian airline, had an incident on New Year's Day between cockpit crew members whereupon a fight ensued in the cockpit. Jet Airways has grounded the two pilots following the incident which occurred on a flight from London to Mumbai. The incident happened after the male pilot allegedly slapped the female pilot. I focus on this only because RUPA member George Nolly brought it to our attention. He was an expat pilot flying in India after he missed the age 65 cutoff for flying. George highlighted the differences with foreign carriers and their cockpit procedures with regard to CLR and CRM. At United, it was always totally emphasized the importance of having respect for each other in the cockpit. As such, I certainly do not mean to preach to the choir with regard to respect for each other.

Lastly, I would like to wish our good friend Leon Scarbrough good luck in the future. Leon has done so much for RUPA and was a longtime Secretary/Treasurer of our organization. He has been beset by some medical problems and he lost his beautiful wife on Dec 25, 2017. My best to you and your family.

I had an opportunity to attend a luncheon with the San Francisco East Bay Ruparian's in the month of January. These very kind people accepted Sharon and me with open arms. We enjoyed our conversations with Rich and Georgia Bouska, but the stories BS Smith related had us all in stitches. Neil Dahlstrom had an interesting story about a car that ended up in his house after driving through the golf course in his back yard. Very interesting! Thank you for having me and a good time was had by all.

Still Flying High,

John

San Francisco Bay-Siders RUPA Luncheon

2018, the start of a new year, with well-intended resolutions? Whatever happens with that, we are thankful that Mother Nature gave us some rain to bring in the new year and the possibility of more in the coming weeks. It was a dry December.

Only seventeen Bay-Siders braved the roads to get to Redwood City. They were: Rich & Georgia Bouska, Gerry Delisle, Rich & Cyndi Erhardt, Bill Hartman & Ruby Moi Moi, Jeri Johnson, Bob Kallestad, Bill Klett, Bill Madsen, George Mendonca, Cleve & Rose Spring, Jerry Terstiege, 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*

Manassas (November) RUPA Breakfast

We had a nice breakfast on Friday November 10, discussed Veteran's day, insurance, war stories and of course Costco's free samples.



Clockwise: Don Reinhard, Sim Stidham, Bob Wilkerson, Bill Davis, Hal Cockrill, Gary Cook, Stokes Tomlin, Gene Couvillion. Regards, *Gene*

Manassas (December) RUPA Breakfast



Left clockwise: Ray Best, Jim Foster, Gene Couillion, Bill Davis, Hal Cockrill, Gary Cook, Don Reinhard, Sim Stidham. *Gene*

Manassas (January) RUPA Breakfast



Attending The Manassas Breakfast on January 12, 2018, clockwise: E.K. Williams (fearless leader), Gary Cook, Hal Cockrill, Sim Stidham, Mike Dzieciolowski, Bill Davis, Gene Couvillion, Don Reinhard, Jim Foster, John Gallager, Stoke Tomlin.

It was a balmy morning temperature in the 60's a respite from the single digits. A sad situation, the founder of this breakfast group, Dave Malone, has flown west on November 5. Dave had a distinguished career in the Navy and at United. He will be missed. Regards, *Gene*

S.E. Florida Treasure Coast Sunbirds (Dec) RUPA Luncheon

Our last RUPA Luncheon for 2017 was held on Tuesday, Dec. 12th at Sailor's Return, a terrific water front Restaurant in Stuart on US 1 at the SW corner of The Roosevelt Bridge. As is usual in December (and February in recognition of Valentine's Day) we try to make our Luncheon Special (and Upscale as well) in honor of the CHRISTmas Holiday and the fact that our wives or lady friends are invited to join us (God Forbid, NOT BOTH!!! ☺). We had our own area to sit in and I suspect that we will be returning there in February as well. I was NOT particularly pleased/happy with the seating arrangements (we were fragmented and at different tables) and discussed this with Management. They assured me that they would be able to RE-ARRANGE the tables in February and that we would ALL be able to sit TOGETHER.....the way that it should be. So, we'll give them another chance to make 'things' RIGHT. ☺ However, the food and service (provided by Josh and his team) was Super in every way. As best I could tell, everyone left satisfied and PLEASED!



LtoR: Glenda & Jack Boisseau; Sandy R. & Bob Langevin, Art & June Jackson; Linda C. & Dick Baese and Skip LaRocque & Barbara D.



L-R: Don & Jane Jefferson; Zsuzsa & Dick Starita, Betsy & Dave Damon; Shari & Denny Keast and Lulu and Bill Cole.

As usual, in January we will be returning to our normal location, Shrimper's...which our members love as well. A 'phantastick' (primarily) seafood Restaurant that sits on Manatee Pocket which has just about the most SPECTACULAR water and yacht view that you could imagine. Maybe some more of our Northern members will have returned by that time and will join us once again (and maybe a few of our FLL/Pompano friends will come up for the occasion as well). That would be GR8!!! ☺

As I mentioned above, our 1st 2018 Luncheon will be on Tuesday, Jan. 9th at Shrimper's at 11:30. If any of our RUPA Members are traveling in or around the Stuart, FL area around that time, please join us - we'd love to have you.

Until next year (that sounds strange, doesn't it?) -- I want to wish all of you and your families a Merry CHRISTmas along with a Joyous, SAFE and Blessed New Year. I know that you won't be reading this until February, 2018, but it's the 'thought' that counts.....RIGHT? ☺

Cheers and Blessings from SE FL, *Bob Langevin*

S.E. Florida Treasure Coast Sunbirds (January) RUPA Luncheon

Oh yeah, they're back.....a GREAT show of #'s to start out our 2018 Luncheon Meetings for the year. We were at Shrimper's (of course) and had a really good turn-out with 13 Retired Pilots present.

There were many different conversations that were going on at the same time.....all of which I presume were interesting and informative. There was 'probably' even some Truth involved in some of the Tales, but I can't be sure of that..... :-/ ??? !!!



Seated L-R: Dick Starita, Dave Damon, Jerry Bradley, Ted Osinski, Jack Boisseau, Denny Keast and Jim Dowd.

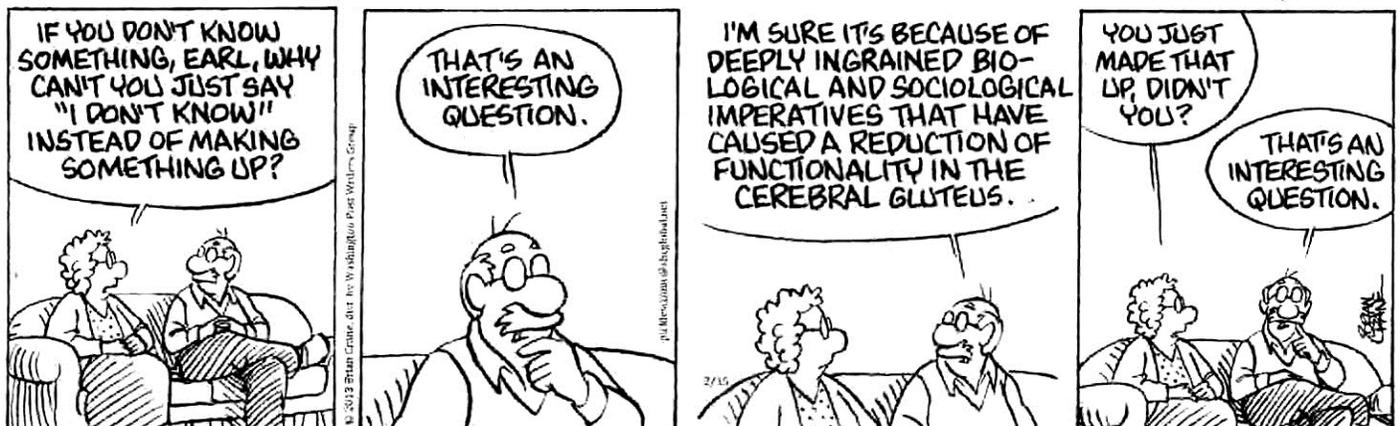
Standing L-R: Bill Garrett, John Pinter, Les Hare (Air Canada), Don Onofrio, Bob Langevin and Bill Cole.

Now that the New Year has started, many of our Northern members are drifting on down to SE FL do ya think that the temperatures and snow up North might have something to do with that? ☹️ Our traffic has DEFINITELY been increasing and the waiting time at our Restaurants has certainly increased - considerably. I guess that we'll have to put up with it until a few weeks after Easter...because it keeps our taxes down 😊 and makes FL quite affordable year-round. Thank you SNOWBIRDS, C'mon down and bring US \$\$\$ 😊 Lots of 'em...and leave 'em here. 😊

You can check out the picture and see how GOOD we all look and we were served VERY VERY Well by Mareysa.....probably the very BEST Server that we've ever had at Shrimper's (and they all have been GOOD and take care of us Very Well the 2nd Tuesday of every month).

Our Feb. 13th Luncheon will be at The Prawnbroker Grill on East Ocean Blvd. in Stuart, FL. In recognition of Valentine's Day, we invite our wives or girlfriends to join us (we do this in Dec. as well in recognition of the CHRISTmas Holiday). Our starting time remains at 11:30 AM and it is NOT necessary that you bring a Companion....SOLO is fine too! If U happen to be in the Stuart area and would like to join us, please come by, we'd love to have you. Meanwhile, I hope that the New Year is treating you well and that 2018 will be EVERYTHING that you want it to be. Sincerely, *Bob Langevin*

PICKLES | Brian Crane



Los Angeles South Bay RUPA, Clipped Wings, RAFA Luncheon

On December 7, yes, Pearl Harbor Day, we gathered at the Tin Roof Restaurant in Manhattan Beach for our Annual Christmas Luncheon. All counted we had 45 participants so we were pleased at the nice turnout of retired pilots, retired flight attendants, spouses and some of our active managers. We find the restaurant, as well as their staff, very accommodating. The 3-course meal was nice, a little different from the usual. Each diner could select the main dish they would like.



Left to Right: Patti Johnson, Sue von Nordenflycht, Linda May, Becca Goldstein, Arvi von Nordenflycht, Christina Lyons, Helena and Tom Reidt, Jan Heistermann, Jan Pronto and Millie Gobble.



Capt. Alberto Diaz, Perry Cockerham, Barbie & Dick McKay, Gary & Patti Johnson, Mary & Ron Matsuda.



Adrienne Short, Loyd Kenworthy, Ellen Hunnell, , Dick Jones, Jan Keck & Bob Keck, Sharon & Don Crawford.



Sheryl & Bill Meyer, Peggy & Bruce Dunkle, Gene & Sue Biscailuz, Treva & Gary Forister.

Attendees: Patricia Anderson, Gene Biscailuz, Sue Biscailuz, Pery Cockreham, Sharon Crawford, Don Crawford, Capt. Alberto Diaz, Bruce Dunkle, Peggy Dunkle, Gary Forister, Treva Forister, Jack Frisch, Ann Frisch, Millie Goggle, Becca Goldstein, Jan Heistermann, Ellen Hunnell, Gary Johnson, Patti Johnson, Dick Jones, Jan Keck, Bob Keck, Loyd Kenworthy, Christina Lyons, Ron Matsuda, Mary Matsuda, Linda May, Bill & Sheryl Meyer, Dick McKay, Barbie McKay, Janis Morgan, Fran Pronto, Helena Reidt, Tom Reidt,

Adrienne Short, Butch Trembly, Linda Trembly, Arvi von Nordenflycht, Sue von Nordenflycht.

Captain Diaz, our fearless leader of LAXFO, gave us a comprehensive update of our neck of the woods, LAXFO. Captain Diaz had great positive news of our favorite airline giving expansion a try once again? LAX will grow if they can work out more details of gate space. Terminal #9 is in the plan for more space on the east side of Sepulveda Boulevard. Can we love Oscar for his upbeat attitude? I'd say yes.

So, with confidence, we will face the new year and hope pass travel will be rewarding. Hah, hah.

Thank you once again, to Bruce Dunkle, for taking photos that day and sending them to us.

Happy New Year, *Arvi*

Honolulu Lunch for four and more

Left to right: Don Clements, Larry Becker, Don Blum, and Ron Blash got together for lunch on Jan 5, 2018 at Waikiki's Halekulani Hotel. The outdoor restaurant where we enjoyed lunch "House Without A Key" was immortalized in a 1925 Charlie Chan Novel. It was a beautiful sunny day and for 2 and a half hours + the four of us reminisced about our former flying careers at United while catching up in the present tense also. Three out of the four of us retired from HNLFO while Don Blum retired out of LAXFO. Many of you may know Don as he has a thriving Condo business in Waikiki. Don took early retirement in 1995 because his business was growing and expanding. Don Clements, Don Blum and Larry Becker still reside on the island of Oahu, Ron Blash former HNLFO left in 2004 and resides in Oregon. Ron and his wife Candy, who was born and raised on the windward side of Oahu, were visiting with the Becker's who reside in Kailua on the windward side of the island of Oahu. We all had a great time while catching up. Overall a great day of conversation between the four of us over lunch and we still managed some cognitive problem solving.



However, after our lunch when attempting to retrieve Larry's new BMW i3 all electric vehicle from valet parking for our transportation home, the Valet service discovered that they had mislaid his vehicle. After locating Larry's car the hotel's Valet service realized they had mislaid Larry's vehicle's key Fob. Unable to locate the key Fob the hotel did what any 5 Star hotel, that mislaid a customer's key Fob, after charging us for \$22 hamburgers and \$8 signature Plantation Ice Teas, would do, they put three of us (Don Blum who lives in Waikiki drove his Vespa to lunch so he had transportation) in their hotel's Chauffeured 450 SUV Mercedes Benz and delivered us to our front doors with the promise to further attempt to rectify the issue in all ways possible. Fortunately, Captain Becker had an extra Key Fob at home. Larry and I returned the next day to Waikiki via Lyft (paid for by the hotel), with our wives so they could do a little shopping and walk about. The hotel invited the four of us over to Waikiki not only to retrieve Larry's vehicle but also to enjoy a wonderful evening at "House Without A Key." For Becker and Blash and their wives it turned out to be a beautiful evening for the 4 of us on the patio with drinks and Pupus while enjoying beautiful Hawaiian music and Hula right next to the beach. All of course compliments of the Halekulani Hotel because they had lost his key Fob. The rest of the story: The hotel has not yet located the key FOB and just recently purchased Larry a new one from BMW. Believe me you don't want to know how much a Key Fob Costs. More than a Hundred Dollar Hamburger..... UGH!! Aloha, *Ron Blash*

SAC Valley Gold Wingers (December) RUPA Dinner

We had a great Christmas/Holiday dinner with a super turnout. Much cheer and laughter was shared by all. We also had wonderful donations from our member group for the Sacramento Children's Home.



First Picture, left to right: Judie Whittington, Jim Whittington, Linda Jacobson, Andy Fossgreen, Mary Harty, Jim Harty, Ann Blalock, Jerry Blalock, Gail Brandt, JC Brandt, Jake Jacobson, Ed Akin, Linda Aken.
2nd Picture: L to R: Lance Engeldinger, Trudy Engeldinger, Dan Porter, Mike Kozumplik, Frances Kozumplik, Margo Kolesar, Chuck Kolesar, Charlie Gore, Terry Betts, John Betts, Joan Mooneyham, Wayne Mooneyham.

Picture to right: left to right: John Gorczyca, Sharon Gorczyca, Marv Alexander, Debbie Alexander, Carole Matheson, Vivian Stolp, Steve McBride, Lori Muir, Dave Ulm, Kathy Lynch, Bob Lynch.

Still Flying High Here,

John Gorczyca



SAC Valley Gold Wingers (January) RUPA Dinner

Well, here we are after the Holiday season for our first luncheon of the 2018 year. Attendance was somewhat low due to the extreme amount of rain we experienced for our luncheon and the many reports I received concerning the flu and other medical problems experienced by our members. "Tis the season to be Jolly." Oh wait the Christmas and Holiday season are over with.

This brings me to my next comment. We had a fantastic Christmas dinner at the Folsom Cliff House in December. The decorations, cookies and music were more than we all expected. Additionally, our meal preparations and selections were excellent and well received by our lively group. We collected donations for the Sacramento Children's Home that well exceeded all our expectations. We also reported the untimely passing of Leon Scarbrough's wife on Christmas day. We all expressed our grief for Leon and his family. It was announced that Lin Masoli of the SFO flight office had received a nice donation amount after her departure from the flight office. A gofundme account was started for her benefit. Good luck to Lin with her future endeavors. United Airlines must be doing quite well financially because they announced a 17% stock buyback of the company market value in December. Also, United was determined to be one of the best places to work in 2018 as indicated by Glassdoor's Employees Voice Awards. Well done United Airlines. I

shared some of the new route structure forthcoming and the existence of a SFO to Tahiti nonstop flight also slated for the future. Oh to be flying for United Airlines again.

Again, my thanks to all who braved the rain and attended the luncheon in January. You may have heard this before and a little late for the season, but "Santa Claus was at the airport for his annual check ride with his reindeer and sleigh. The examiner comes out with a shotgun and Santa says what's with the shotgun? Examiner says, I'm not supposed to tell you this, but you're going to lose one on takeoff."



Front row L to R: Judie Whittington, JoBeth Berry, Sharon Gorczyca, John Gorczyca.

Back row, L to R: Dave Leippe, Trudy Engeldinger, Steve McBride, Lori Muir, John Betts, Joanie Mooneyham, Bill Authier, Wayne Mooneyham, Jim Whittington, Dave Ulm, Lance Engeldinger.

Not in the picture: Andy Fossgreen and Barbara Fossgreen.

Still Flying High, *John Gorczyca*

The Columbia River Geezer's (December) RUPA Luncheon

Hi, only five of us showed up for the Columbia River Geezer's get together today, December 13, 2017.



Left to right: Sam Richardson, Steve Barry, Lew Meyer, Bill Park and Doug Howden.

Main subject costs to travel, deals, everyone's prostate, good and bad. Bill Park's resurrection of his Aeronca Defender, Steve's travels on the C141 when in the AF, and my explaining what a properly done canyon turn entails?

Anyway, small turnout but good camaraderie was had by all. See you all on the second Wednesday of January 2018. *Sam Richardson*, Scribe

San Francisco East Bay (December) Ruparian's Luncheon

We had good turnout for the December luncheon in San Ramon. The weather was good, a little on the cool side, but this is just two weeks before Christmas.

Grant Adams graced us with his presence. He has had a difficult recovery from an upper body aneurism and is well on his way to becoming the Grant Adams we all used to know. B.S. wore his Santa hat and caused quite a stir when he walked into the restaurant, you can see why from the attached picture. Neil Dahlstrom relayed the news that the contractors are finally getting around to fixing his house after an errant driver hit it three months ago.



Seated clockwise around the table: B.S. Smith aka Santa, Georgia Bouska, Shirley Francis, Neil Dahlstrom, Grant Adams, John Erskine who popped in to say hello, Karen Adams, Jim Trierweiler, Lee Francis, and Rich Bouska.

We hope you all had a good Christmas or Holiday season and a Happy New Year. We meet at 1:00 pm the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon. You are welcome to attend if you are in the area. *Rich*

San Francisco East Bay (January) Ruparian's Luncheon

Our first luncheon of the New Year got off to a great start for 2018. We had a good turnout capped off by the attendance of our RUPA Vice President, John Gorczyca, and his lovely wife Sharon. We hope they can find time to visit us again sometime in the future.



In the picture, standing left to right: Rich Bouska, Steve Filson and Terry, Sharon Gorczyca, Neil Dahlstrom, John Gorczyca, John Baum, Georgia Bouska, Jerry Udolhoven, and B.S. Smith

B S Smith entertained us with a couple stories of his early days flying in the Navy and non-sched airlines prior to joining United. We finally got to meet Steve Filson's fiancée Terry _____ (I didn't get her last name, that's why I'm not the society writer for the paper, sorry Steve and Terry). Grant Adams was unable to make it due to his wife having the flu, and Tami Dahlstrom had to stay home to supervise workers repairing damage to their home caused by a car running into the house some time ago. Hopefully by next month it will be finished.

We meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon, All are welcome. And the food, its Italian, you know it's great. *Rich Bouska*

The Joe Carnes RUPA Luncheon Meeting

Our first meeting of 2018 saw a good crowd of attendees, and gracious support from various volunteer folks helped make the event a success. Bob Kelly handled the money and nametag side of registration, Wes Lundsberg was our photographer, and my wife, Jan, helped in organizing things and keeping my logistics (and me) straight. Thanks also to Terri Boeckh, Tim Schneider, and their staff for hosting us with great food and hospitality at the Golf Club Of Illinois.

Our guest speaker was retired Delta Captain Pete Bruhn with his video presentation, "Return To Vietnam." Pete, a USAF F-4 pilot with the 555th FS ("Triple Nickel"), was a participant in Operation Bolo, and a recent lottery winner in the VFW's program for Vietnam veterans who'd served in country and who had received the Purple Heart. He and eight other vets received all-expense-paid trips back to visit the country in (and over) which they'd fought fifty years ago. Pete's photos of today's Vietnam were way different from what a lot of folks' mind-images recalled. Some of the country looked like Las Vegas, with high-rises and posh hotels, while other locales bore the familiar hallmarks of farmland, motorbikes, and minimalism. Locales of many places like Hue, An Loc, and famous LZ's and camps are basically unrecognizable from how they looked during the war. It was a terrific presentation and narrative---we thank Pete for sharing it with us.



Sixty-two RUPArians and guests were present: LeRoy & Eva Bair, George Bracke, Ed Bristow, Pete Bruhn, Larry Cabeen, Bruce Carey, Bill Cherwin, Sigmund Chrzanowski, Terry Cubberley, Joe David, Barry Davidson, Carl Eberle, Walt & Jan Fink, Jan Gawenda, Milt Gray, Mac and Diana Gregory, Vince Hammond, Tom Helms, Ed Hoffmann, Scott Joseph, Bob and Carolyn Kelly, Dick and Maribeth Kuhn, Chip Little, Wes Lundsberg, Karol Marsh, Jim McCusker, Steen Munter, Dick Murdock, Howard and Marj Nelson, Claude Nickell, Jim and Jan Noble, John and Miriam O'Connell, Glen Peterson, Matt Poleski, Resa Riess, Jim Rosater, Gene and Bonnie Ruder, Dick Schultz, Dave Schultz, Ole Sindberg, Gene Stepanovic, Jim Stuntz, Dennis Suda, Bill Thompson, Jim Thompson, Orrin Towner, Jim Trosky, Gus Tuit, Ken Voelker, Dave Wege, Ed and Rebecca Wevik and Ron Wilson.

Our next luncheon will be Tuesday, March 8th, 2018, at the Golf Club of Illinois once again. As always, we welcome and invite all retirees, active pilots, spouses, and guests to attend. YHS, *Walt*

Life is short. Smile while you still have teeth.

The Big Island Stargazers (November) RUPA Luncheon

During the past few months, many of our members were busy navigating the globe. November saw everyone back in town and we had a great turnout down on the waterfront.

We welcomed our newest member, Debbie Donald, an active 777 Captain based in SFO. She and her husband, Paul, have lived on the Big Island for 10 years and own Mokulele Farms. Her real full-time job is producing Kona coffee, macadamia nuts, chocolates, jams and syrups. We also extended a warm aloha to RUPA members Ted and Judy Shanks who were visiting from Seattle. Regrettably, we had to say farewell to founding members, Dick and Grace Slinn, who returned to the San Francisco Bay Area to be closer to family.



Standing L to R: Bill & Linda Hayes, Debbie Donald, David Carlson, Linde Rimkus, Winfield Chang, Al Rimkus, Barry Willis, Linda Morley-Wells, Walt Wells, Don Diedrick and Gerry Baldwin.

Seated L to R: Judy & Ted Shanks, Joan Baldwin, Beth Raphael.

If your plans involve staying warm in Hawaii this winter, please join us on the third Thursday of the month for great comradery, food and libations at The Fish Hopper Restaurant. *Linda Morley-Wells*, Scribe

The Big Island Stargazers (December) RUPA Luncheon

We gathered for our 4th Annual Christmas Party at the Wells' home on a beautiful, tropical December evening. Mother Nature showed off with a green flash and a golden Kona sunset as we sipped libations, dined on pupus and indulged in scrumptious homemade desserts.



Seated Left to Right: Linde Rimkus, guest Paul Caplinger, Jen Diedrick, Linda Hayes, Joan Baldwin

Standing Left to Right: Walt Wells, Linda Morley-Wells, Al Rimkus, Gerry Baldwin, Beth Raphael, guest Karen Caplinger, Paul Uster and Debbie Donald, Bill Hayes and Don Diedrick.

Conversations centered on member's summer and autumn travel adventures plus upcoming holiday plans with many of us preparing for visits from family and friends. Al and Linde Rimkus brought returning guests, Paul and Karen Caplinger, who enjoyed their first Ruparian Christmas party with us last year. We reminisced about flying the line during the busy holiday season...and quickly found we were in agreement that retirement, umbrella drinks and watching sunsets is far more fun.

If your winter getaway plans bring you to The Big Island, please join us down on the waterfront at The Fish Hopper Restaurant on the third Thursday of the month. *Linda Morley-Wells*, Scribe

San Francisco North Bay (December) RUPA Luncheon

The North Bay RUPA's final Luncheon for 2017 was held on Wednesday, December 6th, at the Petaluma Sheraton's Tolay Room. As in previous years, voluntary donations to the USMCR Toys For Tots campaign were gratefully accepted, and once again, the groups generosity, as well as excellent choices, will make some needy children's holidays a bit merrier...Thanks to all!



In attendance: Don Madson, Jules Lepkowsky, Bill Wheadon, Bill Greene, Dee Whyman, Larry Whyman, John and Carol Reed, Woody Lockhart, Mike Tar, Gardner and Sheila Bride, Sam and Mickie Orchard, Rick Saber, Leon Scarbrough, Barney Hagen, Bob and Muriel Clark (GUESTS visiting from Oregon), Bill McGuire, Bill Smith, Bob and Doris Donegan.

After announcing best wishes from those unable to attend, and a brief "business" session, the group gave a toast to the memory of retired Captain, Milt Jines, who Flew West recently...a friend to almost all in the room, whose remarkable dedication to helping his fellow man, coupled with wit, wisdom, and talent, left a distinguished record that few could hope to equal. Many "Uncle Miltie" tales continued throughout the lunch.

It was brought up that a few of our members are not currently able to drive to our gatherings and that several most thoughtful people have been kind enough to provide a ride for them. A most hearty "Thank You" to you!...

The rest of the lunch consisted of good stories, conversation, food, (Danny's in the kitchen, Wendy was absent for the birth of Emily Ann, that weekend). A few handouts, and an old seniority list, made their way around...and the gathering broke up for the day. *Bob*

San Francisco North Bay (January) RUPA Luncheon

The North Bay RUPA group's first gathering of 2018 was on the first Wednesday, January 3rd, at the Petaluma Sheraton's Tolay Room. Before being seated, the group gathered on the stairs to send a most heartfelt "Best Wishes" to our founder, Leon Scarborough, recovering in the hospital. The meeting opened with a moment of silence to mark the passing of Miss Vicky, Leon's Wife, also a member of the group from the start.

After relaying the big "Thank You!!" from the USMCR for the generous Christmas donation to Toys For Tots campaign, Larry Whyman gave us a good update on Leon's current condition. Then, the group enjoyed lunch, and conversation, for the rest of the gathering.

Those in attendance were: Mike Tar, Wayne Heyerly, Don Madson, Bob Grammer, Bill McGuire, Dick Hanna, Barney Hagen, Jules Lepkowsky, Dee & Larry Whyman, Bones Bride (boy aviator), Sam and Mickie Orchard, Dan Barger and Bob and Doris Donegan.

Southwest Florida (November) RUPA Luncheon

Our November 13, 2017 luncheon at the Fort Myers, FL Olive Garden restaurant had 12 attendees. Angel was our server who turned out to be very efficient. The famous Olive Garden bread sticks were a bit late in getting to the tables and the troops were restless. She actually pulled them out of the oven herself, buttered them and brought them to the tables as quickly as her feet could run. There was some chaos in the kitchen due to only two chefs but things settled down and everyone enjoyed a great luncheon. The food has not disappointed in the years our group has been there. Nor has the conversation, no matter how many show up. The weather on the SW coast of Florida was partially overcast and about 70 degrees. Traffic shows some signs of the arrival of the snowbirds. Everyone seemed to be in good humor. The first topic of discussion was the impact of Hurricane Irma as it moved up the SW coast of Florida from Naples, Marco Island, Fort Myers and Sarasota. From the damage assessment it appears that the Marco Island area took a heavy hit but the storm started to weaken as it moved toward Sarasota. Everyone survived and even reported successes with their insurance agents.

We were pleased to welcome two new retirees to our group: Mike Nywening and Bill Young. Will Collins also joined us, thanks to the help of his son, Ted Collins, providing the chauffeur service. Ted just retired from American Airlines. Will broke a hip in August but is recovering.

There was more conversation on quite a variety of topics ranging from cockpit automation, driverless cars to the best restaurants in South America. A plug was made for the United Airlines Pilots Retirement Foundation and the assistance they are able to provide to retirees, widows/widowers, surviving descendants. Their website, uaprf.com provides more information.



Left to right): Janice Crittenden, Bill Young, Gene Chapman, Jim Sutton, Neal Bretthauer, Mike Nywening, Jim Bowlds, Gary Crittenden, Wallis Alves, Dot Prose, Ted Collins and Will Collins.

Attendees were reminded of the 2018 RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL on Thursday 12 April 2018. The fly-in runs from 10-15 April 2018 (approximately the same time frame as 2017). This is for your long-range planning purposes.

Hope to see everyone and guests at the Feb 12 and Mar 12 luncheon. We usually arrive between 11-11:30 at the Olive Garden and start eating about 11:45 (approximately). All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring are especially welcomed.

Yours truly, *Gary Crittenden and Dot Prose*

Southwest Florida (January) RUPA Luncheon

Our January 8, 2018 luncheon at the Fort Myers, FL Olive Garden restaurant had 16 attendees. Our hard working server was Angel whom we've had twice in a row and hopefully for our next two luncheons. She's getting used to us! The weather on the SW coast of Florida was mild with the ending of what we would call a cold front. Temperatures down into the 50s.

We were pleased that several more spouses attended and were very much a part of the group, namely Kae Nywening and Shirley Curtiss. Also one of our most loyal attendees over the past decades, Mamie Thompson, who had been absent for about a year undergoing physical therapy, returned to the clan in good form. Discussion during the luncheon centered around a lot of topics – air shows, DC-3 engines, DC-6

engines, fishing, golf, pass travel. After the luncheon was over the entire group lingered at least another 30 minutes as there apparently was a lot of unfinished conversation.

Our newer attendee and recent retiree, Mike Nywening, entertained us with some items he found while clearing out his garage. We're hoping that this might be the start of something big where we can show and tell the group something, anything, of interest under the title of "garage memorabilia." What he showed us was (1) a copy of the Leading Edge (union publication) on the United strike August 1985, (2) a copy of USA Today Jun 1987 on the ouster of United President Ferris and (3) his ball cap engraved with "5000 Told Ferris No." These items led to much discussion and seemed to reenergize our group!



L to R: Janice Crittenden, Faith Osborn, Wallis Alves, Dot Prose, Jim Howard, Mamie Thompson, Gary Crittenden, Gene Chapman, Jim Sutton, Rip & Shirley Curtiss, Terry & Bill Bowlds, Neil Bretthauer, Kae & Mike Nywening.

Attendees were reminded of the 2018 RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL on Thursday, April 12. The fly-in runs from 10 – 15 April 2018. A notice is in this issue of the RUPANEWS.

Hope to see everyone and guests at the next luncheons on February 12 and March 12. We usually arrive around 11:30 at the Olive Garden. The doors open at 1100 and we're usually set up with name tags in our room shortly after 1100 and start eating about 11:50 (approximately). All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring are especially welcomed.

Yours truly, *Gary Crittenden and Dot Prose*

PICKLES | Brian Crane



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

We had 17 of us show up on this cooler than normal day. Many of us had to wear long pants to combat the cold!!! We were in a room that is not our normal room because of a big party in the main dining room.



Attending today were (clockwise) Ed Dechant, Dan Petrovich, Denny Keast, Ned Rankin, Stan Baumwald (NWA/DAL), Mark Strasfeld, Paul Livingway, Jerry Bradley, Mike Warde, Ham Oldham, Ed Wheeler, Jim Good, Jim Morehead, Bob Engelman, Dave Friend, Murray Warren and Bill Garrett.

We had a first timer who was recently retired and that was Captain Mark Strasfeld. If you want to look at February/March lunches and put them on your calendar, it is February 8th and March 8th which is the 2nd Thursday of every month.

Thanks to Bob Engelman for this month's picture from his camera with a wider lens. *Jim Morehead*

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

The January Ham Wilson RUPA luncheon had a great turn out with 20 aviators showing up at Galluppi's Restaurant. Some cold snow birds flew in to add to our regular group. We were sorry to hear that Jerry Bradley, a long time RUPA member of our group, was moving to Jacksonville and this was his last meeting. So hail and farewell Jerry. Maybe Jerry will start a RUPA Group in North Florida. We always have good fellowship at our meetings and this was no exception. We invite any RUPA members who are in South Florida on the second Thursday to our Luncheon at Galluppi's restaurant in Pompano Beach.



Those Attending: Jim Morehead, Steven Vella, Bill Garrett, Gene Anderson, Bob Engelman, Jerry Bradley, Dave Friend, Denny Keast, Ham Oldham, Les Eaton, Albert Johnston, Ned Rankin, Paul Livingway, Stan Baumwald, Dan Petrovich, Joe Jeokios, Bobby Senderoff, Ed DeChant, Bartlett Rolph, and Lyn Wordell.

Lyn Wordell

Seattle Gooney Birds (November) RUPA Luncheon

Our lunch of November was not mentioned in the December issue of RUPA magazine. This one is on me as I sent the info to the wrong address. My apologies, and should mention here that the magazine deadline is the 15th of every month and with our 3rd Thursday schedule, our event appears two months down line.



Picture #1 seated from left to right: Jim Barber Chuck westpfahl Alan black Dan Mueller Clark Crawford Denney Narog Al Haynes Larry knechtel herb marks

Picture number two seated from left to right: Bill Brett, Fred Sindlinger, Mark Gilkey and Jack Brown.

Seattle Gooney Birds (December 12th) RUPA Luncheon

I'll take this opportunity to mention United Pilot Wives annual luncheon at the Seattle Yacht Club. It was held on Dec. 12th and for the second year an invitation was extended to Gooney Birds and I estimate that 20 pilots attended.

This was a 5-Star event in every aspect and was smoothly run from start to finish being well organized by Faith Records, Margie Reid, Jan Gilkey, Ruth Steiner, Julie Sands, Connie Adams, and Cynthia Scott. The chef and wait staff were exceptional and both entree' options were outstanding.

After the meal there was a pause to name and remember those flown west this past year. A raffle of seasonal articles was held followed by the beautiful singing of Julie Sands accompanied by Faith Records on the piano.

On behalf of all GB's who attended, a huge thank you to the UPW ladies. Their organization dates back to May, 1985, and is a continuation of their Family Awareness involvement so essential in successful outcome of that challenge. *Hank Kerr*

Seattle Gooney Birds (December 21st) RUPA Luncheon

We welcomed in the winter solstice on a beautiful sunny afternoon in Seattle. Jackie our Marriott waitress was attentive as usual.



L to R: Larry Knechtel, Hank Kerr, Bill Records, Alan Black, Jim Barber, Bob Howard, John Bley, Dan Mueller, and Chuck Westpfahl, Alex Dunn, Herb Marx, Rob Robinson and Jack Brown.

Topics of the day included Seattle Seahawks, the federal tax overhaul, the Christmas season and the Amtrak derailment over interstate 5. Also included was the United pilot wives of Seattle annual luncheon of December 12th at Seattle Yacht Club. The pilot wives have opened this Magnificent luncheon to The Gooney Birds and we look forward to joining them again next December. *Hank Kerr*

Monterey Peninsula (December) RUPA Lunch Bunch

We all gathered on a beautiful cloudless day at the Monterey Peninsula Country Club Beach House on December 13th as guests of Carlos and Judy Quintana. This was our 10th Anniversary and the beautiful view of the Pacific Ocean made the setting wonderful. Judy has already reserved the house for next year as our Christmas Luncheon tradition continues. We had 45 folks with many traveling from the SFO Bay Area to share our friendships.



After a social hour, we sat down to a delicious lunch. Carlos started things off with kind words for our three members who Flew West this year. Judy had a candle on the fire place mantel for each as Carlos talked about Dave Mackie, Barrie Nelson and Milt Jines. Their spouses were all present and we all took a moment to remember our great Captains. They will be dearly missed to say the least.

Continuing our tradition, during dessert, Carlos entertained us with his Trivia Game loaded with many difficult questions. The correct answer earned a bottle of wine or assorted miniatures.

Our group included: Cindy Benzies (Bob was home sick), Ken and Cheryl Bohrman, Lee and Nancy Casey, Phyllis Cleveland, Mike and Mary Lynne Donnelly, Bob and Jill Ebenhahn, Diane Ellis, Brett Morris, Diane Emerson, Sunee Jines and her friend Marion Keyworth, Karl and Jan Kastle, Gaylan and Kay Kessel, Bob and Ann Kibort, Linda Mackie, Ed and Pat Manning, Phil and Pat McClain, Sharon Nelson and her daughter Nicola Torchio, Carlos and Judy Quintana, Jon and Jane Rowbottom, Cleve and Rose Spring, Pete and Donna Walmsley, Craig and Cindy Julsgard, Steve Filson and his fiancée Terry Huggins, Rex and Mardell Lawson and Jerry Paulson.

We wish you all a wonderful holiday season and good health in 2018! *Jon Rowbottom*

Monterey Peninsula (January) RUPA Lunch Bunch

Our first luncheon in 2018 was attended by the healthy members of our group! Most of our regulars had either the flu, colds, a painful back, or minor surgery. Those holding down the fort were our hosts Pete and Donna Walmsley, Carlos Quintana, Lindy Mackie, Lee and Nancy Casey, Diane Ellis, Ken and Cheryl Bohrman, Jack Cowles, and your scribe.

We first thanked Carlos and Judy for another marvelous Christmas luncheon! Always such a holiday treat with delicious dinning, fabulous views, and wonderful comradery! Most of our general table conversation centered on the January 9th RUPA eblast concerning the latest travel news from RAFA's Kirk Moore.

Obviously having a smart phone with the appropriate apps helps the traveler!

Milt Jines' memorial service is Saturday January 13th. A past RUPA President and on the RUPA Board, Milt had a vivid imagination, clever humor, a talented cartoonist, and an author. He was active in SFO's ALPA Council 34 for years, I knew him primarily through Professional Standards while I was the Grievance Chair. Milt was on the Guppy while I was on the Whale so we never flew together but he was a well-known and respected as a pilot "elder" at SFO. Milt was an extraordinary ceramic artist creating marvelous characters out of clay. He will be missed!

The next February luncheon is on the 14th – Valentine's Day! As always RSVP by noon the Tuesday before!

Phyllis Cleveland 

San Diego North County (December) RUPA Luncheon

We had a small turnout but a good time. Great food at our new restaurant of choice. Nice view of Lake San Marcos with a golf course on the shores of the lake close by.



In the picture from left to right: Bob Bowman, Colin Winfield, Brad Green, Rhoda Green, Coco - Bob's helper, Ruth Bowman and me, Mark Mayer.

We've been talking amongst our attendees and decided it's time we, as a group, invite more Retired pilots to our monthly meetings. I'm sure that in the last minute planning for retirement any paperwork with information about our RUPA monthly meetings sometimes gets lost so I'm going to be reaching out to pilots in the San Diego area. I'll be calling soon.

For now, if anyone knows any pilots who might be interested in attending our luncheon have them get in touch with me, Mark Mayer @ 858-449-5285 and I will gladly deliver the info.

We have a pretty diverse group with lots of stories. We'd like to hear yours. So, if you've got a story to tell or want to listen to a few, come to our luncheon. It's actually quite fun and as we all know, "the older we get the better we used to fly!"

P.S. It's also fun to trade non-aviation news about travels or hobbies or anything else that you've been up to. See you there, *Mark*

San Diego North County (January) RUPA Luncheon

A small turnout but a very nice group and once again, good stories about aviation and travels and a little about Hobbies. I'm a garage 2x4 craftsman and have mastered the "measure once and cut twice" over the years. Fun hobby.



Left to Right: Frances Varela, Noemi Jara, (Bob & Ruth's helpers), Ruth Bowman, Mark Mayer, Bob Bowman, Brad & Rhoda Green.

We've started going to a new restaurant a few months back and the Hostess, (a kid, 20 years old?) remembers us. I think it's the loud conversation that takes place and she thinks it's because we all look like we've forgotten our hearing aids. Probably true. Most of the conversation is punctuated by a loud "What?"

Thanks Cleve and all the RUPA magazine employees!!! *Thanks Mark, I don't have any employees. Ed*

If anyone wants to join our group here in San Diego give me a call.

Mark Mayer 858-449-5285 mark777mayer@gmail.com

The Intrepid Aviators of Southern Oregon (DEC) RUPA Luncheon

Christmas season in the Rogue Valley and made special by a beautiful day for our RUPA lunch group to meet. Some snow in the high country yesterday so the mountains around are covered in white and with the clear sky today are really most striking. The high-country lakes are starting to be covered by ice, but not enough for fishing or skating on them yet while here in the valley the last of the shoppers are still scurrying about. With the decent forecast we have for the coming days I think it's time to make a run to the lake cabin and get in some time on the snowshoes with the grandsons....should be beautiful.



Around our table today was, from the left front, Steve Fusco, Oak Porter and his wife Laverna, Leeann Fusco, Jim Jaeger, Scot lee and Harvey Saylor...and standing in back, me, Bob Niccolls.

Steve and Leeann Fusco reported that our Dave Ellis has passed away....at 105 years of age!!! Though Dave had moved to Sacramento several years ago we still considered him one of ours here in the valley. For many years Dave had a place on the Rogue River where we would have a summer lunch with our group. And when Steve was first hired so many years ago Dave, a former mechanic and later Second Officer, flew with him on the B-377 to Hawaii. Dave was hired by United in the very early days of the airline (he was born in 1912) and was a true gentleman.

We wish for all of our fellow Ruparians a most wonderful of Holiday Seasons and a Happy New Year!!!!
Cheers to all, **Bob**

Phoenix Roadrunners RUPA Luncheon

We met at our usual place, the Bobby-Q restaurant, on January 09 for our lunch. All were happy that the group is still meeting for our luncheons.



left to right ...Dennis Leahy, Tom Libuda, Ken Kilmon, Harry Oas, Mike Clements, Lee Johnson, Neil Johnson, Frank Soare, Dave Specht, John Baczynski.

One of our main conversations was about the accident at Tenerife in March of 1977. The accident was covered in detail by the survivors in the Airway Publication recently and was very detailed. Good to see Neil Johnson again. He and Lee are now fulltime residents of Arizona.

Our next luncheon is being planned for February 13th. Hope we will have more of our group be present then. **Ken**

Leesburg December RUPA Breakfast

Bright Shiny Day in Leesburg. Conversations covered European travel, insurance, airplanes and crew members. Most laughter centered around crew members.



Left to right around the table: John Gallagher, Gary Cook, Sim Stidham, Fred Streb, Bugs Forsythe, Charlie Schwab, E.K. Williams, Gene Couvillion, Dave Strider, Billy Davis and Stokes Tomlin.

Make a note, Bob Evans Restaurant is at the entrance to the Outlet Mall on Route 15 in Leesburg. Our breakfast is on the First Friday each month at 0900. Retired and Active are all welcomed. If you are not there we probably will talk about you. *E.K. Williams*(by direction)

Reno's Biggest Little RUPA Group Luncheon

"Reno's Biggest Little Group met for lunch on November 22, 2017. with 5 retired aces present.

Two big topics of discussion, the first was the 20% employee discount for travel. Surprisingly, only a couple of us are using that perk. There is a lot to be said for a discounted fare and a seat assignment.

The other topic that produced stories and tales was the aftermath of some event that occurred in 1985. Unfortunately, those stories and tales will have to remain classified.



In the picture standing from left to right are George Hemminger, Cort de Peyster, Gene Lamski, Len Bochicchio & Gary Dyer. Seated is your reluctant scribe, Lyle U'Ren" *When did Gene grow the beard? Ed*

Denver Good ol' Pilots' (November) RUPA Luncheon

The Denver Good OL' Pilots and guests met for happy/social hour and lunch on Nov. 21 at The Tin Cup Bar and Grill in Aurora. Coordinator, Joe Rozic, led off by calling on our resident humorist Stanley Boehm. After Stanley's turn Joe reported on the passing of former RUPA President Milt Jines and that two long time Denver pilots Carl "Buck" Buchanan and Dave Johnson had flown west. All were well liked and highly respected by those who knew and had flown with them. Some good news was that Bob Blessin is back home after recovering from surgery.

Bill Kennedy head of pilot hiring at United attended as a guest of Steve Jacques. Those present prevailed upon Bill to speak and he agreed. Bill gave a very informative presentation regarding the current pilot hiring process and the future outlook; followed by a lengthy Q & A period.

The lunch service was excellent with Cindy and the staff right on the mark as usual.

Attending were: Rick Bebee, Stanley Boehm and Marilyn Gifford, Jon Carter, Jack Davis, Bob Dietrich, Al Dorsey, Denis Getman, Bill Hanson, Tom Hess, Nick Hinch, David Horwitz, Steve Jacques and guest Bill Kennedy, Dick Kobayashi, Cliff Lawson, Jim Lee, Mark McGurk, Ralph Ridge, Dan Romceovich, Joe Rozic, Rick Steele, Tony Twardziak and Ted and Rose Wilkinson. Your Co-Scribe, *Tom*

Denver Good ol' Pilots' (December) RUPA Luncheon

Our monthly lunch went off well. The staff at The Tin Cup prepared a nice meal of a salad followed by prime rib, potatoes, vegetables and finally desert. After lunch, Stanley Boehm and Ted Wilkinson started us off with some humor. We were glad to have Bob Blessin back after some recent physical problems requiring rehab. Also attending for the first time in a while were two of our WWII pilot members Russ Ward and Jim Broderick. We hope to have another WWII member, Mack Connelley, back at a meeting soon. Mike McCaskey, The Managing Director of The United Pilot Training Center, attended as a guest of Steve Jacques. Unfortunately, he had to leave before he had a chance to talk to us. We hope he can attend another time.

After lunch Jim Broderick talked to us about his time in The Army Air Force flying the P-38 in Europe including having to bail out of the P-38 after engine fire over France in 1944. Jim flew a total of 75 missions before returning to the US after the war ended in 1945. Regarding his United career, Jim was hired by United in Chicago in 1951. He began as copilot on the DC-3 ultimately flying all the Douglas airliners and the B-727. He ended his career at age 60 flying DC-10 Captain in Denver on Nov. 5, 1983. Jim said he is 94 years old and has been retired longer than he flew for United.

Attending were: Jim Adair, Darrel Ankeny, Rick Bebee, Bob and Ann Blessin, Stan Boehm, Ray Bowman, Jim and son James Broderick, Al Dorsey, Phil Ecklund, Denis Getman, Dick Grant, Bill Hanson, Tom Hess, Nick Hinch, Steve Jacques and guest DENTK Manager Mike McCaskey, Tom and Sue Johnston, Steve Knight, Cliff Lawson, Rick and Kaye Madsen, Mark McGurk, Dan Romceovich, Joe Rozic, Rob Schmidt, Rick Steele, Casey and Gail Walker, Russ Ward, and Ted and Rose Wilkinson.

Denver Good ol' Pilots' (January) RUPA Luncheon

On January 16th as is customary The Denver Good OL' Pilots and guests met on the third Tuesday for our monthly catered lunch at The Tin Cup Bar and Grill in Aurora. Ted Wilkinson and Stanley Boehm provided some humor after lunch. We have been missing Mack Connelley for several months. Mack had been a faithful attendee until a recent stroke. He is undergoing rehab of some memory issues at a facility in Colorado Springs. His niece, Christie, is helping him and coordinating his care. You can send cards to him at her address, 1001 Slate Way Monument, CO 80132. Members discussed Ken Bradley who flew west recently. He was highly respected and well liked by those who knew and flew with him. Also it was reported that former Denver pilot, Lamar Hunt, who lives in San Antonio, is recovering from a stroke. He is doing well and recovering nicely.

Attending were: Darrel Ankeny, Rick Bebee, Bob and Ann Blessin, Stanley Boehm, Ray Bowman, Terry Brady, Chris Bruce, Ed Cutler, Jack Davis, Al Dorsey, Bill Ford, Denis Getman, Stanley Boehm and Marilyn Gifford, Bill Hanson, Tom Hess, Nick Hinch, David Horwitz, Steve Jacques, Tom and Sue Johnston, Jim Lee, John Myer, Joe Rozic, Rob Schmidt, Rick Steele, Ross Wilhite, Ted and Rose Wilkinson.

Dana Point (December) RUPA Luncheon

Our Dana Point group met for a festive holiday lunch at the harbor, sitting inside as it was a little windy under the blue umbrellas. Present were: Ed Ahart, Park Ames, John and Cheryl Arp, Barney Barnhouse, Bruce and Peggy Dunkle, Bob Fuhrmann, Jim and Karen Grosswiler, John Grant, Bill Stewart, Butch Trembly, Ted and Gwynne Simmons, Joe Udovch and his daughters, Cathy and Caryan.

Karen and Jim Grosswiler had attended the Barclay production of the Nutcracker and a very special English tea afterwards where they met several members of the cast. They said it was the very best one they had seen!

Cheryl and John Arp are always enjoying lots of travel! They have two cruises planned for 2018: one in February to Hawaii and another in the fall on the Rhine to celebrate their 50th wedding anniversary. They recommend "Interline Cruise Connection" in Denver for excellent reductions in fares for retirees of United.

Barney Barnhouse, 84, plays banjo several days a week in a band featuring bluegrass, country and gospel!! He promises to bring his banjo to the next luncheon!!

Bruce and Peggy Dunkle had just returned from Las Vegas where they saw a fabulous concert by Celine Dion! Bruce had a fun joke: "A man and wife were already sound asleep in bed when the phone rang at 3 a.m. The husband answered and said: "How the hell should I know. I'm not the weather-man" and hung up. The wife asked "Who was that?" He replied, "Some fool wanted to know if the coast was clear." A good laugh was had by all as Bruce has such a great way of telling jokes!!!

Everyone was in good spirits getting ready for the Christmas holidays! The food was delicious and the service fabulous as always! We could not have "ordered" a more beautiful day of warm sunshine and clear skies! *Ted & Gwynne*

Dana Point (January) RUPA Luncheon

Cheers for the New Year and to all who put out this Great publication the *RUPANEWS*.

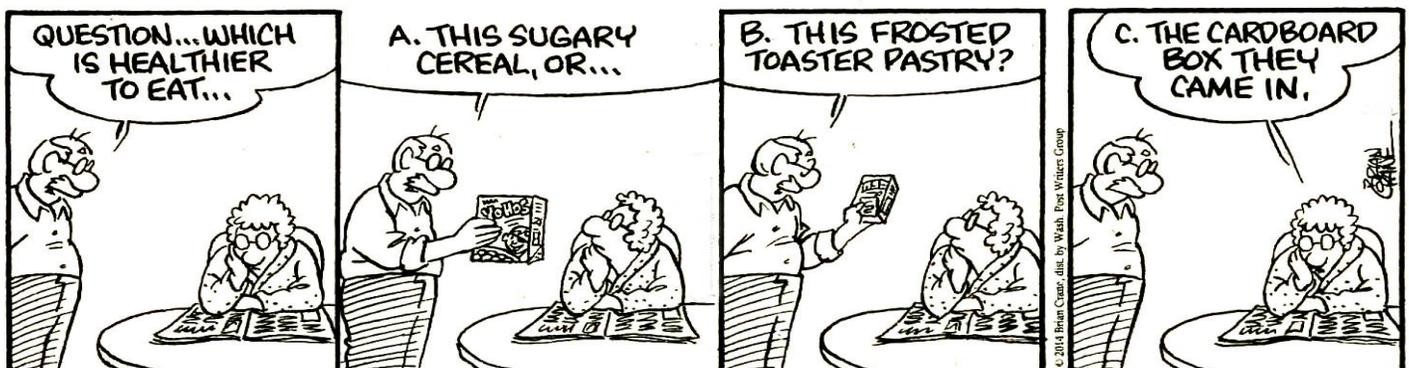
Surprising no ladies came this month? They are invited to come to all our meetings! Conversation included talk on the 1\$ Bill and which way the Eagle is facing...today it is still looking toward the olive branch.



LtoR: Park Ames, Jim Grosswiler, Bill Rollins, Bruce Dunkle, Denny Giese, Ted Simmons, and Joe Udovch.

All were glad the new year was here ...and we were still here cheers again for a Happy New Year. *Ted*

PICKLES | Brian Crane



Ohio Cleveland Crazyies RUPA Luncheon

After two days of heavy snow, December 14th was sunny with roads free of snow and ice. It was a beautiful day for our time together at TJ's in Wooster. We had nineteen members and wives present for a wonderful luncheon, lively discussion, and only one lame joke. Ken Wheeler was unable to attend and he always keeps us laughing with his stories and jokes. He did send us his wishes for the holidays. We also had holiday greetings from John Alden, Bob Olsen and John Pinter, all who were unable to attend. We remembered the Cleveland Crazyies who have passed throughout the year. We thanked our server, Shayla, for her time with us throughout the year and always keeping us in drinks and putting up with our stories and talk. And, as usual, Pat Morris supplied us all with her wonderful assortment of chocolates for our after-lunch treat.



Standing L to R: Phil Jach, Linda Jach, Pat Morris, Harvey Morris, Bob Lang, John Hochmann, George Bleye, JoAnne Orr, Shayla our server, Mary Lou Sanders, Dick Sanders, Gene & Judy White and Rich McMakin.

Sitting L to R: Jim Burrill, Monica Burrill, Vic kie Getz, Joe Getz, Terri & Mike Holmberg.

Cheers, *Phil Jach*

The FAT Flyers RUPA Breakfast

We had a nice turnout for our group of "old aviators" at our monthly breakfast meeting on Dec 8th.



In the photo, clockwise from the front: Rick Pamplin, Ed and Pat Manning visiting from the coast, Errol and Eric Mullins, Randy Bushore, Richard Jordan, Wayne Thompson and me.

I think our group is a special group since we include anyone with a love of aviation, not just old retired United guys. It is interesting as we tell stories of our times as working guys to see the youthful enthusiasm

of those just starting out, as is the case with Errol Mullin's son Eric. Eric is nearing graduation from Fresno State in a field that has nothing to do with flying (never hurts to acknowledge that the typical career in aviation has its ups and downs) while simultaneously completing his commercial and multi-engine ratings. In January he will be applying to become a Flight Ops intern at United. If selected he will have an inside track to be hired down the road.

Of the 6 retired United guys in our group at breakfast this day, 4 of us have sons or daughters who have followed us into aviation careers. I'm not one of them, glad to say. My son is much smarter than the rest of us – he has a very successful business, with customers from all over the world and he works from his home lab. Yes, he does have to commute, by foot, about 100 feet every day.

By the time this is published we will have hopefully enjoyed Christmas with our families. Here in Central California we're OK, but our hearts go out to our fellow aviators all over the US who have been ravaged by wildfires and floods. *Paul Nibur*


INTERNATIONAL *Fly-In* & EXPO
APRIL 10-15, 2018
LAKELAND LINDER REGIONAL AIRPORT
LAKELAND, FL
RUPA DAY
Thursday 12 April 2018

Location: OX-5 Club House made available through the hospitality of the Mid West Florida Wing of the OX-5 Club; located on the airfield next to the QBs club on Clubhouse Path (very close to the large Food Court)

What you get at the Club House: Coffee, snacks, rest rooms, porch, gathering place and central location to static displays, food court, and flight line.

Transport from handicap parking: Call the Club House at 803-992-5839 (cell) and the club will send their golf cart to pick you up.

Cost to use the Club House: none, however, donations gladly accepted at the sign-in table, nominal charge for hot dog lunch (\$5).

RUPA Group Photo: In front of the Club House about 1:00 pm.

Bonus: On Saturday night (14 Apr) there is a night air show and the OX-5 club will host a lasagna dinner 5-8 pm for \$10 (a good deal if you're hungry!); tickets sold at Clubhouse.

ALL WELCOME – A FRIENDLY PLACE FOR EVERYONE!

Point of Contact: Dot Prose, Phone (941) 966-4538 or (941) 350-3343
Email: proeda@yahoo.com

Web site for Sun-n-Fun: flsynf.org

2 free bags on United for all passengers in the year of the dog

By Juergen T Steinmetz



It's the year of the dog. Facing still competition, United Airlines will eliminate charges for customers' second checked bag on all routes from North America to China and Hong Kong.

Currently, customers traveling from China/Hong Kong to the United States already receive two free checked bags. Fees for oversized and overweight bags will continue to apply.

"We are responding to valuable feedback from customers who are seeking added benefits when they travel to China and Hong Kong, particularly for leisure purposes," said Marcel Fuchs, United's Vice President, Atlantic and Pacific Sales. "By allowing a second checked bag at no additional fee, we aim to make the overall experience of traveling to China and Hong Kong easier for our customers."

Tough Sight to See



This is a photo of the last of United's 744's parked at Victorville. You can see the one that flew the very last flight to Hawaii (has the older "vintage" style United script). Hard to believe the 747 has finally left the United fleet. End of an era.

United's new guidance on acceptance of 'smart bags'

by Tessa Schmitz



Effective Jan. 15, we're requiring all customers to remove the lithium ion batteries installed in popular "smart bags" to reduce the risk of fire on board and in the cargo hold.

In line with our carry-on policies regarding the acceptance of baggage that poses a fire hazard, customers will be asked during the baggage check-in process if they are traveling with a bag that includes these types of batteries. If the lithium battery can't be removed, we are unable to accept it as checked or carry-on

baggage. For bags customers intend to travel with in the cabin, the battery may remain installed as long as it is powered off, according to federal regulations.

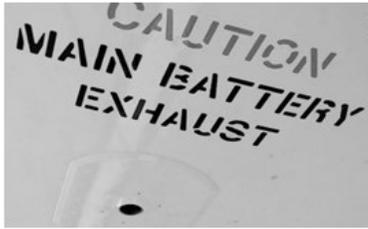
Customers unable to travel due to these baggage requirements will be rebooked on a later United flight once they repack their items into a compliant bag.

Smart bags often look similar to backpacks or any other rollaboards and generally have USB ports for recharging cell phones and other devices. Some bags also include a motor to propel them.

For more information about the acceptance of smart bags and customer handling, please review your department policy and procedure communications or united.com.

Lithium-Ion Battery Fails On United Flight To Paris

By Christine Negroni



A United Airlines Boeing 787 experienced a lithium-ion battery failure on approach to Charles de Gaulle Airport on November 13. United Flight 915 was at the end of a seven-hour flight from Washington's Dulles Airport when pilots received a warning that the main battery was overheating. United spokesman Charles Hobart confirmed the event, which was first reported by the Aviation Herald. On landing, technicians discovered the battery "venting fluid," with fluid dripping from the forward vent relief system, the titanium box and pipes

Boeing installed after the airplane was grounded in 2013. Hobart would not answer other questions but the Aviation Herald reported the airplane was in Paris for four days and brought to Denver, where it remained on the ground for another two days before returning to service. Paul Bergman, a spokesman for Boeing said "the plane experienced a fault with a single cell," adding that it was not a safety of flight issue.

This is not the first Dreamliner battery to go haywire in the three and a half years since the plane was released from its four-month, fleet-wide safety grounding by the Federal Aviation Administration in 2013. That came after battery malfunctions on two Japanese-operated 787s within two weeks of each other destroyed the breadbox sized batteries and the area in which they sat, prompting three safety investigations.

The Dreamliner was only allowed back in the air in April 2013, when Boeing got approval to move the batteries into a housing designed to contain the toxic fumes and high temperature fire that occur when a lithium-ion battery goes into thermal runaway. The housing did not change the characteristics of the battery and this most recent event on a United flight is a clear sign that it still flies with an undiagnosed and unresolved problem.

In January 2014, a battery cell on another Japan Airlines 787 vented as the plane sat on the ground at Narita Airport. Later that year in October, a Qatar Airways 787 was forced to divert because of a battery malfunction. And while I was told there were two other diversions resulting from batteries going bad in flight in the first 18 months after the plane began flying again, neither Boeing nor the FAA would provide details. When I asked again today if Boeing would provide a list of battery failures since the resumption of 787 flights, Bergman declined. "More than 2.7 billion revenue miles have been flown by the approximately six hundred 787 Dreamliners currently in service," he said in an email.

Battery failures on those 600 airplanes are only knowable to Boeing because the FAA previously said it does not require notification; not from Boeing not from the Dreamliner's operators because the titanium housing removes the safety threat from thermal runaways. Battery experts disagree. After the Qatar diversion, Jeff Dahn, a physics professor at Canada's Dalhousie University told me that battery failures are an indication of a problem within the cells. "Normally they will do nothing unless they are being mechanically abused or electrically abused. Since they are in the box, they are probably not being mechanically abused, so there is something going on with those cells."

Now that Dreamliner battery failures have been deemed "non-reportable" by aviation safety authorities, it is impossible to gauge the size or the scope of the problem and that's how some folks seem to want it. The question is "why?"

PICKLES | Brian Crane



United announces its best-ever December operational performance



United Airlines announced its best-ever December operation to conclude a year of record-breaking operational performance. Notwithstanding subzero temperatures and peak holiday customer loads, United delivered on-time departures and high completion rates for the month of December during the busy holiday travel season.

Between December 20 and New Year's Day, United and United Express led the competition, with the most flights departing on time, connecting millions of customers with family and friends for the holidays. United also achieved a 100 percent completion rate on December 28 and 29.

This holiday season's operation was a fitting end to a year full of performance records. In 2017, United consistently notched operational bests in on-time arrivals and completions while seeing the fewest cancellations and the best baggage performance in company history.

"Thanks to the commitment and professionalism of our employees, we were able to deliver a record-setting operation for our customers last year, and look forward to reaching new heights in 2018," said Chief Operations Officer and EVP Greg Hart. United finished the year with 59 days of 100 percent mainline completion, shattering its previous record of 21 days in 2016.

United was named one of the Best Places to Work in 2018

by Julia Wislocka

glassdoor
**2018 BEST
PLACES
TO WORK**

EMPLOYEES' CHOICE

On Dec. 5, 2017, United was named one of the Best Places to Work in 2018 by Glassdoor's Employees' Choice Awards — a recognition that comes just months after Oscar was named one of 2017's Highest Rated CEOs, earning the No. 18 spot among the top 100 rated CEOs. He is the highest-ranking airline CEO on the list compiled by Glassdoor, one of the world's largest and fastest-growing job sites.

With an overall company rating of 4.3 (on a scale of 1-5) – a significant increase from 3.2 in 2015 -- United was ranked 55 on Glassdoor's 100 Best Places to Work -- U.S. Large list, which ranked companies with more than 1,000 employees. In addition, United also earned a Best Places to Interview award for 2017, ranking 28th on the list of 100. Glassdoor has more than 35 million reviews and insights for more than 700,000 companies, all of which can be considered for the awards.

During a fireside chat Oscar attended at this year's Glassdoor Annual Conference in September, Glassdoor founder and CEO Robert Hohman emphasized United achieved "one of the biggest turnarounds in employee sentiment" that he has ever seen, which Oscar attributed to his "listen, learn and then lead," approach toward earning trust and improving employee morale.

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

"Great people, who have a passion for working at United. A company that is investing in its people while focusing on its customers." – Managing Director

"Excellent company... highly professional. Excellent benefits and great co-workers." – Captain

"United is a really cool place to work due to the environment and also the people I work with. Also, the benefits are superb and I'm always happy to go to work." – Ramp Service Employee

"This company is amazing because of so many reasons but my number one reason is because they honestly care about the employees and take care of them. It's not just about the customer, it's about the customer AND the employee." – Customer Service Representative

"It's truly an honor to be part of an elite group of companies recognized for fostering a collaborative, diverse and encouraging work environment where everyone can thrive," said Employee Relations and Engagement VP Jill Eshbaugh. "More meaningful to us is that we earned the award thanks to the feedback of our own employees, which demonstrates the belief they have in our vision and our commitment to excellence."

The Employees' Choice Awards program, now in its 10th year, relies solely on the input of employees, who elect to provide feedback on their jobs, work environments and companies via Glassdoor. The Best Places to Work were determined using company reviews shared by U.S.-based employees between Nov. 1, 2016, and Oct. 22, 2017.

This is the first year United was honored among the Glassdoor Best Places to Work, but our company rating overall has been trending up over the past 12 months, a reflection of the changes we've made toward creating the best airline to fly on and work for.

United Airlines introduces its new Winter Menu



United Airlines has introducing its winter menu, offering customers more options of food items from the airline's economy Choice Menu, including a 100% cage free egg breakfast sandwich, a first for any U.S. carrier. Responding directly to customer and employee feedback, the winter menu also features a new take on one of the most popular items purchased by customers – the cheeseburger. United is introducing a new Smoked Gouda Cheeseburger complete with condiments by Sir Kensington's, one of the airline's newest food partners.

The new menu additions, available now, are a result of a research process with customers and employees to understand the culinary desires of customers inflight. Results from discussions and inflight tests with customers showed that the top three most sought after snack items were chocolate, a meat protein and potato chips. In response to this, barkTHINS®, Duke's® Shorty Sausages, and Kettle Chips have also been added to the menu. For main dish options, the Southwestern-style omelet, previously only available in United First class, has received such demand and positive feedback from customers, that United has added it to the economy menu enabling more customers to purchase it.

The partnership with Sir Kensington's, a first for any airline, provides gourmet options for customers' taste buds. Two of the signature products offered included a ketchup made from whole, vine-ripened pear tomatoes, sweetened with organic raw cane sugar as well as the first and only non-GMO verified mayonnaise flavored with free-range eggs and a hint of fresh lemon juice.

"We are excited to offer great options like barkTHINS for that chocolate fix, gourmet cheeseburgers for a little indulgence, or a healthy cage free breakfast sandwich to start the day off right," said Kate Gebo, chief customer officer at United. "Being able to offer several new food options, based on feedback from our customers and employees, means we can meet the varied needs of our customers when they are traveling with us."

All new menu items are currently available for purchase on flights within the U.S. with a scheduled flight time of more than 3.5 hours and on all international flights from the U.S. to Canada, Mexico, Central America and the Caribbean. Snack Shop items including the barkTHINS® Snacking Dark Chocolate with Pretzel and Sea Salt; Duke's® Tomato & Basil Smoked Chicken Shorty Sausages; and Kettle® Brand Sea Salt Potato Chips are available on all flights over 1.5 hours within North America, including the Caribbean and select Latin American cities, Singapore and Australia.

The newly refreshed menu is just one part of United's evolving culinary strategy. Most recently, United started complimentary meal service to customers seated in Economy Plus on its premium transcontinental routes operating between San Francisco – Boston, San Francisco – New York/Newark and Los Angeles – New York/Newark.

**Does anybody remember hearing,
"Keep crying and i'll give you
something to cry about."
In their childhood?**



Introducing your Accolade Health Assistant

Effective Jan. 2, 2018, we're excited to announce that you now have access to a new benefits resource — the Accolade Health Assistant® — an on-demand concierge offering personalized support for your various healthcare needs accessible to you and any family members you may cover in your United medical plan.*

You and your family will have one person — your Health Assistant — who will be there for you when you need information, resources or support in navigating the healthcare system. He or she will be able to assist you in finding care near you, making sense of a confusing medical bill, or helping you manage a chronic condition. Health Assistants have a team of doctors, nurses, pharmacists and benefits experts behind them to ensure you are fully supported. All this is completely confidential and provided at no additional cost.

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- Download the Accolade Inc. mobile app from the App Store or Google Play
- Visit united.myacolade.com
- Accolade is available Monday- Friday, 7 a.m.-7 p.m. CT, with nurses available after hours. You no longer need to contact your medical carrier (BCBS or Aetna) for support. You should have received a new medical ID card in the mail over the past few weeks. This new ID card now lists Accolade's phone number next to Customer Service.

For more information on this new benefits resource, see the Accolade brochure that you should have received at your home in December, or contact Accolade directly.

*Accolade is available to participants and their dependents enrolled in the following medical plans: \$350 PPO, \$750 PPO, \$1,250 PPO, Traditional PPO, Bronze EPO, Core EPO, Core PPO, Core HDHP, Healthy Rewards PPO, Healthy Advantage HSA, and Build Your Own EPO Options.

Techs going mobile in '18; field users provide great feedback



Tech Ops and IT are getting ready to deploy thousands of mobile iOS devices to technicians in our Line Maintenance stations in 2018, freeing techs from the green-screen kiosks and workstations that are often distant from the aircraft they service. The phased roll-out will start in the middle of the first quarter and continue through mid-year.

Along with other modernization efforts under way or imminent for maintenance, the Tech Ops Mobility program “represents a sea change in how we fulfill our primary mission, which is to provide safe, reliable aircraft for our customers, day in and day out,” said Maintenance Operations VP Don Wright. “These improvements should give us the ability to do an even better job in 2018 and build on the impressive momentum we’ve achieved in 2017.”

In addition to Tech Ops Mobility, we are phasing out “green screen” technology at desktop workstations, introducing a new warehouse management system, and upgrading numerous systems and processes to help us stay a step ahead by providing a more efficient and user-friendly experience. “Instead of just handing them something we thought would work for them, we first asked them, ‘What do you need, and how should it be configured? What about the devices or the connectivity options need to be considered?’” said Mobility Managing Director Kurt Carpenter. “By the time we roll it out to nearly 6,000 other technicians, it will have the benefit of all that feedback and input. It should work for them because they designed it, and we’ll continue to improve it as more users become part of the team.”

So far, technicians using the iPads at the aircraft have been overwhelmingly enthusiastic about the difference the iPads and enhanced user interface are making. In a recent survey of the expanded pilot user group, participants also indicated what is working well and identified opportunities for improvement.

“In a brief period, we went from paper logbooks to iPads – that is phenomenal progress,” one commented. Another wrote, “My experience has been positive. Work cards are very easy to use. I haven’t had a chance to

sign off any SCEPTRE log pages, but when there is full functionality I believe it will be a great tool. These tablets have been needed for a long time and will make my job quite a bit easier.” Fortunately, many requests that technicians provided for additional features are in the roadmap for 2018, such as more advanced log page transactions, ability to order parts from the iPad, and lead technician functionality.

Eighty-six percent of survey respondents characterized their user experience as an improvement over the desktop user experience. Most are satisfied with items such as device functionality, training, and connectivity, and, where they are not, we are taking steps to resolve those issues based on detailed feedback. Several users also shared that they would like to see a reduction in time spent logging into various applications and, as a result, we are looking into opportunities to reduce these transactions and explore use of fingerprint authentication.

Also, 86 percent of survey respondents reported that being able to access aircraft manuals on their devices saves them time during their duty periods, and, where they have trouble navigating between manuals or feel there are gaps in manuals available, we are taking steps to smooth out those items.

Even though the devices are new to most users in the work environment, 93 percent of survey respondents described their comfort level with the iPads and the graphical user interface as “expert” or “intermediate.” That’s a positive sign because, like the smaller group before them, these several hundred users will act as the ambassadors for the Tech Ops Mobility Program as it rolls out to their colleagues in the hubs and stations next year.

United lands 10 new domestic routes just in time for spring travel



United Airlines announced it will offer customers more opportunities to travel from five of its U.S. hubs to 10 cities in California, Florida, Montana, New York, North Carolina, Oregon and Texas beginning in April. Additionally, the airline announced it will optimize its O’Hare International Airport schedule to provide shorter connection times and more options for customers connecting through Chicago.

“We continue to focus on making United the first choice for customers when planning their domestic and international travel,” said Grant Whitney, United’s vice president of Domestic Network Planning. “Our new daily services connect customers to important business markets and our new seasonal summer routes provide more customers with convenient access to enjoy our National Parks.”

United will now serve Wilmington, North Carolina from Chicago and Washington Dulles and Elmira, New York from New York/Newark. The full list of new routes includes:

Chicago (ORD) El Paso (ELP) 2 flights daily April 9 E170
Chicago (ORD) Wilmington (ILM) 2 flights daily April 9 ERJ
Denver (DEN) Jacksonville (JAX) 1 flight daily April 9 E175
Los Angeles (LAX) Redmond (RDM) 2 flights daily April 9 CRJ
Los Angeles (LAX) Medford (MFR) 2 flights daily April 9 CRJ
New York/Newark (EWR) Elmira (ELM) 2 flights daily April 9 ERJ
Washington-Dulles (IAD) Wilmington (ILM) 2 flights daily April 9 ERJ
New seasonal daily service from Chicago (ORD) and Los Angeles (LAX)

With United’s new summer service, more customers will have easier access to popular outdoor destinations like Yosemite National Park near Fresno; Glacier National Park near Kalispell and Yellowstone National Park near Missoula.

Chicago (ORD) Fresno (FAT) Daily June 8 CRJ
Los Angeles (LAX) Kalispell (FCA) Daily July 7 CRJ

Los Angeles (LAX) Missoula (MSO) Daily June 7 CRJ

Beginning in February 2018, a newly enhanced bank structure at O’Hare will mean shorter connection times and better access to more destinations for customers connecting through the carrier’s Chicago hub. This operations enhancement, already in place at United’s Houston hub, will enable United to greatly improve connectivity throughout its industry-leading global route network.

More United Polaris retrofits enter service

We continue to retrofit our aircraft with our United Polaris business class seats, and more are on the way in 2018, bringing the full United Polaris experience to even more customers.

We currently have three retrofitted Boeing 767-300s in service. The remodeled 767s also feature larger overhead bins, power at every row and new lavatories.

The first of the retrofitted Boeing 777-200s will be rolling out early this year. A total of 14 of our new Boeing 777-300ERs are currently in service, flying routes like EWR-TLV (Tel Aviv, Israel), SFO-AKL (Auckland, New Zealand), EWR-NRT and SFO-FRA (Frankfurt).

We'll be taking delivery of an additional four 777-300ERs in 2018.



Boeing sets airplane delivery record in 2017

Boeing delivered more commercial airplanes than any manufacturer for the sixth consecutive year and set an industry record with 763 deliveries in 2017, driven by high output of the market-leading 737 and 787 jets. At the same time, the company grew its backlog with 912 net orders, reflecting healthy demand for its single-aisle and twin-aisle airplanes.



Boeing reached a new high on the 737 program as it raised production to 47 airplanes a month during the year and began delivering the new 737 MAX, contributing to a record 529 deliveries, including 74 of the MAX variety.

On the 787 Dreamliner program, Boeing continued building at the highest production rate for a twin-aisle jet, leading to 136 deliveries for the year.

On the orders front, 71 customers placed the 912 net orders, valued at \$134.8 billion at list prices. The total extends Boeing's backlog to a record 5,864 airplanes – at year end – which is equal to about seven years of production.

“The strong sales activity reflects continuing strong demand for the 737 MAX family, including the ultra-efficient MAX 10 variant that we launched last year, and the market's increasing preference for Boeing's family of twin-aisle jets,” said Boeing Commercial Airplanes President & CEO Kevin McAllister. “Our planned production increases over the coming years are designed to satisfy this robust demand.”

In 2017, the 787 Dreamliner family racked up nearly 100 net orders and the 777 family captured 60 net orders.

Other major commercial airplanes milestones include the first flights of the 737 MAX 9 and the 787-10 Dreamliner, and the start of production of the 737 MAX 7 and the new 777X.

PICKLES | Brian Crane



Airbus Commercial Aircraft delivers record performance

By Juergen T Steinmetz



Airbus' Commercial Aircraft deliveries in 2017 were up for the 15th year in a row, reaching a new company record of 718 aircraft delivered to 85 customers. Deliveries were more than four percent higher than the previous record of 688 set in 2016. The 2017 total comprises: 558 single aisle A320 Family (of which 181 were A320neo – an increase of 166 percent over 2016); 67 A330s; 78 A350 XWBs (up by nearly 60 percent from 2016) and 15 A380s. Furthermore, to cap this resounding annual production achievement, Airbus achieved 1,109 net orders from 44 customers. At the end of 2017 Airbus' overall backlog stood at 7,265 aircraft valued at US\$1.059 trillion at list prices.

With this year's performance Airbus has steadily built on deliveries year on year – with 15 consecutive years of production increase. From its four A320 Family plants in Hamburg, Tianjin, Mobile, and Toulouse, Airbus is on track to achieve rate 60 per month on single-aisle by mid-2019. Meanwhile, the A350 XWB is equally on track for rate 10 by the end 2018. Airbus' healthy order intake in 2017 resulted in a 'book-to-bill' ratio of 1.5.

There were many industrial milestones achieved by Airbus Commercial Aircraft in 2017, which included: delivery of the 100th A350 XWB; the delivery of the 50th A320 Family aircraft from our FAL in Mobile; delivery of Emirates' 100th A380; first flight of the A330neo; certification of the A350-1000; first A321neos delivered with CFM and P&W engines; inauguration of the new A330 Completion and Delivery Centre in Tianjin, China, with two first deliveries; and structural completion of the first Beluga XL. On internationalization, our partnership with China is expanding while our Americas footprint is equally extended. Moreover, in the provision of Services Worldwide Airbus is significantly enhancing its local presence to be closer to its customers.

Airbus rolls out first BelugaXL transporter



The first structurally complete airframe for the new BelugaXL rolled out from its assembly hangar in Toulouse, France. Once operational, a fleet of these next-generation airlifters will be used to transport completed sections of Airbus aircraft among the company's European production sites and to its final assembly lines in France, Germany and Spain.

The BelugaXL is one of the most voluminous aircraft in existence, and everything about it speaks to that fact. With a bulging upper forward fuselage and enormous cargo area, the BelugaXL is hardly recognizable as the outsized airlifter version of the Airbus A330-200 jetliner from which it is derived. "We have the A330 as a foundation," said Bertrand George, head of the BelugaXL programme, "but many changes have been successfully designed, introduced into the aircraft and tested. Transforming an existing product into a super transporter is not a simple task."

This initial BelugaXL is expected to be flying by mid-2018. "The whole team is really looking forward to seeing its first flight and, of course, its smiling livery," said George, referring to the supersized smile that will be painted across the 'face' of the transporter, the winning design of six options presented to Airbus employees for a vote in early 2017.

Before that can happen, the aircraft will undergo a months-long battery of tests after installation of its two jet engines, ensuring each of the BelugaXL's systems function as intended. All the while, said George, "We will perform bench tests in Toulouse and Hamburg, Germany – testing our systems on flight simulators and in laboratories" as well as using hydraulic jacks to simulate flight loads on full-scale copies of specific joints between the new upper bubble and A330's lower fuselage. "The data from these tests will be used to clear the aircraft for flight and, later on, to attain type certification," the official pronouncement of the aircraft's safety and airworthiness, said George.

Boeing, Avolon Finalize Deal for 75 737-MAX Airplanes

By Juergen T Steinmetz



Boeing and Avolon, the international aircraft leasing company, finalized an order for 75 737-MAX airplanes. The confirmed order is for 55 MAX-8s and 20 MAX-10s, with options for 20 additional MAX-8s. The agreement, announced as a memorandum of understanding at the 2017 Paris Air Show, is valued at nearly \$11 billion at list prices including the 75 firm and 20 option aircraft.

Launched at the 2017 Paris Air Show, the MAX-10 will have the lowest seat-mile cost of any single-aisle airplane. The new airplanes will bolster Avolon's airplane portfolio to meet growing customer demand in the narrow-body market segment.

"This order for Boeing's newest 737 MAX airplanes will strengthen Avolon's position as a leading lessor in the global commercial aviation market," said Avolon CEO, Dómhnaí Slattery. "This is the largest single order that we have placed with Boeing to date and underscores the scale of our ambition and the strength of our business. We have experienced strong interest in our initial MAX orders and this incremental order reflects this demand. With over 140 MAX aircraft now in our owned and committed fleet, we are confident that the superior economics and solid reliability of the 737 MAX family of airplanes will continue to allow our customers to grow their businesses profitably for many years to come."

Headquartered in Dublin, Ireland, Avolon is one of the world's leading aircraft leasing firms, with an owned, managed and committed fleet of 915 aircraft as of September 30, 2017. Avolon also has the youngest owned fleet amongst the top three lessors and an order book of exclusively new technology aircraft.

"This order solidifies Avolon's commitment to providing their customers with the most efficient, technologically advanced airplane on the market," said Boeing Commercial Airplanes President and CEO Kevin McAllister. "We are honored that the 737 MAX family of airplanes will become a key part of Avolon's world-class fleet as they look to leverage the surging demand for narrow-body airplanes in markets around the world."

The 737 MAX is the fastest-selling airplane in Boeing history, having surpassed 4,000 total orders from 92 customers. The MAX family incorporates the latest technology CFM International LEAP-1B engines, Advanced Technology winglets and other improvements to deliver the highest efficiency, reliability and passenger comfort in the single-aisle market.

China joins the "big jet club"



In October, the U.S. Federal Aviation Administration and the General Administration of Civil Aviation of China signed an agreement on the implementation procedures of the bilateral airworthiness agreement. The document marked a full and reciprocal recognition of jet aircraft between the two countries. It's of great significance in the path of China's self-developed C919 to obtain an airworthiness certification from the United States and the European Union.

What consequences will it have? In the global aviation market, the most common passenger jets are made by only a handful of companies, such as Boeing and Airbus. The signing of the agreement means that China will also enter the "big jet club."

Compared with the Boeing 737 and the Airbus A320, China's C919 boasts a rate of fuel consumption between 13 percent and 15 percent lower, and a reduction in wind resistance of 3 percent. This means that the C919 can fly faster with less fuel consumption than its Boeing and Airbus counterparts. Moreover, the Chinese jet has a more comfortable cabin.

China's C919 is also safe, as the country has very strict standards on aviation safety: the accident rate should be maintained within 0.3 accidents per million hours, reaching the world's advanced level. It means that one won't come across an accident unless he or she spends 10 hours onboard every week for 5,000 to 6,000

years.

In fact, China developed its own passenger aircraft, the Y-10, as early as the 1970s with its maiden flight successfully taking place in 1980. However, regretfully, the project ran aground later for certain reasons. It was not until 2008 that China began to develop another type of large aircraft – the C919, which conducted its successful maiden flight in May this year as well as its first long-distance course-changing flight on November 10. Now, the number of orders for the C919 has reached 730, including from overseas customers.

For many years, China has never wavered in its determination to produce independently-developed large aircrafts. Now, with a broad market demand and a strong national foundation, it is perfect timing for the C919 to enter the stage. At present, there are very few countries with large aircraft manufacturing capabilities in the world. The fact that China can independently design and manufacture a large civilian aircraft which meets international airworthiness standards is a reflection of the country's overall strength in science, technology and manufacturing.

The recently-concluded 19th CPC National Congress particularly stressed the issues of driving economic development with innovation, expanding major scientific and technological programs, and turning China into a science and technology giant and a manufacturer of high quality.

Currently, there is still a technological gap in relation to the manufacturing of large aircrafts between China and developed countries, and the engines of the C919 are still provided by international companies. However, in the long run, it is quite possible that, like China's high-speed railway development, its large aircraft will be made completely from independent research and production and will march towards the forefront of the world through fully integrating domestic and foreign technologies. That day will be worth the wait.

Hong Kong Airlines kicks off pilot recruitment campaign



Hong Kong Airlines has kicked off recruitment for a new batch of cadet pilots, following the successful launch of its inaugural Cadet Pilot Program last year. The much-coveted 2017 Cadet Pilot Program received over 4,000 applications last year and Hong Kong Airlines is excited to welcome new applicants again. The recruitment phase will take place from now until 15 February 2018. Interested applicants can apply online or email for more information.

Hong Kong Airlines' commitment to developing home-grown talent will once again see it target young people with Hong Kong Permanent Resident status for its second cadet pilot recruitment. All new cadets will undergo 70 weeks of flight training, which includes ground school training and multi-crew cooperation training using medium jet simulator. Following completion of the program, successful cadets will receive their official appointment as Second Officers of Hong Kong Airlines.

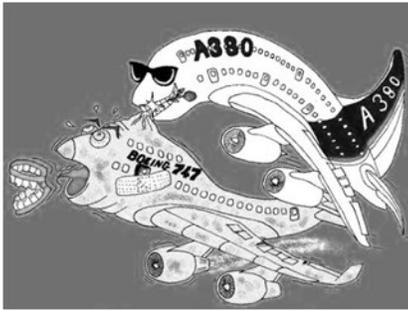
Having served a record seven million passengers in 2017, which represented an impressive 10% climb year-on-year, Hong Kong Airlines is witnessing passenger growth that exceeds the industry average of 7.5% (source: IATA). In turn, the airline has invested substantially in new products, service and infrastructure to help cater to this growing demand.

Currently in the works is the development of a new training center, which will provide state-of-the-art training facilities to help nurture a new generation of aviation elites. In addition, Hong Kong Airlines is also looking to expand its fleet to 50 aircraft strong by 2019, and is poised to take delivery of all 21 Airbus A350s by 2020. These improvements will prove pivotal to the airline as it continues to transition into a global carrier with long-haul aspirations that will include non-stop services to San Francisco, New York and London in 2018.

Mr Tang King Shing, Vice Chairman of Hong Kong Airlines said: "Hong Kong Airlines is currently undergoing a period of unprecedented growth and we continue to seek new talent every day. Our recruitment for new pilots has seen a double digit jump over the past two years and we are committed in our pursuit to help spur growth within the industry. By solidify Hong Kong's position as a world-class international aviation hub, we can provide our customers with more travel options and flexibility."

What is Airbus and Boeing doing to stop Chinese rivals?

By Juergen T Steinmetz



China becomes a threat to the international aviation industry and producers of aircrafts. Airbus and Boeing are teaming up with smaller regional rivals to boost sales at the lower end of their \$100 billion-a-year commercial plane duopoly, posing stiff competition to China's efforts to grow its presence in the sector, said industry analysts.

US planemaker Boeing Co and Brazil's Embraer SA said that they were discussing a "potential combination" widely assumed to focus on jetliners, confirming a report in the Wall Street Journal. News of the talks comes just two months after Boeing's European arch-rival Airbus agreed to buy a majority stake in Bombardier Inc's 110 to 130-seat C Series jets, the Canadian rival of Embraer's biggest E-Jets.

Lin Zhijie, an aviation industry analyst and columnist at Carnoc.com, one of China's largest civil aviation web portals, said: "The potential combination of Boeing and Embraer or the potential purchase of Embraer's narrow-body aircraft business is likely to pose a more severe challenge to China and hurt prospects for its C919 aircraft."

"Earlier, Commercial Aircraft Corp of China, Bombardier and Embraer were in competition for market share and would have competed with Boeing and Airbus for the same," Lin said. "However, with Airbus acquiring the C Series of Bombardier and Boeing further improving its product portfolio, their advantages will get further strengthened," he added.

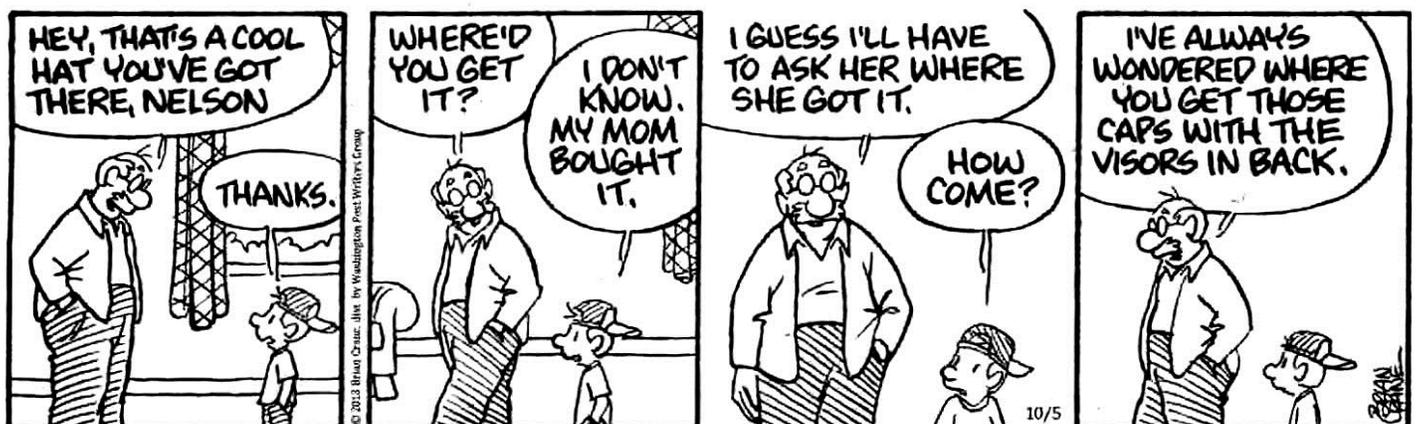
Both Embraer's E-Jets, which generally range between 70 and 130 seats, and to a greater extent Bombardier's C Series, overlap at the margins of the big-airplane portfolios of Airbus and Boeing, but the products are mainly seen as complementary. Boeing and Airbus' smaller planes start at around 125 seats. Such commercial tie-ups allow plane makers to offer package deals and expand opportunities for generating revenue and profit, a person familiar with the C Series deal said.

Boeing now appears to be a convert to this approach after initially, at least in public, dismissing the deal between Airbus and Bombardier, analysts said.

But the proposed alliances, neither of which is finalized, are not simply about tacking on revenue and cash flow, analysts and industry sources said. First, they could quickly lead to technical overlap. "If Boeing begins to collaborate with Embraer, you could imagine them creating commonality in the Boeing cockpit," said consultant Jerrold Lundquist, managing director of The Lundquist Group.

Others see similar benefits at Airbus. More importantly, they broaden the battlefield for the next round of developments in 2030 and beyond: one in which Western jet makers will be up against growing competition from China and Russia and could rely on their new partners to spread the risk.

PICKLES | Brian Crane



Is one pilot in cockpit enough?

By Juergen T Steinmetz



China has a serious shortage of airline pilots; the Gulf region needs more pilots. So what about cutting pilots needed in half by just requiring one human in the cockpit. What if something goes wrong like when the Lufthansa owned Germanwing pilot who killed all his passengers.

Airbus SE is looking to develop autonomous aircraft and technologies that will allow a single pilot to operate commercial jetliners. This will help the giant European aviation corporation cut costs, according to Paul Eremenko, the company's chief technology officer.

A report published in the Chinese Daily explains more: "The more disruptive approach is to say maybe we can reduce the crew needs for our future aircraft," Eremenko said. "We're pursuing a single-pilot operation as a potential option and a lot of the technologies needed to make that happen has also put us on the path toward an automated operation," he added.

The aerospace industry has begun seeing a similar trend as the car market, where automakers are investing in or acquiring autonomous driving startups.

Plane manufacturers, including Airbus and Boeing Co, are racing to develop artificial intelligence that will one day enable computers to fly planes without human beings at the controls. Turning that idea into a practical reality will not be easy in an industry where at least two pilots in the cockpit have been the norm for commercial flights for several decades.

After a Germanwings pilot flew an A320 aircraft into the French Alps in March 2015, killing all 150 people on board, many airlines around the world made at least two people in the cockpit mandatory at all times. In addition to there being no transport-category aircraft certificated for a single pilot or pilotless flight, it is unclear whether passengers, or their insurers or carriers, would accept or permit it, said aviation consultant Robert Mann, a former American Airlines executive. "People are arguably apprehensive about these kind of things," said Shukor Yusof, founder of aviation consulting firm Endau Analytics in Malaysia. "You have driverless cars, driverless buses, but for something that flies, that is something different."

Airbus has a division called Urban Air Mobility that is exploring technology from on-demand helicopter rides to delivery drones. Boeing announced last month it had purchased a company that is developing flying taxis for Uber Technologies Inc and also bought into a hybrid electric aircraft company.

Airbus has agreed to set up an innovation center in Shenzhen, Guangdong province in China. The facility will help accelerate research needed to chart the future of air travel, and China will provide Airbus an opportunity to design and develop such technologies. "I think the general aviation space in China is just opening up," Eremenko said. "There's an opportunity for China to sort of take a leap ahead as it has been prone to do in other areas," he added.

Airbus has also signed a cooperation agreement with Invest Shenzhen, an organization affiliated with the municipal government. It was set up to establish long-term strategic partnerships to accelerate innovation and shape the future of flight. "The innovation center will benefit from policy planning, talent resources and a favorable investment and financing environment from Shenzhen to impact aviation innovation," said Luo Gang, CEO of the Airbus China Innovation Center.

The France-based company is also exploring technologies that will bring more automation to the cockpit of planes that could help resolve a shortage of pilots in countries such as China, which is set to emerge as the world's biggest aviation market in less than a decade. Talks are taking place with Chinese firms such as Baidu Inc to find ways to apply self-driving vehicles to aircraft.

Boeing estimates that 637,000 pilots will be needed to fly commercial aircraft globally in the next two decades.

"The industry needs to find ways to produce more cockpit crew," Eremenko said.

Airbus's A3 Silicon Valley think tank has been working on its proposed Vahana flying taxi, due for its first test flight this year. The single-person electric vehicle could cut journey times for city dwellers over a range of 50 miles, according to Airbus.

Crossover Narrowbody Jets: The Solution For A Changing Landscape

AVIATION WEEK



A little over a decade ago, aircraft deployment was clearly defined by airline business models and market profiles. While full-service carriers used to operate 120-plus seats in high volume city pairs and Regionals with 50-seat regional jets and turboprops on lower demand routes, low-cost carriers used to derive their strength from a single aircraft fleet type.

In 2004 Embraer removed the barriers that used to define airline business models. The company blurred the lines that formerly separated the unique selling points of full-service carriers, regionals and LCCs and signaled the renaissance of a new category of single-aisle aircraft. The E-Jets did not inaugurate the segment — Airbus, Boeing, Bombardier, Fokker and McDonnell Douglas all offered aircraft with the same seat capacity. However, the Brazilian aircraft manufacturer was the first OEM to come up with a family of aircraft optimized for the segment, a movement recently followed by Bombardier's CSeries and endorsed by Airbus's planned tie-up with the program. Aircraft like the E2 and the CSeries combine high-valued features required by mainline operations with the capability of a right-sized aircraft, providing flexibility across all business models. A distinct category of aircraft is, therefore, being consolidated in the market: The Crossover Narrowbody Jet.

Bridging a gap in the market: This Crossover Narrowbody Jets category comprises aircraft with seating between 70 and 150, bridging a gap in the market between the higher end of regional aircraft and the lower end of mainline narrow-body aircraft. These aircraft are optimized to deliver profitability per seat through right pricing and competitive cost structure, tapping the acute equipment gap created by the unavailability of efficient aircraft in the segment for several years.

The market pathfinder: The Crossover Narrowbody Jet segment offers tailored solutions for airlines' fleet and network optimization without compromising performance and passenger comfort. Its versatility is put to full use worldwide, feeding complex bank structures or pioneering new markets in point-to-point operation where a conventional narrow-body aircraft could only be deployed on a low-frequency basis — if at all.

The segment is critical to the routing strategy in the US. Some 40% of all connecting passengers in the country land in a Crossover Narrowbody Jet at a major hub before flying the second sector. Flights to Frankfurt via Chicago O'Hare, to São Paulo via Houston and to Tokyo Narita via Detroit have nearly half of the seats filled with passengers flying the previous leg of their journey in a Crossover Narrowbody Jet. Beyond inter-connectivity in hub-and-spoke networks, the segment also makes the perfect fit in point-to-point operations to strengthen airlines' presence in high-yield markets and to expand airline operation in low and mid-density routes. Crossover Narrowbody Jets offer the appropriate service level between markets like New York and Boston, Los Angeles and San Francisco, London and Dublin, Sydney and Melbourne, to name but a few. When choosing an airline, business travelers value schedule above all else, a convenience that cannot be provided exclusively by large-capacity narrow-body aircraft.

In most emerging economies, the airline industry revolves around the main capital cities and airport hubs. Delhi and Mumbai hold 60% of the domestic capacity offered by Indian carriers. Flights to and from Moscow represent 55% of the capacity deployed in the CIS region. Bangkok, Jakarta and Kuala Lumpur, account for 45% of all seats offered in Asean.

Crossover Narrowbody Jets offer a new strategic mindset to seek out untapped opportunities to explore low and mid-density markets currently underserved, or not served at all. As secondary and tertiary cities are poised to lead the demand for new air travel, the segment is ready to embrace this growth momentum and continue to bridge the current travel gap between regional aircraft and mainline narrow-body operation.

While cost remains a key competitive factor, it is no longer the sole driver to sustain a solid financial performance. Return on capital employed will be even more widely used. Not only revenue management strategies, but also airline assets (fleet, network) need to be optimized in order to get the most out of yields and generate higher returns. The Crossover Narrowbody Jets concept makes the perfect complementary fit for most market profiles, contributing not just to the airline's profits but to the actual returns on investment. Market demand does not and will not warrant a structural shift upwards towards large narrow-bodies across the board: one size simply does not fit all, and a rationalized fleet does not necessarily signify an optimized one.

Remember Denver Stapleton?

By Harriet Baskas/USA TODAY



As cities grow and the role of aviation in society expands, so too does the need for larger airports and airports in different places. So what can be done with old, unwanted commercial airports? Turns out, quite a bit.

Stapleton International Airport, less than 10 miles from downtown Denver, was replaced in February 1995 by the much larger Denver International Airport, which was built 25 miles from the city center. The 7.5 square miles that once housed Stapleton's runways and terminals is now a mixed-use community that

John Karsada, author of *Aerotropolis: The Way We'll Live Next*, considers "the most successful repurposing of a former major commercial airport I have observed anywhere in the world."

Most of the original structures from the former Stapleton airfield were demolished, but the control tower and its building remained. And, after sitting vacant for more than 20 years, the tower building reopened as a 32,000 square-foot "eatertainment" concept with six bowling lanes, shuffle board, bocce courts, karaoke rooms, a sports bar and a wide variety of other indoor and outdoor dining, drinking and social gaming opportunities.

"Dozens of ideas for reuse of the tower were presented over the years, including demolition, but there was a desire in the community to preserve the tower in order to visually convey the history of the land as the former Denver airport," said Robert Thompson, founder and CEO of Punch Bowl Social, the company that turned the control tower building into a fun zone. It would have been easier for Punch Bowl Social to demolish the old building and create something from scratch. Instead they were able to preserve the historic structure, re-using some of the original precast panels that adorned the building exterior. Inside, there are plenty of nods to the golden age of flight.

"The hostess stand is made from a vintage steamer trunk. Reclaimed airplane dials are mounted on the walls, vintage luggage is stacked in shelving around the bowling cage, and we have signage from the original Stapleton International Airport throughout," Thompson said. And while the interior walls are covered with what appears to be polka-dot paper, the pattern is actually made from an aerial view of Stapleton from 30,000 feet.

"The air-traffic control tower is the most visible and iconic representation of the history of this area," said Denver City Councilman Christopher Herndon, whose district includes Stapleton. "The Punch Bowl Social project embodies the spirit of reimagination and reactivation Denver embraced when we envisioned a vibrant neighborhood filling the footprint of the former Stapleton airport."

United Airlines Pilots Retirement Foundation

The purpose of the Foundation is to provide charitable monetary support to eligible recipients in the retired United Airlines Pilot community to enable them to maintain a reasonable minimum standard of living with the dignity they deserve.

The Foundation was incorporated in 1986 and has tax exempt status with the IRS under chapter 501c3 of the tax code.

The Corporation shall from time to time provide monetary assistance to (a) retired, whether voluntarily or involuntarily, United Airlines Pilots; (b) the widow/widower and/or surviving descendants and/or the spouses of surviving children of a deceased United pilot. Any individual failing within the scope of this section may qualify to receive assistance after applicant clearly establishes to the Board of Directors that his/her total monthly income, after consideration of all relevant factors, is clearly inadequate to maintain a reasonable minimum standard of living.

For more information, the Foundation has a website: uaprf.com.

There is a link to the Foundation on the "info links" page of the RUPA Website. www.rupa.org

An invitation for pilots to participate in a research study

Dear Sir or Madam,

My name is Ana Lúcia Tavares Monteiro and I am a PhD student in the Applied Linguistics and Discourse Studies Program at Carleton University, located in Canada. I am currently working on a research project under the supervision of Professor Janna Fox.

I am writing to you today to invite you to participate in a pilot study, Exploring Intercultural Factors in International Pilot-Air Traffic Controller Communications: Validating a Taxonomy Using Mixed Methods Research. This study aims to identify culturally influenced factors that can affect the way pilots and air traffic controllers interact on the radio using the English language as well as to verify the extent to which experienced professionals perceive the potential threats of intercultural factors to the safety of radiotelephony communications.

The study will involve one 20 minute survey that will take place online. Should you wish, an ecopy of my final research report will be provided to you.

A more detailed description of the research project and what your participation would entail is attached in the Letter of Introduction.

The ethics protocol for this project was reviewed by the Carleton University Research Ethics Board, which provided clearance to carry out the research. Should you have questions or concerns related to your involvement in this research, please contact Dr. Andy Adler, Chair, Carleton University Research Ethics Board-A (by phone at 613-520-2600 ext. 2517 or via email at ethics@carleton.ca).

If you would like to participate in this research project, follow the appropriate link below to access the online questionnaire, which you should start answering only after reading the Online Survey Consent Form carefully.

The link to the survey for pilots is:

<http://questionnaire.simplesurvey.com/Engine/Default.aspx?surveyID=87f41b73-d0c3-4e9b-99fe-1b2c9240b599&lang=EN>

The “Flying Bum” crashes in Bedfordshire injuring two people



World's largest aircraft has crashed in the English county of Bedfordshire, injuring two people. Airlander 10, which is 300ft long and weighs 20 tons, careered into a field after breaking free from its moorings. A woman was taken to hospital following the incident in Cardington, where the Airlander is based, and another member of staff was injured. After the moorings broke, a safety system which deflates the aircraft was deployed, according to owner Hybrid Air Vehicles Ltd.

The Air Accidents Investigation Branch is looking into the incident, which was the second time the aircraft had broken free of its moorings. The first time was last August near the plane's hangar.

Airlander 10 had completed a series of test flights hours before the incident. Hybrid Air Vehicles confirmed the crash, saying: “Today there was an incident with the Airlander aircraft at Cardington airfield. The aircraft was not flying at the time of the incident. Our initial assessment is that the aircraft broke free from its mooring mast for reasons that will be investigated.

The aircraft has a safety system which operates automatically in circumstances of the aircraft breaking free of its mast, and is designed to rip open the hull and deflate the aircraft. This is a safety feature to ensure the aircraft minimizes any potential damage to its surroundings in these circumstances, and the aircraft is now deflated and secure on the edge of the airfield.

The company is testing a brand-new type of aircraft to become a luxury commercial liner for 60 guests.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

The Tracy Inn at Tracy, California was the residence of United Airlines' "Tracy Aces" pilots. In October 1940 United Airlines leased the Tracy airport and established the Tracy School as an expansion of the Boeing School of Aeronautics at Oakland.

In March 1941 the Air Transport class at Oakland was notified that their training would be completed at Tracy. After five months training at Tracy, pilot classes returned to Oakland for a month and received 15 hours of flight time in a United B-247 or a United DC-3.

In December 1941, because of the U.S. government restrictions on flying within 150 miles of the west coast, the pilot school was moved, first to Cheyenne, Wyoming and then to Denver, Colorado. With the move, United's Commercial Aviation training ended and Air Transport Command training began.



"Nineteen members of the first United Airlines - Boeing Pilot Training School class at Tracy received their "wings" yesterday at graduation exercises and took over their first assignments as first officers aboard the companies "Mainliners" which ply the nation. One graduate - S. M. Anderson - was from Oakland. Photo shows students and graduates of the school lined up on the airfield with the company's giant transport planes forming a backdrop. Army officers attended the ceremonies." (Oakland Tribune photo & caption)

Compiled by Marvin Berryman DENTK Retired. Tracy photos and Tribune article are from UAHF's archives. Additional information from Kenneth E. Bourke in the "American Aviation Historical Society Journal."

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

Please mail your tax-deductible (\$) contributions to: Tom Goodyear 9341 E. Jewell - Denver, CO 80231

RUPA Pass Travel Report February 2018

Captain Pat Palazzolo
rupapasstravel@rupa.org

Employee Travel Center (ETC)
+1 (877) 825-3729
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Hello fellow aviators,

A follow up from December's discussion about determining availability of seats for standby travel. Our colleague, LCA Capt. Sam Frey, wrote to remind us about the dreaded weight restricted flights.

As many of you know, a weight restricted flight can show lots of seats available for sale, but the plane can still push back with empty seats and without taking any non-revs because of a weight restriction.

There's no way that I know of for a retired employee to determine if a flight is weight restricted ahead of time except by asking the agent at the podium prior to departure. In years past, those flights were pretty much limited to flights to Sydney and Hong Kong. But Sam points out that the reconfigured B-777-200 A models (light weight with smaller engines) with ten abreast seating (also known as Sardine Cans or Cattle Cars) can gross out on a mere 7 or 8 hour flight because of the extra sardines... oops, I mean passengers, they're hauling around. He said he has left standbys at the gate with empty seats just going from Chicago to Honolulu.

Sam also reminds us that the company will remove cargo to accommodate revenue passengers but they won't remove cargo to accommodate non-revs. In fact some Captains have offered to reduce the fuel load to accommodate non-revs and have been told that if they do that, they'll put cargo on in place of the fuel — not non-revs. So much for working together.

When are the best times of the year to travel? The company recently posted some data on FlyingTogether that shows the month with the most available seats in both Economy and Business is February. They also reported that the worst month to try to get a Business Class seat is November, while the worst month to try to get an Economy seat is August.

They also printed the following chart which shows the five international flight segments with the highest number of non-revs per year, and the average number of non-revs on those flights per day.

Rank	Route	YTD Non-Revs	Avg. Non-Revs/Flight
1	NRT-SFO	9,709	14.3
2	SFO-TPE	8,994	13.3
3	HKG-SFO	8,943	13.2
4	ICN-SFO	8,337	12.5
5	LAX-SYD	6,799	10.1

Preview United's new Flying Together

January 12, 2018



Nearly all United employees visit Flying Together, whether it's to read company news, book travel or access the tools and information you need to do your jobs. The site gets hundreds of millions of views every year. We are presenting a new Flying Together site that has been completely reimagined with you in mind.

We know that Flying Together is an important tool for many of our employees, so we want to give you time to familiarize yourself with the new site during a soft-launch period that has already started. You

can decide if you want to switch to the new site or keep the current one, and you also have the ability to switch back and forth easily if you want to. It's your chance to explore the new site and get used to it before it's switched over permanently.

We gathered extensive feedback from you to make sure this next generation of our intranet site gives you what you need most. The new Flying Together offers greater personalization and customization, so your homepage will show what's most relevant to you. It has more social features, like our @weareunited Twitter feed. And it is mobile-friendly, because we know many of you are always on the go.

Top things to know about the new site:

- We expect to make new Flying Together permanent in the first quarter of 2018.
- The new site has the same look, feel and functionality on mobile devices as on a desktop or laptop.
- Company departments are found through the "Our Airline" tab.
- Important notifications, such as password alerts, appear in the header. We will refresh the News page with new features.
- You will be able to import the tools you've saved on the current Flying Together or create a fresh list of tools.
- We will refresh the News page with new features.

United offers new ways to check in

by Julia Wislocka



We announced an exciting new partnership with tech innovators Google and Fitbit.

Customers will now be able to access flight information and other amenities through Google Assistant on their phone or Google Home as well as the Fitbit Ionic™ smartwatch, making United the first airline to give customers the tech-savvy options. United already allows the same features on Amazon's Alexa-enabled devices, which we announced in September.

The new United app on the Google Assistant lets customers use smart speakers like Google Home, and eligible Android and iPhone devices, to stay up to date on their flights. Once customers have linked their MileagePlus accounts to Google Assistant, users can say "talk to United" to hear their flight status, check amenities and check in for their upcoming flights. The new app also allows Google Assistant users to check their MileagePlus account balances, hear their last account activity, check in for their United domestic U.S. flights and hear flight information. Users of Fitbit's Ionic smartwatch will be able to access the United app – the only airline app available on its AppGallery – to receive flight status information and their boarding passes right on their watches.

"Consumers around the world use smart devices every day to conveniently complete a variety of different tasks," said Digital Products and Analytics VP Praveen Sharma. "Adding a United app to the Google Assistant and Fitbit Ionic allows us to meet our customers on devices they already know and love, while making it easier than ever to check flight status, check in, learn about MileagePlus account details and receive their boarding passes."

To access all of these new options, customers will need to link their MileagePlus accounts to their devices.

Pass Travel Tax Reporting for Retirees 1099 & W-2

By January 31, 2018 United will be mailing 1099-MISC forms to retirees whose taxable pass riders accrued \$600 or more in pass travel tax value from Nov. 1, 2016 to Oct. 31, 2017. Go to Flying Together > Travel > Pass Travel Report (blue tile) to check on the total "Pass Tax Values" accumulated for those dates. Retirees must report 1099 income on their 2017 tax returns. More information about IMPUTED TAXES is here: <http://www.rafa-cwa.org/Costs-and-Imputed-Taxes>

For pass travel on or after November 1, 2017, all taxable imputed income will be reported to retirees on Form W-2 and will no longer be reported on Form 1099. As a result of this change, starting on November 1, 2017, United will begin to collect all federal and state withholding taxes that apply to your taxable pass travel income via quarterly invoice.

The first invoice will be sent in March 2018 for travel from November 1, 2017 to January 31, 2018, and invoices will be sent every three months thereafter. The invoices will be mailed via U.S. mail and will be payable by check or money order.

Be sure your mailing address is up to date. If you need to make a change to your address, go to Flying Together > Employee Services and click the link to "Your Benefits Resources (YBR)" then visit "Your Profile" > "Personal Information" or contact the Employee Travel Center at 1-877-825-3729 (from the U.S.) or 1-847-825-3729 (outside the U.S.) and choose the "dependent management" option to speak to a representative.

Despite the change in reporting, there is no change to how pass travel is taxed. **Pass travel by retirees and their spouses, parents and dependent children under age 26 is still not taxable.** Pass travel by a retiree's domestic partner and enrolled friends is taxable.

Read important W-2 Pass Travel Tax Reporting information on Flying Together > Travel > W-2 Pass Travel Tax Reporting (in the left column).

Note: The online chart shows "Extended Family Buddies" and "Buddies" are subject to tax; this only applies to employees whose buddies flew before or within 30 days after their retirement date. Retirees are not eligible for the buddy pass program.

New enhancements on the United app

Now customers and employees/retirees can cancel flights or change segments on paid tickets within the app. Also: we can store MileagePlus and United Club membership cards via Apple Wallet.

When connecting from a United flight, the following airline partners' boarding passes are now accessible through the United app, with more partners to be added in the near future:

- Adria Airways •Aegean Airlines •Air Canada •Air New Zealand •ANA
- Asiana Airlines •Austrian Airlines •Azul Brazilian Airlines
- Brussels Airlines •Cape Air •Croatia Airlines •EVA Airways
- LOT Polish Airlines •Lufthansa •Scandinavian Airlines
- Shenzhen Airlines •SWISS •THAI Airways •Turkish Airlines

A "track my bag" feature is currently in "BETA testing" on the app.

Important notes: to access all features of the United app, including standby listing on United/UAX and myUAdiscount ticket purchases, you must LINK your MileagePlus account within employeeRES.

Instructions for getting and linking the United app are here and here.

Other Airline (ZED) STANDBY travel and boarding passes are not available on the United app at this time. Information about ZED travel is here: www.rafa-cwa.org/page-1836104 or visit FlyingTogether > Travel > OtherAirline/InterlineTravel.

Let your pass riders list themselves

Retirees may grant their pass riders limited access to employeeRES so they may list themselves on flights. To do so, go to employeeRES >Quick Links > Employee Travel Profile and scroll down to the Pass Rider(s) Profile. In the paragraph below your list of pass riders, click the link to read the “document presentation” for step-by-step instructions.

Or click here: PDF of the current version of PassRiderAccess (12/2016) Once the pass rider has set-up their own password, United will send them an email with this link they use for listing:

<https://erespassrider.ual.com/employeeeres/passriderlogin.aspx>

Remember: Retirees are responsible for the conduct of their pass riders, including appropriate attire, adherence to pass travel guidelines and any service charges / imputed taxes the pass riders incur.

Checking loads....use the seat map?

Yes and no. Many empty seats on the seat map may already be sold, they just aren't assigned yet. To be sure, check the “available” seats in employeeRES or on the United app (if linked to your MileagePlus account). However, within 20 minutes of departure, most seats have been assigned, so the seat map will more accurately show true available seats.

Checking pax loads? RAFA recommends:

- 1) To first get an idea of your chances, use the “available seats” number in employeeRES or on the United app (if linked to your MileagePlus number). Also check the “pass rider list” or “standby list” to see how many pass riders are senior to you on the flight.
- 2) View the “seat map” to determine actual available seats just before boarding, when it's most accurate (i.e. Basic Economy pax get assigned their seats at the gate).
- 3) In “boarding totals”, if there are LOTS more “authorized” seats than aircraft “capacity” then some seats may magically appear at the last minute due to historical upgrades and no-shows. However, the ETC does not recommend relying on that data.
- 4) Domino effect: If there are earlier flights to your destination on the same day, check those loads. If oversold or they have tons of standbys, some folks on earlier flights may end up on your flight, bumping you down the list. It's often best to standby for the first flight of the day.
- 5) Always have a back-up plan of alternative flights (perhaps via different cities) and if United looks really full consider buying a myUADiscount ticket. As an additional back-up, purchase a ZED ticket on another carrier, it can be refunded later if not used (just be sure to cancel it before departure if you get on United).
- 6) Learn to use your smartphone/tablet to access FlyingTogether and the United app so you can check loads and buy myUADiscount or ZED tickets at the airport or when traveling abroad.

How Air Travel will change in 2018

From Conde Nast Traveller

Automatic check-in, robots will help, high-speed inflight wi-fi, biometric ID, more flight choices, higher bag fees and more disparity in classes...

Read the entire article: <https://www.cntraveler.com/story/how-air-travel-will-change-in-2018>

Plan ahead: Make sure your ID is valid before flying!

The following information is from the Department of Homeland Security The RealID Act passed by Congress in 2005 sets certain standards for issuance of IDs, such as driver licenses. So far, 28 states have complied.

Starting January 22, 2018, travelers who do not have a license from a compliant state or a state that has been granted an extension will be asked to provide alternate acceptable identification. Check your state on this DHS map of non-compliant states/ territories. IDs from states with extensions (yellow on the map) are currently valid until 10/1/2018. If the traveler cannot provide an acceptable form of identification (i.e. U.S. passport, trusted traveler card, etc) they will not be permitted through the security checkpoint.

Beginning October 1, 2020, every traveler will need to present a REAL ID-compliant license or another acceptable form of identification for domestic air travel.

Compiled by Kirk Moore, RAFA Travel Benefits Committee January 6, 2018

FAA requirements for airport access by disabled individuals



The Federal Aviation Administration (FAA) has revised its Advisory Circular (AC) entitled Access to Airports by Individuals with Disabilities to ensure airport operators of civil use airports comply with the laws and regulations pertaining to individuals with disabilities.

Guidelines for Service Animal Relief Areas (SARAs) are an important part of the revised guidance. The AC provides requirements and recommendations for SARAs at civil use airports, which are required for each airport with 10,000 or more enplanements. It is mandatory for civil use airports that receive federal

financial assistance through the Airport Improvement Program or Passenger Facility Charges program to follow the standards.

In addition to the SARAs, airport operators must also ensure that individuals with disabilities have access to adequate communications tools and signage, vehicle and transportations systems, aircraft and air carrier facilities, and boarding assistance.

Airport operators must adhere to the federal accessibility requirements in the Americans with Disabilities Act of 1990, Air Carrier Access Act of 1986, Rehabilitation Act of 1973, and the Architectural Barriers Act of 1968.

The AC also provides a list of disability/accessibility organizations that airports sponsors may consult as they are installing SARAs at their airports.

Traveling to or from the United States with a mobile phone?

By Juergen T Steinmetz/e TurboNews



Are you traveling to the United States, are you leaving the U.S. and are you carrying a mobile phone? Forget privacy when visiting the United States. The US Customs and Border Protection agency may be interested in mobile phones by anyone entering or leaving the United States of America.

According to a report in the Wall Street Journal, US border authorities searched a record number of cellphones and other devices at U.S. points of entry last year. What they are looking for according to the agency: National-security threats and smugglers. 30,200 phones searched, 19,051 were leaving the U.S. More than

80% of the devices belonged to foreigners or legal permanent residents, with less than one in five owned by a U.S. citizen.

A new written policy outlining procedures for searching and seizing electronic devices at the border makes clear that agents can only examine information stored on the device, not additional data in “the cloud” that can be accessed. The policy makes clear that while agents can ask for passwords to access a device, the passwords aren’t to be retained in any way. And the policy sets forth standards for agents to do an “advanced search,” which involves connecting the device to a computer to retrieve and copy information. Under the rules, advanced searches are allowed only if there is “reasonable suspicion” and “articulable facts” to support it, and with the approval of a supervisor. The standards for more in-depth searches hadn’t been spelled out before. No such standard exists for basic searches.

The new policy requires border agents to notify a traveler when his or her device is to be searched unless telling the traveler would harm “national security, law enforcement, officer safety, or other operational interests.” Privacy advocates including the American Civil Liberty Union wanted more protections for travelers.



Ancillary Revenue Off the Charts for Carriers

By Dan Reed, Forbes



Airlines on Track to Nickel and Dime Travelers for Record \$82B In Extra Fees In 2017, Study Says. Air travelers, time to take a bow. If you purchased an airline meal or drink, shopped using an airline miles reward credit card or paid to check a carry-on bag, you are responsible in part for helping the world's airlines have their most lucrative year selling everything except tickets to fly.

Ancillary revenue, the money airlines make with each nickel and dime charged for a passenger's comfort or convenience topped \$82 billion at the end of 2017 year, according to a study of global carriers by IdeaWorks and CarTrawler.

Eight years ago, not coincidentally, shortly after airlines began charging for checked bags, Jay Sorensen, president of IdeaWorks, began tracking airline profits from non-ticket sales based on self-reporting from 66 carriers and by extrapolating similar data from a larger number. The \$82 billion estimate for 2017 is a 264% increase from the 2010 figure of \$22.6 billion. "Airlines are beginning to enjoy and fulfill a desire to become better merchandisers, better retailers," Sorensen told me. Having learned how to separate air travelers from their dollars, many airlines have become something more than sellers of boring airplane seats. "That's merchandising, the art of getting people to spend more than they anticipated they would," Sorensen said.

"How much more?" you may ask. About \$20.13 per passenger, the report says, up from just \$8.42 in 2010. Based on figures from the International Air Transport Association showing global airlines will spend \$129 billion on fuel this year, the report predicts the simple act of buying things with an airline credit card or booking hotels or Lyft cars through an airline website might soon result in ancillary revenue being sufficient to pay the industry's fuel bill.

Grumbling about the erosion of services we've come to expect when flying is the white noise of air travel. But Sorensen makes a living helping carriers plump up their bottom line while reducing the size and plumpness of the seats on which passengers place their bottoms. Keep this in mind when I report that he sees these statistics as a positive development for airlines and for consumers. The big three U.S. airlines -- American, Delta and United -- are very profitable, in stark contrast to decades past. And these ancillary revenues have enabled more spending, according to Sorensen. "They've taken the money they've made, increased employee salaries, invested in the product, in better seating, newer aircraft, and airport waiting areas," he said.

Certainly, the appetite for air travel has never been higher, with demand increasing year over year, according to IATA. This calls into question all the cocktail party chatter about how terrible it is to fly these days. "Have they had a black eye in terms of stupid stuff on social media?" Sorensen asks of the airline industry. "Yes, but remember, these are companies with multi-thousand employees around the world. It's impossible to do the job perfectly every day. Social media points out where they fail miserably." At the same time, the stunning amount of money made on ancillary services shows where they are finding success.

Farewell to United Express turboprop flights

The first weekend in January marked the end of an era, as United Express ceased operating the Bombardier Q200 turboprop aircraft, making United Express an all-jet operation in North America. The final United Express turboprop flight, 4909, operated by CommutAir, depart from SYR (Syracuse, New York) at 7:25 p.m. and arrive at IAD at 9:16 p.m. on Sunday, Jan. 7.



"This aircraft has generated significant value to the company's route network for many years," said United Express SVP Brad Rich. "Working together with Network Planning, we are constantly analyzing our overall fleet plans ensuring we have the right aircraft meeting market demand. We are excited to have CommutAir converting to exclusively jet service, providing our customers and employees with a more efficient and consistent product."

Traveling with non-removable lithium-ion batteries?

By Juergen T Steinmetz



Korean Air may be setting a trend in starting from January 15th onwards, the airline will regulate passengers from checking in and carrying-on Smart Luggage.

Smart Luggage included features and devices such as USB chargers, Wi-Fi hotspot, GPS, auto locking system and motorized wheel. Smart Luggage with non-removable lithium-ion batteries may pose risks for fire hazard in cargo holds or cabins.

In accordance with the regulations issued by IATA towards ensuring flight safety, Korean Air will prohibit passengers from checking in or carrying Smart Luggage with non-removable batteries.

Smart Luggage with removable batteries will be allowed as checked baggage, under the condition that batteries are uninstalled prior to check-in and carried separately on board. While passengers are still able to bring carry-on Smart Luggage on board, if the batteries are removable and remain installed.

Air travelers push back against shrinking seats

By Martha C. white/The San Francisco Chronicle



Spirit Airlines, at least, is honest about the tight quarters on its planes. “We’re a cosy airline,” it says on its website. “We add extra seats to our planes so we can fly with more people. This lowers ticket prices for everyone, just like a car pool.”

It’s not news that airlines have been squeezing more — and smaller — seats into the backs of their planes. The question is how far they can push their quest for higher profits before running into a backlash from their customers. “The commercial side — primarily the people who run airline revenue departments — want more seats on planes,” said Henry Hartevelde, co-founder of Atmosphere Research Group, an airline and travel industry analyst. They’re up against “the people in the airlines’ marketing departments, who are trying to act as their passengers’ advocates and push back on some of these initiatives.”

To accommodate the airlines, seat manufacturers have been skimming and trimming from just about every dimension, relocating the seat back pocket, replacing padding with elastic mesh and whittling down the armrests. “There are two goals with seats: to squeeze in more people and to make the plane lighter,” said Richard Aboulafia, aviation analyst with the Teal Group.

While low-cost airlines such as Spirit have narrowed the distance between rows of seats to as little as 28 inches most of the big American airlines have kept the distance — what’s known in the business as seat pitch — at 30 inches. Anything less, the major airlines have found, pushes beleaguered travelers to their limits.

This year, the news leaked that American Airlines was considering a cabin redesign that would leave a few rows in its new Boeing 737 Max fleet with just 29 inches of pitch, plans the carrier quickly dropped after a rash of complaints. “We got a lot of pushback from our customers and, most notably, from our team members,” the airline’s chief executive, Doug Parker, told investors in July. “While we could convince ourselves that that might be able to produce somewhat higher revenues on the aircraft, what it was doing to our perception with our team wasn’t worth it.”

The push to shrink the space between rows of seats comes as major carriers are squeezing 10 abreast in more long-haul jets, so the middle section has four seats — and, by definition, two middle seats — rather than three. But customers will be spared this experience on most flights within the United States, Aboulafia said, because there just isn’t enough space. “The good news is that pretty much every domestic flight you’re going to take is going to be in a 737 or A320 — no way can you do four-three,” he said.

Traditional airline seats were fashioned out of rigid aluminum frames, then wrapped in thick foam padding. But that approach, said Alex Pozzi, vice-president of research and development in interior systems for Rockwell Collins, a manufacturer of aircraft seats, is no longer used, with the availability of more sophisticated, high-tech materials. “We’ve been using a lot of advanced materials, a lot of composite

materials, to allow the actual physical structure to get smaller,” he said. “We’ve also removed a lot of the hard points in the seat and gone to fabric suspension systems,” leading, he said, to seats more akin to ergonomic desk chairs. “The less size that the seat structure itself takes up, the more space that’s left over for the passenger,” Pozzi said.

Or, as the case may be, for more passengers. “Over the last five years, as slimline seats become more common and were adopted by more airlines, airlines took the opportunity to basically take the space they were saving and, depending on the airline, most of the airlines took that space and added in an extra row or two,” said Jami Counter, vice-president of TripAdvisor Flights, which owns the site SeatGuru.com. “The actual pitch would shrink, but theoretically, your leg room wouldn’t.” “Now,” he added, “you’re cramming another person in there so you still have more people in that exact same space. It becomes a much more unpleasant flying experience.”

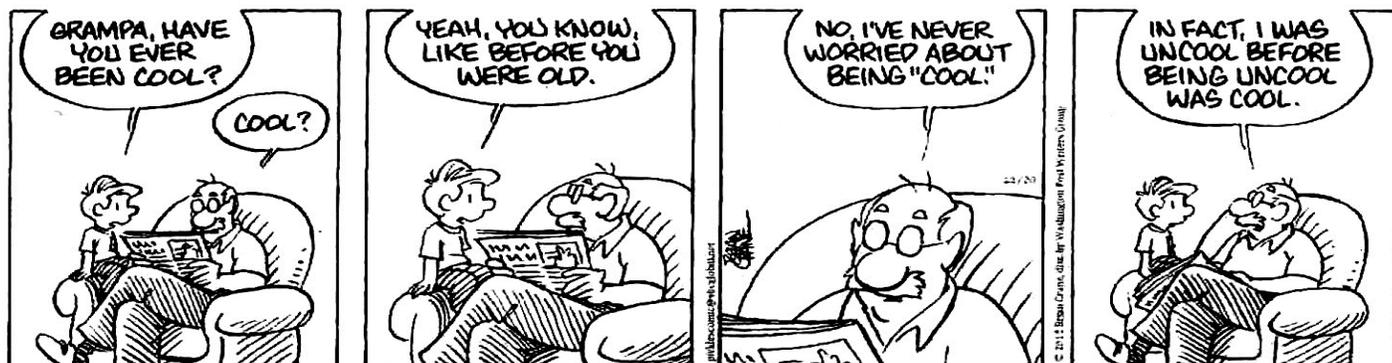
On American Airlines’ new 737s, coming into service soon, seats have a minimum 30-inch pitch, although American says most seats have 31 inches. Seat-back TV screens were eliminated and replaced with brackets that passengers can use to mount their own devices to watch video, and power sources to keep those devices running. The magazine holder is now closer to the top of the seat back to free up more knee room. “Those seats are designed to make the best possible use of the space,” Josh Freed, an American spokesperson, said.

Airlines contend that improved ergonomics and, in some cases, slightly wider seats make up for a tighter pitch. A spokesperson for Spirit Airlines, Paul Berry, said the emphasis on pitch was an inaccurate way to assess today’s newer seat designs. “If you just go by inches, it’s kind of an old measure. We’re kind of basing it on comfort level and the way we’ve engineered our seats,” he said. “While it’s only 28 inches in pitch, it actually feels like it’s about 30 inches,” he said.

But some consumer advocates say the issue goes beyond comfort. One group, Flyers Rights, is petitioning the U.S. Federal Aviation Administration to set minimum dimensions for airline seat width and pitch. The group won a round in its court battle with the FAA in July, when a U.S. District Court told the agency to address what it referred to as “the incredible shrinking airline seat.” Paul Hudson, president of Flyers Rights, said the need for seat regulation is driven by safety concerns. Passengers have been getting taller and wider, even as airlines push for slimmer seats, but regulations still stipulate that planes have to be able to be evacuated in just a minute and a half. “Obviously, if you’re squeezed into a very confined space, it’s going to be harder to get up and get out in an emergency,” Hudson said. “The seats were originally designed for people, for men who averaged about 5 foot 10 inches and 170 pounds,” he said. “Right now, the average man is just under 200 pounds.”

The airline industry contends that further regulation is unnecessary. Carriers referred questions to the trade group Airlines for America, which responded with an emailed statement that read, in part, “All U.S. carriers meet or exceed federal safety standards and we continue to believe that there is no need for government to interfere.” But some air travel professionals contend that advocates such as Flyers Rights may have a point in arguing that tightly packed seats may be an impediment to evacuations. “It won’t be necessarily a passenger comfort regulation, but more around safety,” Counter said. Hartevelt agreed. “There may be a legitimate issue around safety,” he said. “That’s why we’re now starting to see this topic bubble up.”

PICKLES | Brian Crane



Facial Scans at U.S. Airports Violate Passenger Privacy

By Ron Nixon



WASHINGTON — A new report concludes that a Department of Homeland Security pilot program improperly gathers data on Americans when it requires passengers embarking on foreign flights to undergo facial recognition scans to ensure they haven't overstayed visas.

The report, released by researchers at the Center on Privacy and Technology at Georgetown University's law school, called the system an invasive surveillance tool that the department had installed at nearly a dozen airports without going through a required federal rule-making process.

The report's authors examined dozens of Department of Homeland Security documents and raised questions about the accuracy of facial recognition scans. They said the technology had high error rates and were subject to bias, because the scans often fail to properly identify women and African-Americans. "It's telling that D.H.S. cannot identify a single benefit actually resulting from airport face scans at the departure gate," said Harrison Rudolph, an associate at the center and an author of the report. "D.H.S. doesn't need a face-scanning system to catch travelers without a photo on file," he added. "It's alarming that D.H.S. still hasn't supplied evidence for the necessity of this \$1 billion program." A spokesman for the Customs and Border Protection, an arm of the Homeland Security Department, did not have an immediate comment in response.

The report comes as Homeland Security officials begin to roll out a biometric exit system that uses facial recognition scanning in 2018 at all U.S. airports with international flights. Customs and Border [Protection](#) has been testing a number of biometric programs, partnering with several airlines in Atlanta, Boston, New York and Washington. It will cost up to \$1 billion, raised from certain visa fee surcharges over the next decade.

Customs officials say the biometric system has also produced some successes in the pilot testing and has helped catch people who have entered the United States illegally and are traveling on fake documents. They noted that facial scans and finger-prints - unlike travel documents - cannot be forged or altered and therefore give agents an additional tool to ensure border security.

The biometric system being tested by the Department of Homeland Security can be used either with a small portable handheld device or a kiosk equipped with a camera.

Visiting China? Your next taxi could be driverless

By Juergen T. Steinmetz



The first fleet of 50 self-driving taxis developed by a Chinese startup company is expected to hit the road in East China's Anhui province by March, which may give the nation a head start over other countries in terms of commercial autonomous vehicles. Customers will be able to order self-driving taxis in Anqing, Anhui province, through a ride-hailing app, said Wang Jing, founder of JingChi Corp.

During the test period, the cab will have a "safety officer" in the driver's seat, said Wang, a former senior vice-president at Baidu Inc who used to run Baidu's autonomous driving division. "As the government gradually shapes policies and regulations of automated vehicles and more passengers get used to the service, we would consider removing the safety officer in the future," he said in an interview. If that happens, China would be two years ahead of a global target of commercial usage of self-driving vehicles set by the auto and technology industry.

JingChi joins a growing number of Chinese companies developing autonomous driving technologies, including Baidu. The internet search engine said that its self-driving mini buses will enter trial operation by the end of July in cooperation with Chinese commercial vehicle manufacturer Xiamen King Long United Automotive Industry Co. But some analysts said there is still a long way to go before self-driving vehicles

enter large-scale commercial operation due to safety concerns.

“Self-driving technology, in general, is getting mature, but there are still obstacles for commercial use,” Zhao Xiang, a senior analyst at Beijing-based internet consultancy Analysys. The obstacles include the complexity of managing such vehicles on roads and the lack of relevant regulations, including insurance policies, Zhao said. Other technological hurdles may include the accuracy of digital maps and the high cost of laser-sensing “eyes” used in self-driving car systems, Zhao added. But Luo Libo, an analyst at GF Securities, pointed out that it was possible to reduce the cost of producing light detection and ranging devices as the market matures.

Waymo, a self-driving car company created by Google, ran its autonomous minivans around Phoenix, Arizona, with nobody inside to grab the wheel. The company said it would allow the public to start riding in the fully self-driving vehicles in the next few months.

JingChi completed autonomous driving tests in a closed venue in less than five weeks. It had obtained a license for testing autonomous vehicles on California’s public roads last June. Then in September, it raised \$52 million in funding – prior to the A funding round – led by Qiming Venture Partners.

Lufthansa reveals first secrets of its new Business Class



Lufthansa has revealed one of its best-kept secrets and unveiled the concept for its brand-new Business Class. It will be available on regular routes for the first time in 2020, with the roll-out of the Boeing 777-9. The new seat is the key element of the service and comfort level in the cabin, which have been improved even further. It was developed with the goal of facilitating the best and soundest sleep up above the clouds. Lufthansa guests can not only look forward to beds with a length up to 86.6 inches. The construction of the back rest makes it possible for the shoulder to sink in when you are lying on your side. This keeps the spine straight and makes it possible for side sleepers to also benefit from ideally healthy and relaxing sleep.

Compared to its predecessors, the Boeing 777-9 has a considerably wider cabin. In the new Business Class, this space is used to significantly increase the comfort level for passengers. For instance, all passengers in the new Business class will have direct access to the aisle. This is made possible by a 1-2-1 and 1-1-1 seat configuration. The new seats also provide customers with a significantly increased amount of personal space, more privacy, as well as generous storage compartments and flat surfaces. Depending on their personal needs, passengers can choose between a number of spatial configurations. For instance, they can choose to have an extended-length bed or a seat with twice as much desk space. Lufthansa’s new high-end Business Class offers business and leisure travelers an incomparably luxurious, healthy and relaxing flight experience.

The new Business Class will also be setting standards from a technological point of view. Thanks to digital interfaces, all the functions of the seat as well as the in-flight entertainment system can be controlled using the passenger’s personal device. Smartphones and tablets can be recharged at the seat using wireless technology. And in the future, anyone who wants to watch one of the movies from the extensive entertainment program will experience the blockbusters on much larger screens, in full HD.

**Every family has
one weird
relative.**

**If you don't know
who it is, then
it's probably you.**

A response to the acid reflux drug article published in December

As a Prilosec user, I read Karen D'Souza's article on page 45 of December's RUPA magazine with interest. However, I found it to be lacking in some key statistical data. For whatever reason, media articles like this typically seem to be designed to trigger fear among their readers, and this one is no exception. Her assertion that "Those on PPI's were 2.44 times more likely to get cancer" is essentially meaningless without a baseline. I mean 2.44 times more likely than what?? In other words, what is the statistical risk for those with acid reflux who DON'T take PPI's. She doesn't say. I decided to read the article in Science Alert that Ms. D'Souza referenced and while she cherry-picked much of its content, it also contained one little gem she conveniently left out: "Of course, as significant as the increased risk is, we should also bear in mind that the overall risk factor is still low.

Per the study, long-term use of PPIs was only associated with about four additional cases of stomach cancer per 10,000 people per year, which is worth keeping in perspective."

In my opinion, a risk that insignificant does not warrant such an article, so I'm not sure what Ms. D'Souza had in mind when she wrote it.

I've thoroughly enjoyed the RUPA magazine ever since my retirement in 1997 and I'm so grateful for the efforts you and the entire staff put in to achieve such a great publication. Thank you for all that you do.

Fraternally, Captain Brian Henderson 767/SFO Ret

Planning to Age in Place? Find a Contractor Now

By Paula Span/The New York Times



"All the carpets are coming up, so they won't be a trip hazard," said Ernie MacNeill, walking through the split-level house in Fair Lawn, N.J., that he is remodeling for a client who struggles to walk. Mr. MacNeill also plans to widen a bathroom door to provide better access for a wheelchair or walker. "We'll knock this closet back," he added. The home's owner, Elliot Goldberg, 71, currently has to transfer from one stair lift to another to reach his third-level bedroom and bath. Moving the second-floor closet will make space for a new lift that can turn the corner and proceed upstairs, a far safer configuration.

Mr. Goldberg, a Vietnam veteran with multiple health problems, has lived on this quiet suburban street for 30 years. His wife died four years ago, but he shares the house with their daughter and grandson. He could move to a single-floor apartment or an assisted living facility, but like most older people, he wants to stay put. "I have a lot of good memories here," he said. So he turned to Mr. MacNeill, a longtime contractor in nearby Pine Brook. In 2014, Mr. MacNeill took a three-day course through the National Association of Home Builders to become a Certified Aging in Place Specialist, or (CAPS).

Older people have the highest rate of homeownership in the country — about 80 percent, according to a 2016 report by the Joint Center for Housing Studies at Harvard. The great majority live in single-family homes, most of them poorly suited for the disabilities common in later life.

The center has looked at three of the most important accessibility features that allow people to move safely around their living spaces: entrances without steps, single-floor living, and wide hallways and doorways that can accommodate wheelchairs. "Less than 4 percent of the U.S. housing stock has all three of those," said Jennifer Molinsky, a senior research associate at the center. Add two more important elements for aging in place — doors with lever handles, and light switches and electrical outlets that can be reached from a wheelchair — and the proportion drops to 1 percent.

You'll often hear older people vow that they won't leave their homes except "feet first." Without modifications, however, the design of most older Americans' homes could eventually thwart their owners' desire to stay in them. Solving that problem, individually or collectively, means confronting certain obstacles.

About 3,500 CAPS graduates across the country — builders and remodelers, occupational therapists, interior designers — retrofit homes to help people remain in them safely, said Dan Bawden, a Houston contractor who helped develop the program in 2001. I asked how many it would take to serve all the older and disabled Americans who want to age in place. “Ten times the number we have now,” he said. Moreover, participants in the program remain unevenly distributed, clustered in cities.

Many of the nation’s more than 200,000 occupational therapists also assess homes and recommend safety modifications, said Scott Trudeau, who manages productive aging programs for the American Occupational Therapy Association. The process works best, he said, when CAPS-trained remodelers and occupational therapists team up, as a growing number have. Mr. Bawden’s Legal Eagle Contractors (he’s also a lawyer) works with a therapist, Kate Akers, for example. “She’s better at spotting problems than I am,” he said. “Then I come in and make the changes based on what she suggests.”

A survey of remodelers last year by the National Association of Home Builders found that the most common aging-in-place modifications were bathroom grab bars and higher toilets, followed by curbless showers, widened doorways and added lighting. Architects have long argued for such features, known collectively as “universal design” — elements that promote independence for disabled and older people and prove useful for everyone else, too.

“If your aging mother is going to come live with you, you can pour a gently sloping sidewalk to your front door” that allows her to enter without climbing steps, Mr. Bawden pointed out. “But a zero-step entrance is also good for a mom with twins in a stroller.”

Other groups are also tackling home accessibility, including nurses, academic researchers, and another certification program called the Certified Living in Place Professional program. Local agencies on aging or senior centers may provide referrals, too. Yet even as more professionals enter the field, costs present a major barrier.

Though prices vary by location, most CAPS remodelers can install two grab bars for a modest \$200 to \$300. Figure \$60 to \$90 to replace a doorknob with an easier-to-manuever lever, Mr. Bawden said, and \$175 to \$250 for every relocated light switch or outlet. But replacing a tub with a roll-in shower will run \$8,000 to \$10,000, he said. A new bathroom incorporating universal design elements could top \$25,000.

Homeowners will find scant government help with that expense. Some states reimburse homeowners through tax credits or Medicaid, and the Department of Veterans Affairs offers some grants. (It is paying the bill for Mr. Goldberg’s \$7,900 renovation, for instance, and buying the new stair lift.)

But home modification remains essentially a privately financed undertaking, even though it could help prevent far more expensive hospitalizations and nursing home admissions. A bill to offer seniors \$30,000 in federal tax credits for modifications was introduced in Congress last year with bipartisan support, but it has made little headway.

“How do we structure these programs so they’re available not just to the few, but to the many?” Mr. Trudeau asked. “C.M.S.” — the federal Medicare and Medicaid agency — “needs to start thinking about this.”

Another obstacle is homeowners’ own discomfort with aging and the changes it brings. Some start adapting their homes before they need to, but others resist. “That’s the biggest hurdle to overcome, is someone admitting they need these modifications,” Mr. MacNeill said. “The adult children see the writing on the wall, but the parent is saying: ‘I don’t need that. I’ll be all right.’” Yet older adults are fervent remodelers: Those over age 55 account for more than half of all home improvement spending, the Harvard study reported.

One way to incorporate universal design in more seniors’ homes, then, is to make it part of every renovation. Widening an existing doorway can cost \$2,000, but a 34-inch doorway adds little to the cost of a new kitchen or bath project that already involves moving walls.

Lynn Masiello, an interior designer and CAPS participant in Verona, N.J., took that approach with a recent condo renovation. Her 66-year-old client wasn’t particularly interested in making her home more accessible. But Ms. Masiello tactfully pointed out the attractiveness of contemporary grab bars (she used polished nickel) and made sure the new refrigerator had a freezer on the bottom. She suggested textured kitchen floors that wouldn’t be slippery. And because aging eyes can lose depth perception, the color of the kitchen counters contrasts with the floor. Her client was delighted. “I imagine I could live here forever,” she said.

Spinal-Cord Implants to Numb Pain

By Michelle Cortez/Bloomberg



For millions of Americans suffering from debilitating nerve pain, a once-overlooked option has emerged as an alternative to high doses of opioids: implanted medical devices using electricity to counteract pain signals the same way noise-canceling headphones work against sound.

The approach, called neuromodulation, has been a godsend for Linda Landy, who was a 42-year-old runner when a foot surgery went awry in 2008. She was diagnosed with complex regional pain syndrome, a condition dubbed the suicide disease by doctors: The pain is so unrelenting that many people take their own lives. Last November, Landy underwent surgery to get an Abbott Laboratories device that stimulates the dorsal root ganglion, a spot in the spine that was the pain conduit for her damaged nerves. A year after getting her implant, called DRG, she's cut back drastically on pain pills. "The DRG doesn't take the pain completely away, but it changes it into something I can live with," said Landy, a mother of three in Fort Worth, Texas. She's now able to walk again and travel by plane without using a wheelchair. "It sounds minor, but it's really huge."

Crackdown on Opioids: Recent innovations from global device makers like Abbott to smaller specialists such as Nevro Corp. made the implants more powerful and effective. Combined with a national crackdown on narcotics and wanton pain pill prescriptions, they are spurring demand for implants. The market may double to \$4 billion in 10 years, up from about \$1.8 billion in the U.S. and \$500 million in Europe today, according to health-care research firm Decisions Resources Group.

"There was a big stigma around this when it first came out," said Paul Desormeaux, a Decisions Resources analyst in Toronto. "The idea of sending an electrical signal through your nervous system was a little daunting, but as clinical data has come out and physicians have been able to prove its safety, there has been a big change in the general attitude."

At least 50 million adults in the U.S. suffer from chronic pain, according to the Centers for Disease Control and Prevention. Only a fraction of them would benefit from spinal-cord stimulation -- about 3.6 million, according to Decisions Resources -- but those are patients who are often given the highest doses of narcotics. They include people with nerve damage stemming from conditions like diabetic neuropathy and shingles, as well as surgeries.

"There is no question we are reducing the risk of opioid dependence by implanting these devices," said Timothy Deer, president of the Spine and Nerve Centers of the Virginias in Charleston, West Virginia, a hotbed of the opioid epidemic. "If we get someone before they are placed on opioids, 95 percent of the time we can reduce their need to ever go on them." Studies show spinal-cord stimulators can reduce use of powerful pain drugs by 60 percent or more, said Deer, a clinical professor of anesthesiology.

Technology breakthroughs that are just now reaching patients came from a better understanding of how pain signals are transmitted within the spinal cord, the main thoroughfare between the command center in the brain and the body. For some chronic pain patients, the spinal cord runs too efficiently, speeding signs of distress. Stimulators send their own pulses of electrical activity to offset or interrupt the pain zinging along the nerve fibers. They have been available for more than three decades, but until recently their invasive nature, potential safety risks and cost limited demand.

Illinois-based Abbott, with its \$29 billion acquisition of St. Jude Medical this year, took the market lead with advances that allow it to target specific nerves and tailor the treatment. Nevro, of Redwood City, California, has rolled out improvement to its Senza system, a best-in-class approach that is safe while getting an MRI and operates without the tingling that often accompanies spinal-cord stimulation.

In the latest devices, which cost \$30,000 or more, codes that are running the electrical pulses are more sophisticated. The frequency, rate and amplitude can be adjusted, often by the patients, which allows personalized therapy.

The new implants are also smaller: The surgery is generally an outpatient procedure with minimal post-operative pain and a short recovery. They have longer battery life, reducing the need for replacement. And patients can try out a non-invasive version of the equipment before getting a permanent implant.

"This is really a defining moment in what we can do to impact the lives of people who suffer from chronic

pain,” said Allen Burton, Abbott’s medical director of neuromodulation. “We can dampen the chronic pain signal and give patients their lives back.”

Medtronic Plc, which pioneered the technique but ceded the lead in recent years, is now working on next-generation devices. The company recently gained approval for the smallest pain-management implant, Intellis. In development are devices that can detect pain waves and adjust automatically, said Geoff Martha, executive vice president of Medtronic’s restorative therapies group.

When it’s time to stop

By Dr. Kevin R. Stone/The San Francisco Examiner



Push through the pain.” “No pain, no gain.” That’s what we were told in our youth. These are outside voices, but listening to your body and knowing when to stop is the key to diminishing self-inflicted injuries and lengthening your sports career.

Pain is a sign of injury. Pain in muscles stems from the overuse of the existing muscle fibers. It’s a balance: We need just enough overuse to stimulate the body to build stronger muscles, but without tearing the muscle past the point of natural repair. Pain in the joints is often due to damage to the weight-bearing surfaces.

Since we often are caught up in the excitement of our sport when the body is calling out, we fail to stop in time. We extend past the helpful pain of muscle training into the damage zone. Here are some of my personal challenges:

When I’m waterskiing ...I’m in bliss, until I notice the front of my knee hurting. This usually happens just as I am getting really tired. If I drop the handle right then, I won’t overload the patella cartilage and may avoid suffering irreparable damage. Much anterior knee pain comes from overloading — from weak muscles, poor alignment or previous injuries. Gradually building strength distributes the forces across the knee and may stop the pain.

When I’m weightlifting ...It’s my single most important gym weight-training maneuver. Almost no other exercise builds muscle power in the legs, trunk and core while also improving balance and flexibility as much as a well-executed squat. It is my go-to exercise — yet it’s one that, if done poorly, leads quickly to back pain. As soon as I feel an odd tweak in one side of my back or the other, I stop the squat. I then stretch and attempt to return with a lower weight or call it quits for the day with squats.

When I’m riding my bike ...I often notice lower back stiffness. This is a function of being on the bike for several hours in the forward-curved position of the road bike rider. The stomach muscles are not engaged, the lower back strains unequally with each pedal stroke, and the neck is awkwardly extended, with the weight of the helmet pushing against the paracervical muscles. All of this conspires to produce soreness, stiffness and pain. I’ve learned that I have to get off my bike every hour or so to stretch. I also change my hand positions frequently during the ride. Either I respect the not-so-subtle signals of muscle overuse, or I find myself dropped from the group.

When I’m stand-up paddling ...The rhythmic motion of the paddle in the water lulls me into forgetting that if I don’t engage my core, bend my back deeply, reach out and use short strokes, many of my joints will talk to me. My arm complains of a tennis elbow-like pain if the paddle’s not truly straight when entering the water. Stand-up paddling is all about technique. If I don’t listen when pain signals me, my technique leads not to bliss but to injury.

When I’m on the mountain ...There are no sports like skiing and snowboarding. Your knees are bent and loaded for as much as six hours a day with your body weight at the mercy of gravity. The bumps on the slopes are just waiting to force rapid bending and extension, while temperatures fluctuate to heat and freeze the blood flow. Why we all think we can just go out there and ski all day on the first day is beyond reason, yet so attractive.

Listen to your body. Notice the first signs of overuse pain and change the activity just enough to avoid the second, third and then fatal signs of muscle and joint injury. When we position ourselves to stop when we need to, we will achieve our ultimate goal of dying healthy and sliding into the home plate of life all used up.

Dr. Kevin R. Stone is an orthopedic surgeon at The Stone Clinic and chairman of the Stone Research Foundation in San Francisco.

Social Interaction Is Critical for Mental and Physical Health

By Jane E. Brody/The New York Times



Hurray for the HotBlack Coffee cafe in Toronto for declining to offer Wi-Fi to its customers. There are other such cafes, to be sure, including seven of the eight New York City locations of Café Grumpy. But it's HotBlack's reason for the electronic blackout that is cause for hosannas. As its president, Jimson Bienenstock, explained, his aim is to get customers to talk with one another instead of being buried in their portable devices.

"It's about creating a social vibe," he told a New York Times reporter.

"We're a vehicle for human interaction, otherwise it's just a commodity."

What a novel idea! Perhaps Mr. Bienenstock instinctively knows what medical science has been increasingly demonstrating for decades: Social interaction is a critically important contributor to good health and longevity.

Personally, I don't need research-based evidence to appreciate the value of making and maintaining social connections. I experience it daily during my morning walk with up to three women, then before and after my swim in the locker room of the YMCA where the use of electronic devices is not allowed. The locker room experience has been surprisingly rewarding. I've made many new friends with whom I can share both joys and sorrows. The women help me solve problems big and small, providing a sounding board, advice and counsel and often a hearty laugh that brightens my day. And, as myriad studies have shown, they may also be helping to save my life.

As the Harvard Women's Health Watch reported, "Dozens of studies have shown that people who have satisfying relationships with family, friends and their community are happier, have fewer health problems, and live longer." In a study of 7,000 men and women in Alameda County, Calif., begun in 1965, Lisa F. Berkman and S. Leonard Syme found that "people who were disconnected from others were roughly three times more likely to die during the nine-year study than people with strong social ties," John Robbins recounted in his marvelous book on health and longevity, "Healthy at 100."

This major difference in survival occurred regardless of people's age, gender, health practices or physical health status. In fact, the researchers found that "those with close social ties and unhealthful lifestyles (such as smoking, obesity and lack of exercise) actually lived longer than those with poor social ties but more healthful living habits," Mr. Robbins wrote. However, he quickly added, "Needless to say, people with both healthful lifestyles and close social ties lived the longest of all."

In another study, published in *The New England Journal of Medicine* in 1984, researchers at the Health Insurance Plan of Greater New York found that among 2,320 men who had survived a heart attack, those with strong connections with other people had only a quarter the risk of death within the following three years as those who lacked social connectedness.

Researchers at Duke University Medical Center also found that social ties can reduce deaths among people with serious medical conditions. Beverly H. Brummett and colleagues reported in 2001 that among adults with coronary artery disease, the mortality rate was 2.4 times higher among those who were socially isolated.

In a column I wrote in 2013 called "Shaking Off Loneliness," I cited a review of research published in 1988 indicating that "social isolation is on a par with high blood pressure, obesity, lack of exercise or smoking as a risk factor for illness and early death."

People who are chronically lacking in social contacts are more likely to experience elevated levels of stress and inflammation. These, in turn, can undermine the well-being of nearly every bodily system, including the brain. Absent social interactions, blood flow to vital organs is likely to be reduced and immune function may be undermined. Even how genes are expressed can be adversely affected, impairing the body's ability to turn off inflammation. Chronic inflammation has been linked to heart disease, arthritis, Type 2 diabetes and even suicide attempts.

In a 2010 report in *The Journal of Health and Social Behavior*, Debra Umberson and Jennifer Karas Montez,

sociology researchers at the University of Texas at Austin, cited “consistent and compelling evidence linking a low quantity or quality of social ties with a host of conditions,” including the development and worsening of cardiovascular disease, repeat heart attacks, autoimmune disorders, high blood pressure, cancer and slowed wound healing.

The Texas researchers pointed out that social interactions can enhance good health through a positive influence on people’s living habits. For example, if none of your friends smoke, you’ll be less likely to smoke. According to the researchers, the practice of health behaviors like getting regular exercise, consuming a balanced diet and avoiding smoking, excessive weight gain and abuse of alcohol and drugs “explains about 40 percent of premature mortality as well as substantial morbidity and disability in the United States.”

Lack of social interactions also damages mental health. The emotional support provided by social connections helps to reduce the damaging effects of stress and can foster “a sense of meaning and purpose in life,” the Texas researchers wrote.

Emma Seppala of the Stanford Center for Compassion and Altruism Research and Education, and author of the 2016 book “The Happiness Track,” wrote, “People who feel more connected to others have lower levels of anxiety and depression. Moreover, studies show they also have higher self-esteem, greater empathy for others, are more trusting and cooperative and, as a consequence, others are more open to trusting and cooperating with them. “In other words,” Dr. Seppala explained, “social connectedness generates a positive feedback loop of social, emotional and physical well-being.”

She suggested that a societal decline in social connectedness may help to explain recent increases in reports of loneliness, isolation and alienation, and may be why loneliness has become a leading reason people seek psychological counseling. By 2004, she wrote, sociological research revealed that more than 25 percent of Americans had no one to confide in. They lacked a close friend with whom they felt comfortable sharing a personal problem.

For those seeking a health-promoting lifestyle, it’s not enough to focus on eating your veggies and getting regular exercise. Dr. Seppala advises: “Don’t forget to connect.”

The moment you tear it is the moment to repair it

By Dr. Kevin R. Stone/The San Francisco Examiner



Almost all orthopaedic injuries are best repaired immediately. The old “wait and see” for most joint injuries has been proven to lead to scar tissue. Loss of motion and arthritis. With today's accurate imaging, using repair and reconstructing techniques to restore normal anatomy, beats living with deformities.

Here is a lineup of several fixes for injuries that need immediate repair:

ACHILLES TENDONS: Torn Achilles tendons can be repaired effectively without open incisions. When freshly torn, the free tissue ends are bathed in fresh blood, which contains healing growth factors. The tissue tries to heal, and if the ends are pulled together, they can heal in the strongest fashion. A percutaneous stitching technique permits sutures to be weaved into the torn ends without an open incision - which would expose the tendon to air, lose the fresh blood and increase the risk of scarring and infection. If you “wait and see” the ends scar down and become irreparable.

MENISCUS CARTILAGE: Most torn menisci can be repaired, but aren't. When the meniscus is partially or fully removed, the risk of arthritis skyrockets due to the loss of the joint spacer. Unfortunately, there are 800,000 meniscus tears in the U.S. annually, but only 10 percent are repaired. 0.01 percent are reconstructed with collagen scaffolds, and 0.02 percent are replaced with allografts. Yet if treated when freshly torn, they can often be repaired. New techniques of augmenting the torn meniscus with stem cells, growth factors, and collagen scaffolds make it easier to repair severely damaged meniscus tissue. Saving the meniscus is the key to preventing arthritis.

LIGAMENTS: The anterior and posterior cruciate ligaments in the knee joint guide the motion of the femur

on the tibia. When torn, the abnormal mechanics lead to cartilage damage in much the same way that bad alignment leads to tire wear. While some knees do well with torn ligaments, the vast majority do poorly over time. There is no benefit to the “wait and see” approach. Freshly torn ligaments can sometimes be primarily repaired. Using improved techniques - including selection of only the strongest tissues and the addition of anabolic factors to stimulate healing donor allograft tissues - we can usually avoid the second site injury of harvesting the patients own patellar tendons or hamstrings.

DISLOCATED SHOULDERS: “Once dislocated, always torn” is the rule for the ligament labrum complex in the shoulder, which keeps the shoulder joint in place. Instability is never good for a joint, and the shoulder is no different. The techniques for labral repair have become so effective that repeat dislocation (in the absence of bony injury) is now uncommon.

ROTATOR CUFF: The tendons of the rotator cuff atrophy after tearing and retract away from their bony insertion. When freshly torn, they can be anchored back in their normal anatomic location, using an outpatient arthroscopic procedure. If they retract, the success rate declines proportionate to the degree of retraction and the health of the tissue. Early repair leads to full recovery.

“Doc, I twisted my knee, heard a pop and the knee swelled.” This story has a 90 percent chance of indicating a repairable lesion in the knee (torn meniscus, torn ligament, damaged articular cartilage surface). It needs to be examined, imaged, with X-ray and MRI, diagnosed and repaired promptly – followed by great physical therapy and fitness training. When done well, bliss is achieved. When ignored the agony of defeat is around the corner.

Dr. Kevin R. Stone is an orthopedic surgeon at The Stone Clinic and chairman of the Stone Research Foundation in San Francisco.

Diarrhea-inducing parasite on the rise in U.S. pools

By Marissa Payne/Washington Post



If you’re planning to take a dip in a pool this summer, make sure to plug your nose and close your mouth. Any inadvertent ingestion of even chlorinated pool water could wind up giving you cryptosporidium. More simply known as “crypto,” the microscopic parasite can make otherwise healthy adults and children feel incredibly sick with stomach cramps, nausea and bouts of diarrhea that can last up to three weeks.

This isn’t a new parasite, but according to the Centers for Disease Control and Prevention, the number of recorded crypto outbreaks has doubled at U.S. pools and water playgrounds in two years. In 2014, there were 16 outbreaks, according to data published by the CDC’s Morbidity and Mortality Weekly Report on Thursday. In 2016, there were 32. Ohio was one of the most heavily-infected states, according to the CDC, with 1,940 people falling ill due to the infection in 2016 compared to less than 600 in any previous year.

Before you cancel your child’s swim lessons, however, the CDC said it’s not sure what accounts for the rise in recorded outbreaks. “It is not clear whether the number of outbreaks has increased or whether better surveillance and laboratory methods are leading to better outbreak detection,” it said in a press statement.

Once a pool or water playground is infected with crypto, it’s easy to spread, but not easy to get rid of. It can survive up to 10 days in properly chlorinated water, and it takes just a swig to get sick. The only way to ensure the health of the water once it’s been infected is to close the pool and treat it with extremely high levels of chlorine that are dangerous for humans to swim in.

Meanwhile, the only way to ensure your own health is to take precautions when swimming in pools or playing at water parks. The CDC recommends avoiding swallowing any water and rinsing off in the shower once you get out. Public health experts also say people can help contain the germs by avoiding the pool while sick and waiting two weeks after symptoms subside from a suspected case of crypto before going swimming.

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

GERALD E. BALDWIN—Hilo, HI

Like so many others, I very much enjoy all the letters in *RUPANEWS*. I did not get one off last year; and I regret that; so here goes this year's. Joan and I have been enjoying our time at our home of three-and-one-half years on the ocean at the mouth of Hilo Bay. That's really all I can say about our current situation. Others, though, have written anecdotes about their past flying days; and I find those tales most enjoyable. Here's one from my past:

In 1980, I was less than a year out of the Navy working for Texas International Airlines. Frank Lorenzo was CEO; and we were overdue for a new contract. We could not get Lorenzo's attention, so we planned an illegal walk-out. We kept it very much on the QT. It took the company completely by surprise.

On the day in question, the airline merely stopped. Pilots were on layovers, out and about, or at home. The company panicked. Management instructed crew schedulers to immediately contact everyone who was supposed to be working, all reserves, and anyone who might take a trip. I'll address the situation of only two captains who made the day memorable.

One was the operator of the only airplane that flew that day. He was on a layover when contacted by the company. They told him that the union had folded and was sending everyone back to work. The captain did not take that at face value and attempted to contact the union office by telephone.

The lines were busy. He tried repeatedly to no avail. The company, though, called him back and sweet-talked him, telling him that he was the only one still out. He nervously returned his airplane and passengers to Houston. You can imagine how upset he was to be the only one working that day.

The second captain was the entertainer. Most pilots, when contacted by crew schedulers, merely reported that they were sick (the proverbial "blue flu"). One captain, though, told the crew scheduler that he was not going to work. They asked if he were sick. He said, "No." Again they asked, then, if he were planning to go to work; and again, he said, "No." The scheduler said, "I'll call you back." When she called back, she reported that the assistant chief pilot said that "You'll either have to be sick or come to work." He said, "I'm not sick; and I'm not going to work." She said, "I'll call you back."

On the third call, she said, "The assistant chief pilot says that either you must be sick, or you must come to work, or you're fired." He said, "Well, I'm not sick; and I'm not going to work; so, if I'm fired, stop calling me."

He heard no more from crew schedulers or management. Since the exercise was scheduled by the union as a one-day event, everyone including our brave soldier, returned to work the following day as though nothing had happened. Lorenzo's attorneys got a Temporary Restraining Order, TRO, from the courts, but that did nothing, as the event was over, and no other was planned. Three years later, we, then as Continental pilots, went out on a legal strike that lasted two years, but that is a much longer story for another day.

Best regards, *Gerry*

TXI/CAL (6 yrs.): IAH, DEN;

UAL (27.5 yrs.): ORD, SEA, JFK, SFO

BOB BEAVIS—Juno Beach, FL

We turn 75 this 2018 year and will celebrate our 50th anniversary of marriage Aug 24th. Fifteen years since my last 747-400 flight LAX-SYD.

Still flying SEL airplanes in our Jersey Aero Club and in Florida whenever I can find an airplane to rent or borrow.

Come visit us in Juno Beach, FL during the winter



months or Sea Girt, NJ. Our sailboat "Patriot" Hunter 340 always welcomes crew here in NJ.

Both sons: Pete and Paul flying for UAL out of EWR and living about :10 minutes from our SG home. Daughter Patti visits often both in NJ & FL and is able to work out of her computer and cell phone.

Will our pension come back? Probably not, but feel it is important to keep the history alive and continue to inform the current UAL pilots (who mostly do not know or care).

All is well. PTL. S/F, **Bob** (aka: Beaver)
bbeavis@optonline.net

JAMES BRODERICK—Littleton, CO

On August 19, 1944, I flew my fifth combat sortie in an F-5E (P-38) with the 33rd Photo Recon Squadron. Our target was Paris. We encountered some flak over the target area that was close enough to see and hear, but I wasn't aware of being hit. On the way back to base I encountered a fluctuation of the right engine. Then smoke began to fill the cockpit, making it impossible for me to see anything outside or view the instruments inside. I was forced to bail out, and the experience was a memorable one. Three weeks later, I wrote a letter to my brother Bob describing the incident as follows:

I'm a member of the Caterpillar Club as of Aug. 19. If you perchance don't know what that means, I bailed out. Yep, and a P-38 at that. A plane that everyone was so scared of jumping from when it was first produced. It was really through the grace of God that I'm right where I am today.

I had been on a flight a couple of hundred miles in enemy territory, but just inside of our lines is when she caught fire. Boy, the smoke came pouring in that cockpit so fast I couldn't see my hand in front of me. I pulled the canopy release to try to let the smoke out, but that didn't help. So I half stood up so my head was in the slipstream. It tore my helmet, goggles and oxygen mask right off like that! But then I could see the ground and make an attempt at flying the plane.

That's when I looked out and saw that the engine was afire. The old aluminum cowling blew into pieces. That's what really persuaded me to go. If I could have seen through all the smoke to shut the engine off and feather the prop and perform all the other procedures necessary, I might have been able

to dive the plane and blow out the fire. But the smoke was too much for me and the fire pretty bad, so I elected to jump. I climbed out the left side and as soon as I was free of the cockpit, the rush of air tore me off the wing. I never saw the tail go by, but it was a wonderful feeling to know I missed it. I was then spinning pretty violently, the rush of air died down and it became quiet. I had pretty good mental control all along, no fear was evident. My actions were, as far I can remember, pretty deliberate. I thought I'd better pull the rip cord. I yanked it a little, but nothing happened (all I really did was take up the slack in the cord). So then I really gave a pull to end all pulls. Then it hit me. Boy, if I ever felt a haymaker, that was it. I blacked out for a few seconds. It was really a stunning blow when that chute opened, but the best sensation I ever hope to experience. As the chute opened, I looked down and saw the plane demolish itself in a huge sheet of flame. There was only a gentle wind, thank God, so I wasn't drifting very much. I was sweating out a lot of trees and a little French village that seemed to be in my path. But fortunately, I landed in an open field not 20 feet from a big haystack. That's when I really got another jolt. Boy, you really hit coming down in those things. There were civilians in the area who just stood around and observed my situation. As I unbuckled my harness, with my trusty "45" still in the shoulder holster, some men in a jeep with Allied markings pulled up. Lucky for me I was in the British zone and they were Brits from a forward Typhoon squadron. They gathered up my chute and drove me to their operations tent.

The operations officer was glad I was a Yank because they had seen the final descent, heard the crash, and were concerned that it was one of theirs. They tried contacting the 33rd over land lines, but without success. So, they dispatched me home in a de Havilland D.H.80 Puss Moth observation plane. After a 10-minute, hedge-hopping flight they dropped me off at our base at Le Molay in Normandy). After a short debriefing in 33rd PRS Operations, I was in the chow line in time for lunch. The only damages I suffered were a sprained right thumb, a loss of macho points for not returning with the "D" ring from the parachute cord, and multiple speckles of metal on my one-piece flying suit and jacket -- possibly melted solder from the plane's electrical system or magnesium from the burning engine. It didn't require a new issue by Supply, so I wore the flight suit and jacket for the remainder of my 75 missions.

ED CHAPMAN—Jordan, MN

Had a terrific year: was inducted into the Minnesota Aviation Hall of Fame, oversaw the addition of an aircraft to our Flying Club: The Red Baron Fliers in Caledonia, Minnesota, still have excellent health and flew from Minnesota to Georgetown, South Carolina for the eclipse in a Mooney. Fewer hot air balloon flights for somewhat breezy conditions through the year. Thanks for the articles and updates!

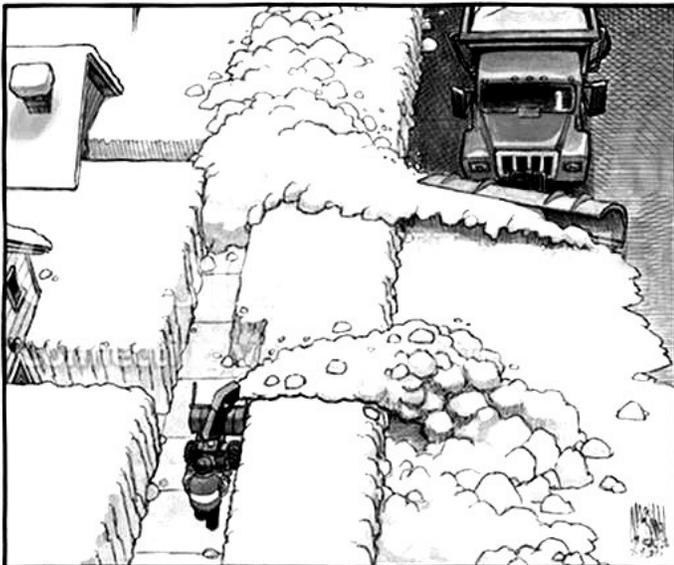
To go from Minneapolis to New Orleans for a nephew's wedding in early November had to route through Denver because, even though there were seats on the aircraft for MSP-ORD, the "computer" would not allow the gate agent to book those seats. Me: "any chance of letting common sense override the computer?" Gate agent (aghast, horrified at the thought) "Oh, no, we can't do that!! Me: "Any chance of notifying IT of what's going on so that the Company doesn't lose God-only-knows how much revenue from the blocked seats?" (the aircraft had arrived the previous evening and the Captain had told the agent that the same thing had occurred on the inbound flight). Agent: "Oh. that's a good idea!"

The more things change, the more they remain the same....

Looking forward to 2018!! *Ed* ORD

GERALD W. COX—Grand Rapids, MI

Has been eighteen years since dumping 90,000 lbs. of fuel on my final UAL retirement flight to enable a landing at ANC due to a medical emergency. I had never done this before but yes, it worked just



like the sim except you could look back at the wing in disbelief and actually see it happening! The ACARS message from Dispatch said they were going to put my picture up on the wall.

I am now thinking that I made it to retirement only because the 747-400 would start without me having to find the keys or remember a password, and I flew 35 years with the greatest crewmembers in the greatest equipment in the world. Thanks to all of them and the excellent maintenance techs, I am still enjoying retirement in Michigan.

After ten very good years on the lake, we have downsized to a condo in Grand Rapids in the middle of "carry-out heaven" and close to family. I sold my beloved Aeronca Sedan a couple of years ago so am not doing as much flying, but still have some fun with a rental on floats once in a while.

Thanks to the RUPA officers and Board for time spent on this fine organization and publication. With best wishes to all and fond memories,
Jerry, ORDFO 2000

CORT DE PEYSTER—Reno, NV

It's hard to fathom that it has been a half century since meeting Morris Emigh, Jim Higbea, Doug Horne, Dick Howard, Bill Neal and Leon Scarbrough, surviving classmates from NH 12/4/67. Learning how to literally rebuild the carburetor and Hamilton Standard prop on the Pratt Whitney R-2800 CB-16 powering the venerable DC-6 seems like only yesterday. (Pictured below, the "White Whale" with, left to right, Mike Melin (RIP), Morris Emigh and Leon Scarbrough). These guys were my big brothers and those left from our original class of 13 I still consider good buddies.



The past year has been somewhat mundane with, thank goodness, no family or health issues. No trips abroad, but a fun flying “road trip” around the Southwest portion of the USA including Nevada, Arizona, Utah, New Mexico and the Navajo Nation. Flying for XOJET and the Collings Foundation’s WWII bombers continues to help satisfy the addiction for flight. No immediate plans to retire as long as the fun meter is in the green and they are willing to put up with “Gramps” as colleagues make reference to yours truly.

The term as RUPA president ended in 2017 and I will always feel honored and humbled to have been selected to serve this wonderful organization.

Thanks, and a huge debt of gratitude to Cleve Spring, Bob Engelman, John Gorczyca, John Rains along with all the other volunteers who make RUPA vibrant!

All the best for 2018.

Cort, DCA, ORD, SFO 1968-2006

STEVE FILSON—Danville, CA

Hi Cleve: Thought I’d add a letter this time in case anybody out there I know wants an update on another United retiree. It’s been eleven years since I parked the 777 at SFO as a sixty-year-old. Many classmates went on to pocket another million working until 65 and good for them.

Life has taken its twists and turns. Worst of all was losing my wife, Mary, of 25 years five years. It took a while but I jumped back into the dating world and what a time burner that is. Turns out there are more widows out there than you’d think. And guess what, I met a wonderful one who actually likes me. What’s more, she plays golf! And we have both decided to take the plunge and get married; sometime later in the year

I still live in the East Bay, as we call it, specifically Danville, CA. Same big house where we raised the kids who are all off raising their own kids now. Not one pilot but a doctor and a lawyer. We keep a close eye on the lawyer. My fiancé, Terry, has a place in the City of San Francisco so we’re there too.

We spend time as well in the Monterey area enjoying all the golf courses there. I split my RUPA lunches with the East Bay and the Monterey group. Many of them are both contemporaries and my former Captains that I had the pleasure to fly with.

Many great stories.

Keep up the good work with the magazine. Always entertaining and informative. *Steve* out.

LARRY HORTON—Port Orange, FL

This past year has been a good one for us and we give thanks. We were able to visit two places high on our bucket list. In mid-February Janet and I went to Cuba on a cruise. We were there 59 years ago on our honeymoon and wanted to return on our 60th anniversary. Trump threatened to cut off travel to the island again so we decided we better not wait. Batista was in power and Castro was in the hills preparing his troops for a takeover when we were last there. We were anxious to compare then and now. We again found the people warm and friendly, but it was apparent they have not benefitted from the prosperity people in other countries have enjoyed. There is little change in old town Havana. There were plenty of vintage 50’s automobiles on the streets, probably some of the same we saw years ago.

In late August we were invited to go on a trip of a lifetime and we accepted the offer. A former neighbor, who is also a travel agent, put together a trip for a group of 22 neighbors and friends. We flew to the



Galapagos Islands, located on the equator about 560 miles west of Ecuador. We then boarded a Silver-sea Expedition cruise ship holding 100 passengers and for 7 days cruised 435 miles around and among the 18 major volcanic islands of the archipelago. Multiple times daily we boarded 12 passenger Zodiacs to cruise around an island or go ashore with a naturalist tour guide to view the birds and exotic creatures that inhabit the islands. Among those many exotic creatures; we saw penguins, the only place they are found in the northern hemisphere, tortoises more than 100 years old, marine and land iguanas, and the ever popular blue-footed booby. I don't believe we will ever forget this trip no matter how bad our memory might become. It truly was a trip of a lifetime.

I want to thank the officers and other volunteers who keep the Retired United Pilots Association alive and well and who make this publication possible. *Larry*

LOWELL JOHNSTON—Port Orange, FL

Dear Cleve, another year flashed by and everything fine with Anne and me.

Dues good for another year but will send check for mailings and to Tom Workinger for Retired Pilots Foundation.

Sold my Bonanza so I am without an airplane for the first time in many years, and it feels kind of strange although the bank account looks different. Anne doing well and has been cancer free for two years.

Good news! Playing a lot of golf and enjoying life at the fly-in at Spruce Creek.

Thanks to all of you working on the *RUPANEWS*. Look forward to every issue. *Lowell*

CARL B. JORDAN—Port Charlotte, FL

Well, daughter Cathy has now retired as a B-737 captain with Southwest Airlines. She took the Age 60 option that was still available from previous retirement set-ups. Naturally, I can't believe that she is that old already - - with even an OLDER sister! Cathy was a third-generation airline captain, and one of the first females to occupy a seat on the left side of an airliner cockpit. However, there were no fourth-



generation pilots in our family who have come along. Dad was with American, I was with United, and Cathy was with Southwest. That makes three out of four of the major airlines still in existence these days subsequent to the Airline Deregulation legislation that took place some decades ago.

As of this month I celebrate birthday number 85. And, it sure is true that the sands of time filter into the lower half of that glass sphere faster and faster as each year whizzes by. All seven of my grandkids are now adults, already. A couple of great-grandkids are now entering the fray. They're not yet old enough for me to take them fishing on an ocean party boat. But, that also will come to pass in just a bit more than the blink of an eye - - if I'm still around to enjoy the event, that is.

Next month will mark four years since Carolyn died. I think I'm finally accepting that fact. And, in this regard, I've still had no success in my quest to hire a live-in 29-year-old female medical assistant. Perhaps I'll hafta raise the age limit to 39. That might do the trick. Time will tell. In the meantime, I feel that as far as prescription medications are concerned, if they make it I take it! Ugh, what a handful!

Last, but not least, I once again lay claim to being the longest possessor of airline pass privileges. I got first crack at same when I was two years old back in 1935. I was part of Dad's pass allocation that he obtained from American Airlines as part of his reward for getting hired and flying Curtiss Condors and Stinson Trimotors. (When the DC-3 came onto the scene, he declared it to be "the ultimate airliner." He couldn't envision anything that could surpass the "wondrous" technology of the DC-3. Of course, he retired off B-707s.) Then when I became an 18-year-old licensed aircraft mechanic for American Airlines in 1951, I got my own pass allotment. It stayed available to me as part of my "military leave of absence" privileges during the Korean War. Even though I had a draft deferment I enlisted on my 19th birthday. I had soloed at age 16 and accumulated 237 hours in my logbook, so I was selected to become an Aviation Cadet. The Air Force then made a 20-year-old fighter pilot out of me. What a blast! After that I immediately acquired my own Capital Airlines passes when I hired-on as a veritable DC-3 copilot. Quite a change from jet fighters! After 4-1/2 years I was released from active duty one day, and went to work for Capital on the next

day, thanks to the antics of Chief Pilot Ralph Sewell. So, I've now used up some 83 years of continuous pass privileges - - with more still available to me. Can anybody out there top that?

Carl, MDW-ORD-LAX

STEVE LAURANCE—Redmond, OR

It was 19 years in January since I flew my last trip. It's interesting how we have such differences in experiences after retirement. Some of you travel more than ever and some of you don't travel at all. I haven't taken a trip pass for close to 15 years. When we do go anywhere we go full-fare AK which means we don't travel much. There aren't a lot of places we care to visit anyway.

I think the folks who seem to enjoy retirement so much are either occupied with a business or they are happy playing all the time. It would be nice if there were some pre-retirement seminars for folks who are within a few years of retirement.

We are fortunate to have pretty good health so that helps. After 3 back surgeries, I am going to have to accept the results. So far things are pretty good.

We have a grandson who is nearly a dentist so that is good. I never expected it from him. My oldest son spent 24 years in the army. Started as an E-1 and left as a major with an MBA. I never thought he would do so well, but he finally saw the handwriting on the wall.

Central Oregon is a great place to live, but don't let the word get out. Bend is getting most of the Cali-



fornians and that is fine with us.

Steve SFO-ORD-SFO 1969-1999

MRS VIOLA NOLAN—Draper, UT

It is amazing that 2017 has galloped by with such speed. Missing Jim, but try to smile and assue his great outlook on life.

Had a very enjoyable vacation on the Big Island with the family last spring. Son, John, is enjoying his flight career with Delta, so needless to say, I am not on United very much.

Please feel free to visit Utah. Merry Christmas to all and Happy New Year. *Vi*

THOMAS PURRINGTON—Bronx, NY

No one likes to hear a doctor say "you have an aggressive cancer of the prostate," least of all me. I have had just under 80 years of mostly great health. The eyes are a bit dimmer, the ears high frequency capability has been gone for a long time, thanks to the T37, Caravelle and Viscount with their screaming engines. And I haven't been able to run for several years due to bad knees. I had an elevated PSA scare in 1998, the year I retired, but after a negative biopsy result, it was passed off to high stress levels from a divorce I was going through.

This time was different. My urologist, who I have been with for fifteen or so years, detected slight rise in a recent PSA test. I have been taking Tamsulosin and Dutasterade to shrink the prostate. I had no other overt signs of urinary malfunction. Unlike many, I have always been able to sleep through the night without getting up to pee. My urologist recommended a specialist in cancer of the urinary system. Thus ensued an MRI which showed some possible areas of cancer in and around my prostate. A biopsy of 15 snips confirmed cancer with a Gleason score of 8/9 indicating an aggressive type. Next came another MRI with contrast. This showed that the cancer was outside the prostate and at least in the nearby tissue. I was then referred to a radiological oncologist. First on his list was a bone scan because the bones are a first choice for cancer cells outside the prostate. The test involves an injection of a radioactive substance followed by a cat scan. Happily, the results showed no indication of cancer in my bones.

Somewhere along this process negative thoughts enter the mind but then the old "silence the bell"

mantra came into my brain and I slowed down and asked a lot of questions of a lot of doctors, friends and others, a case of CLR at work. It was still going to be my decision, but I wanted as much info as I could get. I decided to continue the path that I was on, determined to “fly” this old body until it wouldn’t fly anymore.

The journey I am now on started with hormone therapy via an injected drug called Lupron which is designed to starve the cancer of the testosterone on which it thrives. The process is painless. The only side effect so far for me is hot flashes at random intervals. In my case, the initial injection was a dosage for a month. This brought my PSA down from 8.1 to 1.75. The second shot is for three months. It further lowered my PSA to .23. Excellent progress. I am now scheduled for an eight-week, five day a week course of radiation by a VMAT/ARC machine called a TrueBeam CU. Much progress has been made in the accuracy of this type of treatment. Side effects are kept to a minimum.

I am being treated at Columbia Presbyterian Hospital, one of several excellent cancer treatment facilities in New York City.

There has been, just recently, a lot of conversation on RUPA concerning prostate ailments. I made no comments there knowing I was going to write this piece for the magazine. The best advice I can offer is to get your PSA checked at least annually. Kind of a check six mentality. Seek out top doctors and hospitals. I’d be happy to discuss any part of my journey. I’m in the RUPA phone list.

The rest of my life is still great. I have a loving partner, a loving family and caring friends. Happy new year. *Tom* aka il Capitano

NEAL RIDEROUR—Downers Grove, IL
I have been retired 30 years and my Son just retired as a United pilot June 13, 2017.

It’s been a good 30 years. I still live at the Brookridge Airport and still volunteer at Chicago Museum of Science and Industry in the Boeing 727 I used to fly 50 years ago. Still have the Cessna 182 in the hanger attached to my house. I only flew it with my son this year.

Many thanks to the RUPA officers/directors for all your many efforts.

Neal, Midway and ORD 1951 to 1987

JIM SHIPP—Battle Ground, WA

As I have not written for several years, and soon to head to Arizona desert for our annual escape from the NW cold rain with our RV, I will make contact once more.

I feel totally retired now that the 747-400 is retired to scrap dealers. All the UAL airplanes that I had the chance to fly are now gone. DC-6 & DC-7, Convair 340, DC-8’s (lots of years) DC-10 and finally the 747’s including the SP’s.

We have not tried any pass privileges, as I do not wish to subject ourselves to getting bumped. I have decided that if air travel is required, we will have confirmed tickets. Our normal travel is with our boat, motorhome, or car. We have not traveled to Alaska for a few years now, however we still could go. I am totally out of airplanes now as no medical. The ten years with no medical, time limit is gone, and do not wish to go through the fight.

I saw that Jim Nolan, formally from JFK, where I started flying with UAL, passed away this past year. I will tell a little story about my first line paycheck. We got our paychecks then in boxes in dispatch, and would sort through for our name. I opened my first line paycheck to find that there was a very small amount to spend, with the uniform costs removed. Jim opened his as his first DC-6 Captain paycheck, and looked at my face and asked what was the matter? I just showed him how little my check was, and that it would not cover my low budget rent. He then asked if a couple of hundred would help, and I said that I would forever appreciate a loan of that amount until tax return to pay him back. He willingly assisted me. I then went and found part time work in a Boatyard to assist in survival. That was in early 1965. Lots of other early memories as to how things were with the airline then. A much more family oriented company.

Anyway, a great career, and I was totally lucky. Thanks to all! A special appreciation to Cort, and also the rest of the crew to keep RUPA aloft. Sincerely, *Jim* mostly SFO

MRS. ELEANOR L. WESTFALL—Arlington Heights, IL
John, Thank you for the reminder. I sent the dues tonight.

Jerry has been in a memory care community for almost a year. (He went the Friday after Thanksgiving of 2016).

I have put our name on a waiting list for a community that has handicap apartments/villas. This would allow me to bring him home. At present, I am in a three-story home. Not good for someone who is in a wheel chair.

He is always in good spirits. I am so very thankful that he has the same sweet disposition that he always had.

Thank you for the reminder. I will try to be more prompt next time. Sincerely, *Eleanor*

RICHARD (DICK) WHITE—Sun City West, AZ Eyesight getting to be a big problem due to macular degeneration (dry) and glaucoma, so my wife has become my personal assistant, bookkeeper and “chauffeur.” Cancer has been staying away, but hemoglobin count remains low due to previous cancer treatment. Chris and I take one day at a time and “with a grain of salt” because so many people are worse off.

We’re proud to have a 2-year old granddaughter now in DC and enjoy her visits to Arizona whenever her parents can get away so she can tire us out.

Hope everyone has a great and healthy New Year and thanks to all the volunteers at RUPA for the many efforts. *Dick*, JFK-DEN

JOE ZMUDA—Leesburg, VA

After eleven years of retirement, when I saw the name of Milt Jines in the “Flown West” section of your December issue, I felt compelled to send you my second letter. While saddened to see his name in this section, it took me down a pleasant “memory lane” with our association as crewmembers at United.

Milt and I were teamed together at DENTK for our initial B-737/200 training in January 1989. Milt was upgrading to captain, and to F/O. In the evenings, Milt and I would get together for “study time.” No matter how much we studied, it never seemed to be enough. One evening, after we were well into the program, Milt said, “There is a rodeo in town, let’s go tonight.” I thought that this was about the dumbest idea, considering the workload at that time. But, the more that I thought about Milt’s idea, the better I liked it. Off we went to the rodeo. It was my first, and what a memorable, enjoyable night it was!

Whenever I was with Milt, I found him to be a fun-loving guy who was known by many. Wherever he was, people would come up to him to chat. He was like a celebrity, and many called him Uncle Milty.

Uncle Milty, thanks for helping make my United experience such a positive one.

Joe ORD 1986-96, DCA 1996-06

IN MEMORIAM

DELMAR EDWARD GARTNER

Delmar Edward “Del” Gartner, 89, went home to be with the Lord on January 10, 2018 in Franklin, Tennessee. He was born in Coleridge, Nebraska on September 18, 1928



Del was a retired Air Force Major and retired Captain with United (Capital) Airlines. He had a zest for life, enjoying worldwide travel, building remote control airplanes, golfing, and riding his motorcycle and Jet Ski. He attended Christ Fellowship in Stuart, Florida and Christ Community Church in Franklin, Tennessee.

Del is survived by his wife, Patricia Forte Gartner, five sons, one daughter and nine grandchildren.

In lieu of flowers, donations can be made to the Alzheimer's Association, 225 N. Michigan Ave., Fl. 17, Chicago, IL 60601.

LOUIS GUST JR

Louis Gust Jr, 96, flew west on October 12, 2016. He was born September 5, 1920.

Lou joined the United States Coast Guard in 1939. He trained as a Naval Aviator and received his wings at Pensacola, FL in 1943. During World War II he mainly flew the Consolidated Catalina PBY Flying Boat and spent a year in the Pacific installing the LORAN system. Lou began his commercial career as a co-pilot flying DC-3s for Capital Airlines in 1946 and retired as a DC-10 Captain for United Airlines in 1980. In his long commercial career he flew DC-3s, DC-4s, DC-6s, Vickers Viscounts, Boeing 727s, and the DC-10s.

He met his wife, Mary, who was a radio operator for Capital on a stop in Pittsburgh and they married in 1950.

In his thirty-six years of retirement he enjoyed fixing cars and was proudest of being a grandfather.

He will be missed by his three daughters, son-in-law, three grandchildren, and great grandchild.

MILTON LEON JINES "MILT"

Milton (Milt) Jines, 83, passed away peacefully on November 17, 2017. He was born in Baton Rouge, Louisiana in 1934.



While attending High School, he was a popular cheerleader and performing ventriloquist on stage, having built his "dummy" himself and writing his own script. Later, in college, he continued his artistic endeavors, but a Navy recruiter on campus caught his fancy during his senior year as an art student. He enlisted to serve his country in 1955 and fulfilled a dream to "fly in the skies".

Milt received basic flight training in Pensacola, FL in 1955. His first of over 300 aircraft carrier landings was Sept. 27, 1956 in the Gulf of Mexico. After temporary active service as a crew member in 1957 in Beeville, TX, he was assigned to VA 72, First A4D Squadron in Oceana, VA where he received special weapon delivery training. This was followed by a six-month deployment in the Mediterranean with the Sixth Fleet aboard the attack aircraft USS Randolph.

In 1959, Milt received Hurricane evacuation flight training and was also nominated for training as an LSO (Landing Signal Officer) the same year he flew off the USS Independence. In 1961, the Chief of Naval Personnel assigned Milt to the US Naval Postgraduate School, from which he graduated in 1963 with a Political Science degree.

Milt met his wife of 55 years, Sunee Bjorkman, at the Maids and Braids social event at the Naval Post Graduate School in Monterey, CA. The couple moved 10 times in 8 years, during which time Milt spent two tours of duty in Vietnam. Milt left the Navy and joined United Airlines in 1967, where he became active in ALPA, and the in Fear of Flying clinic, he enjoyed going on the flights and seeing the folks succeed. He was also a volunteer in the Suicide Prevention hotlines in the San Francisco Bay area talking to the callers who were so desperate for help. Milt retired from United in 1994 as a Captain after 28 years of service. After retirement,

he was a past President of (RUPA) the Retired United Pilots Assn.

During his flying years, Milt continued his artistic endeavors, writing and illustrating a small cartoon book about kayaking. He also self-published a book called "Skyclopedia" to share vital facts and trivia of what the passengers could see out the window while "flying the friendly skies." He loved to inform the passengers from the cockpit regarding the flight or points of interest along the way.

Milt loved the outdoors: camping with the family, participating in Boy Scouts with his two sons, seeing them through Eagle Scout, leading long family bike trips, kayak racing, rafting, and canoeing on the Russian River.

After retirement, his artistic skills again brought him joy. Milt loved calligraphy and sculpting humorous clay works, which brought him many awards. He also enjoyed volunteering at Scholze Park Senior Center, taking art classes at MPC, and was a member of the MPAF co-op gallery on Cannery Row in Monterey where his works were proudly displayed, and he became an international artist selling his clay creations to people throughout the world. During this time, Milt continued his passion for flying, soaring in Hawaii with his RUPA friends, "The Gliding Geezers."

Milt is survived by his loving wife, Sunee, a daughter, two sons and three grandchildren. The family is very grateful for the compassion and care Milt received from the doctors and staff at CHOMP, as well as the Carmel Hills Care Center.

Milt leaves a huge void in our lives and as a friend so well said: "He brought a spark of fun wherever he went with his witty storytelling and a smile with a bit of twinkle."

Please make contributions in his memory to the charity of your choice.

DAVID BERNARD "DAVE" MALONE

David Bernard "Dave" Malone, passed away on November 5, 2017 at the VA Medical Center in Martinsburg, West Virginia. He was born in Jefferson County, Alabama on December 25, 1934.



Dave graduated from college at the University of Miami and served in the U.S. Navy. He continued serving in the Navy Reserve while employed as a pilot with United Airlines. He re-

tired from United in 1998 and spent some time working at the Udvar Hazi Museum as a docent. Dave enjoyed traveling, cooking, the Redskins, playing poker with friends and many memorable vacations in the Outer Banks. He was a devoted husband, son, father, brother, grandfather and friend.

Dave is survived by his wife, Elizabeth Malone, three children and three grandchildren.

Contributions can be made in his memory to the Wounded Warrior Project. To contribute, please go to the following website: <https://www.operation-firstresponse.org/donate/>. Thank You.

EDGAR RAYMOND MUSSER

Edgar Raymond Musser passed away at the age of 86 on 13 December 2017.

He was born on 26 April 1931 in Amarillo, Texas to H.E. Ed graduated from Groom, Texas High School in 1949 and then received his Bachelor of Science Degree in Agricultural Education from Texas A&M College in 1953. He was Commissioned in the United States Air Force in 1953. Ed Married Patsy Dean Holland on 27 December 1955 in Lockney, Texas.

Ed flew for Capital Airlines and United Airlines out of Detroit, Washington D.C., and Chicago from 1957 and retired from United in 1991. He and Patsy Moved from Marengo Illinois to Canyon, Texas in 1993.

Throughout His Adult Life Ed was an Active Member of His Baptist Church, and in Retirement joined the Gideons International and Texas Baptist Men's Camp Builders.

Ed is survived by His wife, Patsy Musser, five sons, ten grandchildren, and two great-grandchildren, one sister and two brothers.

Suggested Memorials may be made to The Canyon Texas Gideons Camp, Bible Ministry, PO Box 405 Canyon, Texas 79015.

BRISTOWE PERCY PITTS II

Bristowe Percy Pitts II, passed away on Dec. 24th, 2017. He was born in High Point, North Carolina on February 14th, 1924.

After high school, Bristowe attended college at University of North Carolina at Chapel Hill, before joining the



US Army Air Force for WWII. During the war Bris served in the famous 8th Air Force, assigned to the 489th bomb group, based at Halesworth Airfield, located near the East coast of England. By the end of the war Bris had logged hours in several famous aircraft but most of his hours were in heavy bombers such as the B-17 Flying Fortress, the B-29 Super Fortress, and the B-24 Liberator. The combat missions he commanded, at the young age of just 20 years old, were over German territory and carried out in the B-24 Liberator.

After the war ended, Bristowe at the age of just 22 was hired by United Air Lines, where he worked for his entire career, until mandatory retirement arrived at age 60 in 1984. During his long career he piloted many of the aircraft types in the UAL fleet. Beginning with the venerable DC-3, thence, Convairs', B-377, DC-6, DC-7, DC-8, & DC-10s'. In his final years flying for United, he was Captain on the 747, (100-200 series), flying the much sought-after Los Angeles / Honolulu route. In all his years of flying, including his military time, there was only one "In Flight Emergency," when the number 3 engine, on the DC-10 he was flying, exploded during the take-off run on departure from LAX.

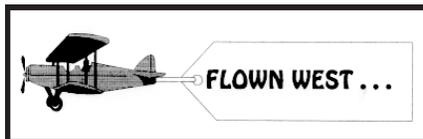
Bristowe was very active on his off-duty hours. He enjoyed boating, and fishing on the open ocean as well as camping and traveling. Bris never owned his own airplane, but he always had a boat in his garage or a boat in the water right behind his home. He was very involved with his children's school and after school activities, he also served as a committee member on the ALPA safety committee, and the U.S. Coast Guard Power Squadron.

Growing up in part during the depression era, made Bris a very frugal and practical individual. Because he was born on Valentine's Day (we always believed) was the reason he was such a sweet and gentle man.

He will be missed, not just by his family, but by all that ever knew him. Eternally Flying High, in the hearts of so many!

Farewell Captain, our cherished Father, Grandfather and Great Grandfather





*Kenneth R. Bradley	Dec. 01, 2018
Delmar E. Gartner	Jan. 10, 2018
Herb G. Giefer	Nov. 21, 2017
Stanley A. Green	Dec. 21, 2017
Milton L. "Milt" Jines	Nov. 17, 2018
Louis Gust, Jr.	Oct. 12, 2017
David B. "Dave" Malone	Nov. 05, 2017
*Charles A. Morrill	Nov. 10, 2017
Edward R. Musser	Dec. 13, 2017
Bristowe P. Pitts II	Dec. 24, 2017
*Thor Solberg, Jr.	Dec. 16, 2017
<i>*denotes RUPA non-member</i>	



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Pilots Retirement Foundation

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

February, 2018 Edition

From:

RUPA
P.O. Box 757
Stowe, VT 05672-0757



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To:

RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant*—623-566-8188
Tucson Toros (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)
(*The Golf Club of Illinois, 1575 Edgewood Dr., Algonquin, 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 Crazyes (3rd Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

Oregon

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

Washington

Seattle Gooney Birds (3rd Thursday 11:00AM)—*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