
rupanews



Journal of the Retired United Pilots Association



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President's Letter

I know that John wrote in his VP letter about the death of Gina Montalto, murdered in the Stoneman Douglas High School shooting in Parkland, FL. She was the daughter of United Captain, Tony Montalto. Our own Captain, Dan Petrovich, still an active United pilot, represented the ALPA Critical Incident Response Program (CIRP) and did everything he could to help Tony and his family during this trying time. My hat's off to Dan for doing something that I know had to be difficult. You may have seen the photo on the news of all the airline pilots lined up, in uniform, at the memorial service. That was an impressive display of compassion and brotherhood. There were over a hundred airline employees, of many airlines, lending support for the family.

One of our newest members pointed out something I'd neglected to think of. Many of our recent RUPA additions came to us from Continental, or as they say at UAL, "legacy CAL," and did not cross their picket lines. Some were strikers who eventually returned to CAL after the picket lines came down, and some flew for PEOPLExpress (PEX) or New York Air, and refused to cross OUR picket lines as fleet-quals, remaining at those carriers for much lower pay. They later were absorbed into CAL and came to United with the UAL-CAL merger. We owe that group our gratitude and admiration for their integrity. One college friend of mine, a Navy F-4 driver, was a striking CAL pilot who got hired by PEX and flew the 747 there. When Lorenzo took over PEX, he immediately quit, telling me he would not fly for that man, and he never flew again. During my furlough in the early 1980s, I flew at PEOPLExpress, so I know many of that group, and I'm especially glad they've joined us. That new RUPA member also reminded me that, until Lorenzo, Continental was a great airline, and that he was proud to have flown for United until his recent retirement. While I know many of the ex-PEX pilots, I don't think I've seen any update letters from them, and I'd sure enjoy knowing how they're doing!

Welcome to the following new RUPA members:

Captain Steve Allen (DCA) Warrenton, VA / Captain Mats Carenback, (ORD) Inverness, IL
Captain Brian Florence (active DCA) Leesburg, VA / Captain Barry Fuller (DCA) Gore, VA
Captain Charlie Grba (IAH) Lutz, FL./ Captain Kathleen Harrigan (EWR) Key Largo, FL
Captain Steve Minarik (IAH) The Woodlands, TX / Captain Dave Nelson (IAH) College Station, TX
Bruce Piverotto (ORD) / Captain Paul Wilson (IAH) Highland Village, TX
Captain Dave White (ORD) Plano, TX

We've had more and more members in TX join us. From RUPA Secretary/Treasurer Captain John Rains, "Dave (White) said he was starting up a DFW chapter. Wishing those guys the best and hoping they know we're here to help!" Thanks Dave. This is great news.

I'll end with a personal note. I've bored you before with photos of my 1967 Corvette roadster. My club, The Sting Rays ('63-'67s) had 31 cars at the best show in South Florida on March 4th. We also had a mini-RUPA meeting there, with Captains Bob Senderoff, Mike Warde, Rick Valdes and Dan Kurt (who's a member of the club) join us there. We had a great time and, best of all for us pilots, the burgers and dogs were free! BTW, the cute blonde in the photo is my first, and current, wife, Diana, a former Air Florida flight attendant.

Happy Spring! *Bob*



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Vice President's Letter

It is with such great sadness that I also have to add my condolences for the loss of Gina Rose Montalto who is the daughter of United Captain, Tony Montalto. Gina lost her life in the tragic shooting that occurred in Florida. This has deeply impacted her family, the United community and, of course, this country.

I have found it extremely interesting that the airlines are having a difficult time recruiting and finding the right candidates for pilot positions. This is not only happening in this country, but throughout the world. In fact, there is serious consideration to a single pilot operation within the commercial aviation industry. I am not sure that would provide any amount of confidence in the flight crew by the passengers. And now, there is a college in Denver that has a partnership with United to train prospective pilots. It is fascinating how the pilot hiring environment has changed dramatically in the past 30 to 40 years.

With regard to the active employees at United, I was very happy to hear that the CEO is taking some time to reconsider the Quarterly Operations Incentive Program. They will begin a series of listening sessions in order to receive feedback as a new program is structured. Let's hope it works out for the active employees.

Lastly, I would like to personally compliment Cleve Spring again for the wonderful *RUPANEWS* magazine that he organizes each month. The articles that he publishes about the various groups around the country are always so fascinating. We at RUPA always enjoy anyone sending a missive about themselves. It does provide a certain degree of entertainment. My biggest feedback is how much our retired group enjoy those articles. I have also found tremendous value in the medical articles that Cleve always includes. As I attend the various luncheons, I hear so much about the various ailments we are all experiencing. Regardless of the aviation background we all share, it does appear to be a main topic of conversation.

My best to you all and stay healthy!
Still Flying High, *John Gorczyca*

Secretary Treasurer's Letter

Thank you for the opportunity to serve as Secretary Treasurer of RUPA. It's been almost a year since there was an "advertisement" in *RUPANEWS* for someone to take the job of Secretary/Treasurer. When that happened, I knew that Bob Engelman was going to take the job of President. Since I had flown with him in the NYANG back in the '70s, and had a lot of respect for him, I decided to apply for the position. I was, in my past life, a CFP and felt I could possibly add some value to the organization. The executive committee said yes and thus began the process of bringing me up to speed on the job, getting the documents in order, and then talking to Leon Scarbrough, who was the Sec/Treasurer, about the job. Talked to Leon a lot! Ask my wife.

Thank you, Leon! Leon has been the Secretary/Treasurer for a long time. He is extremely competent and we, as a retired pilot group, have been very well served. I have enjoyed getting to know Leon and have referred to him in our private conversations and emails as "Il Maestro." I like to think that he is my friend!

What needs to change? Half of us pay our dues by credit card and half by check, although I've noticed an increase in the use of credit cards. If everyone used the website to pay their dues it would really enhance my life. We have a very favorable arrangement with our credit card service provider, thanks to Leon, so you get points or miles on your credit card and we pay a modest fee. I am working to revise the "pay dues" part of the website so that you can schedule a payment on a recurring basis. When that is setup, I will let you know.

You are being very well served by this leadership. Cleve Spring, editor of the *RUPANEWS*, is the best. He has served this organization for over 24 years in every position and has settled down as Editor. We all benefit from his service and commitment. We send out over 3,100 issues each month of a very high-quality publication. His talent is elegant. He knows the business and he knows us.

The President, Bob Engelman, and the Vice President, John Gorczyca, are both in their 60s making them the future in this organization. We have a robust membership who get together for luncheons and other events. We represent what other pilot groups envy.

We need you to send us your stories! I talked to Neil Johnson and his wife Lee a few days ago. He was hired in 1944. I told him he needs to tell us how it was flying for Captains as a new hire in 1944. Who else knows? What do you know that we would like to know and to hear? Don't be shy. Keep it airline related (I know we fighter types with Vietnam time can annoy anyone. Again, ask my wife.) So, the publication is best when we give Cleve lots of copy. If you send it to me I'll send it to him. A check should include a story. That's your penalty for using snail mail.

In my humble opinion (IMHO) those of us with round dial time need to embarrass the new guys enough that they have to respond. Make it so!

On a more personal note. Margie and I love living in northern Vermont. Our deck is some 30' above the ground and we look south down the valley looking at the church steeple in Stowe. I'm 11 miles from the chairlift. The summers are very special and, as much as we like to complain about winter, none of us would give it up. I ski when the conditions are right. However, I've begun to notice how seldom that has become. I accept all appropriate abuse for that comment! As I write this on March 13, it's snowing and we expect 12" in this "storm." Can't wait to see what excuse I find for not going skiing.

Margie and I love Panzano in Chianti in Tuscany. A small village between Florence and Siena. We have friends there and we've gone there many times since I've retired. When we do we tend to stay a while. I can be Secretary of RUPA from there easily if dues are paid by credit card which I can account for and process. However, I do have a backup for checks for those of you who prefer snail mail.

Anything you can send me by text (802-989-8828) or email (rupasectr@rupa.org) is better than in a letter. But, if a letter is best for you send it. We want your input and your stories! After all, RUPA is for all of us.

John

Ohio Cleveland Crazyies RUPA Luncheon

Our March meeting at TJ's Restaurant in Wooster, Ohio was well attended with eleven members, wives and family present.



L to R standing: Phil Jach, Harvey Morris, Rich McMakin, Denny Flanagan, George Bleyle, Dick Sanders, Bob Olsen and our lovely server Shayla Salmons.

L to R seated: Ken Wheeler, Ken's daughter Beth Wheeler, Bob and Dawn Lang.

The discussions ranged over many topics but two important dates kept most of our focus. Medina, Ohio is building a Memorial to 911 and specifically to the crew of United Flight 93. It will be dedicated on July 28, 2018. As a chapter, we want to contribute to this project. Our discussion reviewed many of the opportunities to contribute and we will continue to focus on the possibilities. More information will be coming soon on this issue.

Dick Sanders, Ken Wheeler and others kept us laughing with some jokes. Shayla, our lovely server, provided us with a great luncheon as always. And, I will remind everyone again to block Saturday, June 16, 2018 on your calendar for our summer meeting at Carol and Rich McMakin's home. Cheers, *Phil Jach*

Southwest Florida RUPA Luncheon

Our March 12, 2018 luncheon at the Fort Myers, FL Olive Garden restaurant had 15 attendees. Our hard-working server, Angel, whom we've had four times in a row, told us she was moving to Chicago for a new job. She had not lived out of the state of Florida and our attendees gave her a lot of advice. She said she'll fly United out of O'Hare as much as she could. The traffic is still heavy with the snowbirds and aggravated by the continuous construction on I-75.



Left to right: Faith Osborn, Shirley and Rip Curtiss, Jim Howard, Bill Young, Mamie Thompson, Will Collins, Ted Collins, Janice and Gary Crittenden, Dot Prose, Margie and Bill Burg, Ed Clarke and Wallis Alves.

A get-well card was circulated for a quick recovery for Gene Chapman (Marco Island) as he had spent some time in the hospital. Mamie Thomson, who has always been a faithful attendee, was well enough to show up but is still not out of the woods.

Some of our group have attended the luncheons of the local Retired United Airlines Employees Association (RUAEA) in Fort Myers, which encompasses other United employees. There were three RUAEA guests of Gary Crittenden: Ed Clarke, Margie and Bill Burg. They were very much a welcome addition. Since both our groups seem to be shrinking it would make sense to have more combined social events. Each has about 15 attendees at our respective functions. We're working toward this end.

Entertainment for the luncheon was provided by Gary Crittenden. Everyone has been encouraged to look at their memorabilia and share it with the group. For show and tell today, he brought his little red log books which in addition to keeping flying time contained some forgotten comments...he flew for 28 years starting in 1965 and ending in 1993. He worked S/O on the DC-6 and DC-8, F/O on the DC-6, B-737, DC-8, DC-10, and Captain on B-727, DC-8, and DC-10. Here are a few of the many comments noted in his logs:

12/24/68 Flt. 779 B-737 Cle-Cid-Ord F/O, Mom and Dad on board from Cle to Ord, good trip but made me nervous. Also my birthday.

11/18/69 Missed 497 due to late dead head to PIT landed on all whiter (snow) runway at SBN Very interesting took off with low vis. blowing snow.

1/22/70 the crew in bound to PIT ate our snacks. Called for meals to be boarded at TOL. TOL mgr. did not board meal Cpt. Got mad.

6/6/73 Cardboard blew into engine on TO CMH shut down engine.

4/12/77 lost hat, stolen, called on carpet for not wearing hat?!

5/20/78 Red Skelton OB ORD-RNO signed clown sketch for FA.

3/25/79 Night freighter #2 engine fire alarm on climb out of ORD. That'll wake you up, dark night, bright red light and loud bell!

6/25/87 go around landing ORD on RW 27 for AF-1 landing on 32, flew over the top of AF-1, don't think that's what they had in mind.

11/20/87 BUF Too slippery for tug to push back, used reversers

2/19/90 33 hr. layover BOI skied Bogus with crew.

12/18/92 should have put in for speed record DEN-IAD caught jet stream. 1450.5 SM in 2:37 = 553mph brakes off to on. Arrived 1 hour early.

12/21/93 final flt. Janice OB Flt 192 LAX-ORD.

This rendition generated quite a few comments and additional amplifying insights!

Dot Prose spoke briefly about the short 20-minute flight in a Ford Trimotor which arrived at the Venice, FL airport on Mar 2, 2018. It was built in 1928, sold to Transcontinental Air Transport in 1931 and after several different owners was acquired by Liberty Aviation Museum in Port Clinton, Ohio. It's in a lease agreement with EAA to showcase and encourage young people into aviation. Each of the 10 seats was \$75 and the co-pilot seat was \$125, a bargain for such an historic early airliner with leather seats and mahogany bulkheads. Perfect flying weather and a full load of passengers, as well.



Attendees were reminded again 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.

The next luncheon is not until November. Normally it would have been on the second Monday Nov. 12 BUT this is the day after Veteran's Day and is the biggest business day for the Olive Garden and no reservations taken so we MOVED IT UP ONE WEEK UNTIL THE FIRST MONDAY IN NOVEMBER ON NOVEMBER 5. 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. Since it's Veteran's Day timeframe, war stories and/or military memorabilia would be welcome as part of our very informal program! REMEMBER THAT THE NEXT LUNCHEON IS A WEEK EARLY ON NOV 5, 2018. Yours truly, *Gary Crittenden and Dot Prose*

Dana Point RUPA Luncheon

A beautiful day for our lunch on the deck at the Wind and Sea in Dana Point Harbor. A couple of seals came by to chase the incoming fish boats as we gathered under the big umbrellas for our monthly meeting.

Present were: Bill Rollins, Bill Sewart, Bob Fuhrmann, Bruce Dunkle, Joe Udovch, John Grant, Ron Dye, Ted Simmons, Rusty Aimer and Rico Santamaria.

Glad to see Rico join us. Rico has 3 years to go to reach retiring age now (whatever it is now). He has about 3 years to go before he can reach full retirement age. He lives close to the Harbor and is becoming a regular for now. He says he will be with us as long as his schedule permits. He is a Captian on the 777. As LAX has only one trip out each day, he has a lot of days off. He said he would take over the report for our group if he can keep getting the 2nd Tuesday off. I'm actively looking for someone to take over my job of writing up the Lunch Report for the Dana Point Area.

John and Cheryl Arp did get back from their trip. They wrote:

Not too much going on. Just got back off a 15-day roundtrip Los Angeles to Hawaii Princess cruise. It was our 4th time we've done this one. Love it! Spending more time at our townhome in Las Vegas while the weather is great. John has another SAG movie shoot coming up in New York with the C130. Everyone here is healthy and avoiding the flu. Sounds great. John and Cheryl.

My wife and I are keeping busy visiting with our six young grandson's and one granddaughter. Five live near LAX and the other two in Denver. The oldest is only seven. Cheers to all, *Ted*

Heads up all you DCA members. E.K. Williams needs your help

Cleve, would you make a noticeable entry in the *RUPANEWS* that I am unable to access the DCA RUPA email address list. I am unable to send the notice of our upcoming April 18th Lunch at JR's Stockyard \$35. I will rebuild a new address group for those who contact me, by email, indicating they wish to be on the DCA RUPA List. Thank you Cleve, *E.K.*

The Columbia River Geezer's RUPA Luncheon

A very nice afternoon here in Oregon sitting with 11 retired United Captain's/RUPA members', all having a terrific California Pizza Kitchen lunch sprinkled with conversations from around the table.



Those present, starting CC on the right with Lew Meyer, Lew reported that he very recently had a conversation with one of our RUPA members who has been on sick leave for about 5 months, Dick Ionata. Dick is currently post throat surgery and is struggling with some post-surgical issues. However, Lew pointed out that Dick would like to hear from his NW RUPA members, and of course anyone else he may have flown or interacted with over the years while flying the friendly skies or in his lifetime. Dick flew B-52s and the F-86 prior coming on board at United. Next is Steve Barry, Steve and his wife, Jimi, just returned from a driving trip to and from Lake Louise, Canada. Rusty Harrison is still working on the installation of a new Garmin Avionics system for his Bonanza. Next, was to be Glenn Corey, however Glenn had to leave early as he was heading out for a dental appointment...UGH! I was able to snap a quick individual picture of Glenn just as he was leaving, so he is pictured on the far right. Glenn retired about a year ago off the B-777 in SFO. Rich Warden is still flying Corporate and is managing a fleet of corporate Jets based at KUAO here in Oregon. Walt Ramseur at the far end was deeply engage in conversation with our next RUPA member, Doug Howden. Doug is currently working with Tony Passannante's wife Cindy, who is Doug's travel agent, in putting together a trip to Singapore and perhaps Vietnam. Doug is by far our most well-traveled bachelor. Next is Bill Pa rk. Bill and his wife, Sharyn, live at Dietz Airpark, OR40... Lat:Long: 45-15-20.4360N / 122-39-03.3270W, which sports a very nice 2,640X60' grass runway. Bill is putting back together his aircraft and all he has left to complete his project is to rebuild his carburetors, put them back on the aircraft and he is ready for a little flying, "Blue Side Up. Next is scribe, Ron Blash, followed by Tony Passannante. Tony has a day off today from his grueling work week of flying an Embraer 145 up and down the West Coast, for those of you remember back.... kinda like "TED." Tony decided to have lunch and hang out with old friends. Lastly is Mike Thomas. Mike pleasantly surprised us with a little sales pitch. Mike pointed out that he is a member, "in good standing," of Rotary Club in Beaverton Oregon, and will be scheduled with the responsibility of personally delivering, to e.g. mom's, wives or a girlfriend's front door, actually any one you choose (for a \$25 cash donation to Rotary) on either April fourth or fifth, a beautiful bouquet of a dozen Roses. Mike pointed out that he will deliver the roses in his own personal Tuxedo (he did "also" mentioned that he is having his Tux let out a little while only having a small salad for lunch.) You go mike, a great cause. Many of us with Mom's, wives' or girlfriends with a front door, pitched in with (\$25.) We all know the history of Rotary and understand Rotary is an organization of local businesses with professional leaders who are dedicated to humanitarian service while promoting high ethical standards in business and professions while also promoting goodwill through community programs. All in all, a great day getting together and as they say in Hawaii to "TALK STORY."

We all hope to see you all, newcomers as well, at out next Geezer's luncheon on the second Wednesday of April. Just around the corner. *Ron Blash*

SAC Valley Gold Wingers RUPA Luncheon

A power packed luncheon with an excessive amount of laughter that was well appreciated by all.



L to R: John Gorczyca, Sharon Gorczyca, Jon Cordado, Jim Harty, Ann Blalock, Herb Ermolik, Dave Ulm, Lori Muir, J.C. Brandt, Ken Ledwith, Dave Leppie, Steve McBride, Bill Authier, Joannie, Karl Winkelbrandt, Viv Stolp, Jerry Blalock, Ed Akin, Linda Akin, Lance Engeldinger and Trudy Engeldinger.

Of course, our luncheon attendees discussed the passing of Gina Rose Montalto who lost her life in Florida and is the daughter of United Captain Tony Montalto.

Metro State University of Denver now has a partnership with United Airlines to train prospective pilots. So as I was mentioning this fact, we had half our retired pilots make a quick exit to find an application for this wonderful program. Just teasing.

Good discussion of United Flight 1175 traveling to HNL that lost an engine and landed safely, invoices that will be sent from the company for taxable pass travel, and pilot jobs available with Ultimate Jet Charters. Steve McBride shared that there is an interline rate for cruises that can be booked through vacationstogo.com. Great discounts! J.C. Brandt talked about his 49 visits as a volunteer to the Oshkosh Fly In, and Ann Blalock talked about her wonderful trip to Cuba.

Again, thank you for attending our luncheon and all are welcome to attend. Still Flying High, *John*

Phoenix Roadrunners RUPA Luncheon

We met on March 13th at our usual place, the Bobby-Q restaurant for our lunch. Present for the lunch were: Dennis Leahy, Frank & Jeannette Soare, Tom & Renee Libuda, Lee & Neil Johnson, Harry Oas, and myself. John Baczynski planned on coming but developed a cold and decided that it was best not to expose the rest of us. Some of our members are still having some health issues like the flu. Hope they soon recover.

Some conversations were about domiciles that we had been in and the subject of 89ers came up. Had not heard that discussed for a long while. It's good that some 89ers are still around to remember those times.

We are hoping that at our next meeting on April 10th we will have more people attending who have not been with us. That will probably be our last luncheon until October in the fall. *Ken Killmon*

FRANK AND ERNEST | Bob Thaves



The Greater Chicago Area RUPA Group Luncheon

We had an enthusiastic, hungry crowd of fifty RUPArians and guests gather at Nick's Pizza & Pub in Crystal Lake for our March meeting. Knowing it was almost (but not quite) the end of Punxatawney Phil's "six more weeks of winter" forecast, the intermittent blizzard-like SW+ during lunch was fitting.

One of our guests, Retired Delta Captain Dick Gardner, talked a little about his career and his "job-in-retirement" of being a docent at the National Museum of the Air Force. Dick volunteered in 1997 so has amassed almost twenty years of what he's referred to as "learning as much as teaching." While he knows a lot about aircraft and routinely informs museum visitors about them, many times he's encountered crews who flew and maintained them in the past too, learning more and more about their history and operations.



Once again, we all attended in that alphabetical order thing: LeRoy & Eva Bair, Jim & Corrinne Boyer, Bruce Carey, Bill Cherwin, Sig Chrzanowski, Barry Davidson, Carl Eberle, John Eddins, Clark Farrell, Walt & Jan Fink, Dick Gardner, Jan Gawenda, Art Giovannoni, Bruce Green, Bob Helfferich, Mike Hepperlen, Jim Higbea, Steve Jahnke, Scott Joseph, Dick Kane, Jim Kehoe, Les Kimmel, Russ Kuhlen, Dick & Maribeth Kuhn, Wes & Jan Lundberg, Steen Munter, Dick Murdock, Howard & Marj Nelson, Claude Nickell, Phil Pignataro, Dave Schultz, Dick Schultz, Ole Sindberg, Gene Stepanovic, Dave & Linda Strohm, Jim Stuntz, Bill Thompson, Sid Tiemann, Orrin Towner, Jim & Trosky, Gus Tuit, Ken Voelker, and Paul Wember.

As always, Nick's provided us with great food in a warm atmosphere. Thanks, and a special nod of appreciation to our server and to Nick's manager for a terrific job in handling our crowd with efficiency and order. I always marvel how all the noise in a room full of hard-of-hearing pilots doesn't even faze them.

Our next scheduled Greater Chicago Group luncheon will be held at Nick's on Tuesday, July 10th, 2018. RUPA members, active employees, spouses, significant others, and guests are more than welcome. YHS,

Walt

San Francisco North Bay RUPA Luncheon

In another one of those fine Sonoma County days the North Bay gathering took place at the Petaluma Sheraton Tolay, our favorite watering place. The turnout was on the low side, 12 in all, but a good time was had by all.



The usual suspects are Al Milotich, Bill Smith, Rick Saber, Leon Scarbrough, Mike Tar, Galen Wagner, Jules Lepkowsky, Bill McGuire, Dick Lammerding, Larry & Dee Whyman, Bob Grammer, Gardner Bride and the Ansel Adams of the iPhone, Barney Hagen.

Missing from the melee is our fearless leader Bob Donegan and Doris.

We meet the first Wednesday of the month at the Sheraton Tolay, meet at 12:00, sit down at 12:30, usually fully fed and storied out by 2:30, so if you are in the area, come join us.....*Barney*

The Patriots RUPA Luncheon

We were ready for Spring's arrival, but every week we have been part of another Nor'easter. Once again, a great meal selection and service at Victoria's in Williamsburg.



Left to Right: Jim Krasno, Tom Galayda, Jo Beth Lynch, Vic Shumaker, Dick Rybak.

A warm welcome to Dick Rybak from the other side of the Tunnel. It was amazing the stories each of us told about flying and or plumbing the B-727 and the B-737-200. Great memories had by all.

For the retirees in Virginia Beach, call up your buddies and carpool over to join us April 14th at 11:00 am for Breakfast or Lunch, your choice. Share, Enjoy and Laugh. See you there. *JB*

San Francisco East Bay Ruparian's Luncheon

A Small group but LOTS o laughs'. You know we must have had a good time when "lunch" lasts more than three hours.



Left to Right: BS Smith, Georgia Bouska, Shirley and Lee Francis, Jim Trierweiler and Rich Bouska

BS Smith told us about his recent cruise on the Regent Explorer, a ten day cruise in the Caribbean, an over-the-top first class experience, fit for royalties. He can tell a great story and we had to go "off the record" for a while -- after all, this is a family publication. Make sure you read his Epistle in the Letters Section of this issue.

It seems like all of us present are going on trips in the next few months; we may not be able to have a quorum for the next few meetings. Our hosts, Neil and Tammy Dahlstrom were out of town to attend graduations in Aridzona.

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*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Captain John here, reporting for Captain Bob. Once again, our leader, Bob Langevin, said nice things about me to get me to agree to do the monthly meeting. We only had a 7-member turnout either because of doctor's appointments or the cold temperatures (yup even in Florida it gets cold, way down in the 60's) just like it was the last time he had me do the meeting. Hmm I wonder if there is some kind of pattern forming here. We'll see what next year brings.

One good thing about a small turnout is that we all can participate in the discussion. The discussion was upbeat, no politics, medical issues or how United screwed all of us. Jokes and war stories were the topic of the day. The only sobering moments were when we talked about some of the infamous Flight Managers in our day. That made me realize just how good our pilots were to survive some of these managers.

If you are ever over our way be sure to stop in and say HI. We meet at Shrimper's in Stuart on the second Tuesday at 11:30am. A fun place where you'll be treated to a great atmosphere on the Manatee Pocket, great food and meet some really great guys who will make you proud to be a part of. On top of that, we will welcome your war stories.

Ned Rakin and Denny Keast from the Ham Wilson S.E. Florida Gold Coast Rupa group joined us. The other members present were John Pinter (me), Dick Baese, Jack Boisseau, Dave Damon and Bill Cole. Bob will be back next month... he has to because I will be heading to the Cleveland Crazies for the summer. If you notice the boat in the photo at Shrimper's, those guys alongside were arguing over who would be the Captain. Since nobody could agree we all left.



Left to right: Ned Rankin, John Pinter, Jack Boisseau, Bill Cole, Denny Keast (trying to straighten up), Dick Baese and Dave Damon.

My super power is holding onto junk for years and throwing it away a week before I need it.

Thousand Oaks RUPA Luncheon

It was a beautiful day in the Conejo Valley as we convened on March 8, 2018. As usual we meet on the 2nd Thursday of odd months.

As always, there were lots of interesting and entertaining stories and conversations, some of which cannot be repeated here. Claude and Jim were both navigators in the past, recalling the tedious paperwork in doing celestial shots. The limited lifespan of some of the old recip engines was remembered as opposed to modern jet engines. Airplanes, travel and catching up on who is where now was discussed. Larry mentioned Delta is hiring pilots and warehousing them till they are needed. Not exactly what we experienced.



Some of our members were out of town. In the photo are Butch Trembly, Jim Hall, Larry Lutz, myself, Ivan Cox, Gary Babcock, Claude Giddings and Jerry Adams. Regards, *Denny Fendelander*

Denver Good ol' Pilots' RUPA Luncheon

On a cold winter day, February 20, the Denver Good Ol' Pilots and guests met for lunch at The Tin Cup Bar and Grill in Aurora. Social/Happy hour began at 11 and lunch was served at noon.

Attending were: Rick Bebee, Stanley Boehm and Marilyn Gifford, Chris Bruce, Ed Cutler, Bob Dietrich, Denis Getman, Dick Grant, Tom Hess, Nick Hinch, David Horwitz, Tom and Sue Johnston, Cliff Lawson, Jim Lee, Rich Martinez, Mark McGurk, Dan Romceovich, Joe Rozic, Rick Steele, Ross Wilhite, Ted and Rose Wilkinson and active pilot, R J Wolf.

We welcomed a new attendee, Rich Martinez. Rich, an Air Force C-141 command pilot, was hired on Dec. 26, 1978, and retired in Oct. 2014. He was furloughed in 1981 and recalled in 1984. He worked in the training center as a Flight Operations Training Instructor before being furloughed and a Training Check Airman after being recalled and a Pilot Instructor when the TCA position was eliminated. In 1992 he returned to the line as 737 and Airbus Captain but continued to be involved in human factors regarding pilots with the purpose of making things better and safer for United Pilots. His activities in this area are far too extensive to be detailed here. Some are his working to help standardize the interview process so each pilot applicant would have a similar interview experience, and leading development of the Total Airline Pilot program instituted in April 1999 to prepare initial Captains in leadership and other knowledge/skills required to be effective United captains. Rich spent his last 13 years as Captain and Line Check Airman on the B-777 while continuing extensive involvement with United in human factors studies and programs benefiting United Pilots. After retirement He consulted at Virgin American Airlines in developing their first Captain's Course.

ANNOUNCEMENT: Starting in April, our luncheons will be held on the second Tuesday of the month. Your Co Scribe, *Tom*

San Francisco Bay-Siders' RUPA Luncheon

With St. Patrick's Day close at hand, Harry's Hofbrau was festively festooned with shamrocks and vestiges of Irish tradition. Of course, the Special was Corned Beef and Cabbage. Thankfully, the weather was cool and rainy as we are still on the edge of drought. The slick roads may have dissuaded some of our Bay-siders' from attending.



L to R: Gerry DeLisle, George Mendonca, Pat & Larry Wright, Isabell Traube, Jeri Johnson, Rose & Cleve Spring and Bill Madsen.



L to R: Keltie Morris, Joe Yanacek, Jerry Terstige, Craig Norris (Active Pilot), Bob Norris (Craig's Father), Georgia & Rich Bouska, Barry & Ginny Hamley.

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 'LtoR:Larry' Wright*

San Diego North County RUPA Luncheon



Luncheon attendees at the beautiful restaurant, Decoy, in San Marcos.

Left to right: Susan Mayer, Colin Winfield, Mark Mayer, and Brad and Rhoda Green.

Lots more good stories with tales of travels and a little bit of airline talk. Of course, talking of travels. Some stories include non-rev flights and I believe one trip full fare. Can you believe it, an airline pilot paying full fare? Unbelievable!!!

One of the stories we all found interesting is how long Brad and Rhoda have known each other. Since living in farmland country in Pennsylvania, and his father being the local doctor, his father delivered Rhoda. They've know each other since her birth. Talk about childhood sweethearts!!!

Bob Bowman didn't show up because he got the days mixed up so we missed his stories. His stories are always interesting because, being 98 years young, he has a little different view of flying than us younger, 65 year old pilots.

I will make an effort to get new retired pilots involved so maybe some new stories next month. We'll see. So much for this month.

Oh yeah, lunch is 2nd Tuesday of the month @ 13:00. Decoy Restaurant. Until next month, C ya. *Mark*

Seattle Gooney Birds RUPA Luncheon

Nine Seattle Gooney Birds attended the March 15th lunch at the Seattle Tacoma Airport Marriott.



Gooney Birds from left to right: Chuck Westpfahl, Bill Records, Jim Barber, George Brown, Mark Gilkey, Bill Stoneman, Pat Williams and Bob Reid. Not pictured Hank Kerr.

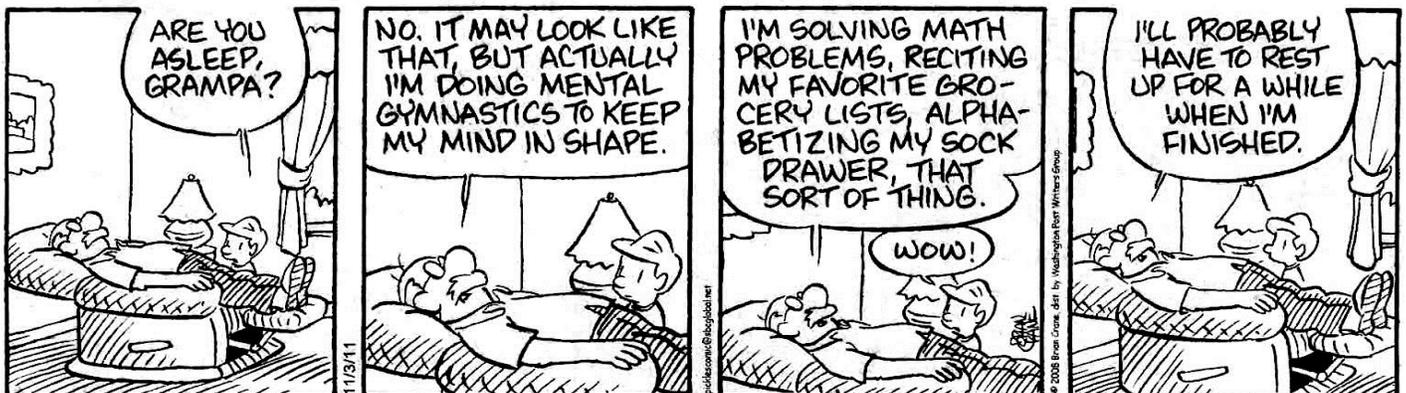
Main topics of conversation included Washington state taxes, owning an airplane after retiring, and United Airlines continuing to make media headlines. It was also noted that the 33rd anniversary of the May '85 Challenge is almost upon us, and we recalled the fine efforts of 95% of the pilot Force and special notice of the phenomenal contributions made by all wives, which was instrumental in bringing about a successful conclusion to the conflict.

The Lure of a beautiful warm Northwest winter afternoon brought the group to an earlier than usual end. *Hank Kerr*



L to R: Margie Reid Mary Breivik Jan Gilkey

PICKLES



The Intrepid Aviators of Southern Oregon RUPA Luncheon

Cheers to all from Southern Oregon! Days starting to get longer, a bit of 'false Spring' (or is it just a return to drought?) and thus a good day to meet at our favorite haunt, The Pony Espresso in Jacksonville.



Around the table were, left to right seated, Cheryl Jaeger, Leeann Fusco, Marty Niccolls, Harvey Saylor, Steve Fusco and Jim Jaeger. Standing are Scot Lee, Dan Kurtz and Bob Niccolls.

Mentioned before but I'll note it again, the entire town of Jacksonville is a historic spot with origins going back to the Oregon's gold rush days.....mid 1800's. I know, not old to the standard of much of the east, but old enough to be a really interesting town. Gold was discovered here just a few blocks from what is now downtown and it's all very accessible and interesting...along with a couple great restaurants.

We picked a great day to gather as it was cool, very clear with great visibility allowing great views of the surrounding hills and mountains so it was time to bring out one of the 'toy cars' for the ride out. We're still short of water bringing images of drought once again to this part of the country. Not good if it persists.

As with most of our gatherings, good conversation and good fellowship carried us well into the afternoon, another delightful time. Cheers, *Bob*

The Monterey Peninsula RUPA Lunch Bunch

March rain showers can bring April flowers - especially when we need the rain – we were glad to bring the umbrellas! March 14th was our luncheon date that included RUPA members Phil Young (down from Redding for his annual “tax” meeting).



Front row left to right: Jack Cowles, Phil Young, Donna & Pete Walmsley, Diane Ellis, Nancy Casey, Sunee Jines, Linda Mackie.

Back row left to right: Terry (Steve's fiancée), Brett Morris, Cindy & Bob Benzies, Diane Emerson, Phyllis Cleveland, Steve Filson, Cheryl & Ken Bohrman and Lee Casey.

We briefly discussed the RUPA E-blast sent the day before concerning the latest travel news from UAL. We are aware that UAL is updating their FlyingTogether web pages – no start date to date, but be on the lookout for changes – just when you were getting comfortable with the old web pages!

Spirits were high and lots of good conversation across the table. Phil started with UAL on the DC-6s as a 200 hour pilot having learned to fly out of San Jose. Bob also started on 6s having learned to fly in the Chicago area getting his Instrument Rating the day before his start date. Those early days of earning the money to learn to fly - not knowing if an airline career would be possible! Lots of aviation history around the table! Lots of stories about getting that first airline interview!

Wednesday April 11th is our next luncheon at Edgar's! Thank you all for RSVP'ing – it helps a great deal!

Tax Day is April 17th!

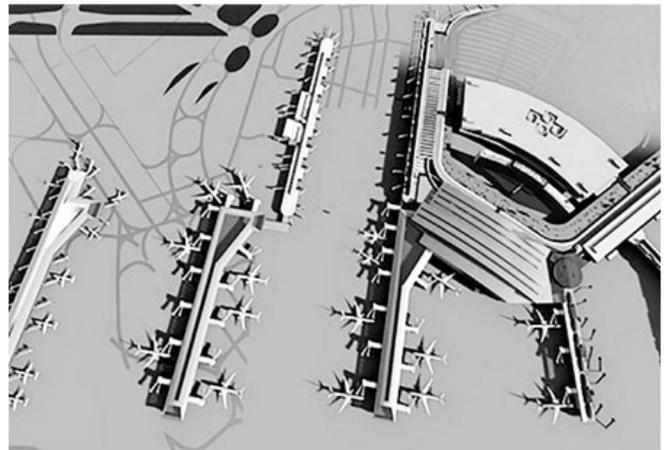


Phyllis Cleveland

ORD is modernizing and expanding

After over a year of negotiations, United and other airline carriers have reached an agreement with the City of Chicago to dramatically expand ORD. This expansion will help bring ORD into the 21st century with the latest amenities, which will provide a better experience for our customers and employees.

“As Chicago’s hometown airline, we are looking forward to continuing our investment in O’Hare and building our largest hub into the world-class airport this world-class city deserves,” said Oscar. “The improvements in our new agreement will help ensure we provide a superior travel experience for the more than 36 million United customers who fly through O’Hare each year.”



The \$6 billion capital project will generate more terminal space and growth opportunities for our airline and others. The project will be funded through terminal rental fees charged to United and other airlines using ORD, as well as rents from concessionaires. The improvements will add 25 percent more gates, and, as part of the agreement, we will be able to compete to expand our number of gates. Construction will begin next year, and is scheduled to end by 2026. The total space at ORD’s terminals will go from 5.5 million square feet to 8.9 million square feet.

Additionally, the new plan will add two satellite concourses that would be built to the south and southwest of Terminal 1 and connected to the main terminals via tunnels with moving walkways. Terminal 2 will be demolished and replaced by an expanded “Global Terminal” with Customs and Border Protection (CBP) facilities. Once opened, our international flights will arrive in this terminal rather than Terminal 5, which will allow customers faster and more convenient access to connecting flights.

The gates we currently operate from in Terminal 2 will be transferred to the two satellite concourses of the new layout. Our employee lounges and break rooms in Terminal 2 will also be relocated. We will be working with city officials to determine where our new facilities will be located within the new buildings. We will also be adding new club spaces. The United Clubs team will be working over the coming months to determine the location, number and size of clubs in the new facilities.

As the project moves forward, United will work with the city of Chicago, the Transportation Security Administration (TSA) and CBP to provide proper staffing levels associated with the expansion.

On a related note, starting this fall, several of our ORD support facilities – such as ground equipment maintenance, employee parking, and a hangar – will be relocated as a result of Runway 9C/27C construction. Look for a United Daily article on this topic later this spring.

United Captain Tony Montalto lost his daughter, Gina Rose

By Isabella Gomez and Christina Zdanowicz/CNN

In a Parkland father's moment of darkness, over 100 colleagues lined up together in uniform, the pilots created an image of true solidarity and stood by his side to ensure he knows he is not alone.

United Airlines captain Tony Montalto and his family held a funeral for their daughter, Gina Rose, at Mary Help of Christians Church in Parkland, FL.

Employees from multiple divisions of United, JetBlue, Spirit, American Airlines and FedEx attended to honor the young girl's life.

"This is a beautiful example of how the United family supports one another," said United Airlines spokeswoman, Maggie Schmerin.

The heartwarming moment was captured by United captain Dan Petrovich, who works alongside Gina's father. "There were no specific plans for what we did; it just happened out of love and respect for the suffering of a member of our United and aviation family," he told CNN.

Fourteen-year-old Gina was a member of Marjory Stoneman Douglas High School's winter guard on the marching band. She was described as sweet and artistic by those who were close to her.



United eyes A330neo and NMA for fleet replacement

United Airlines is considering the Airbus A330-800neo and Boeing New Mid-Market Airplane (NMA) among options to replace its fleet of aging Boeing 757s and 767s. The carrier is looking at replacements for its 77 757-200 and -300s, and 51 767-300ERs in the near term, a presentation by senior vice-president of finance, procurement and treasurer Gerry Laderman on 27 February shows.

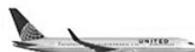
The A330-900neo and NMA are joined by the Airbus A321neo, Boeing 737 Max 10 and Boeing 787-8 as replacement options for the fleet, his presentation shows.

United's 757-200s have an average age of 21.8 years, its 757-300s 15.5 years and its 767-300ERs 22.7 years, Flight Fleets Analyzer shows. The airline targets an average life for its aircraft of around 25 years, Laderman's presentation shows.

United and other US carriers face a similar quandary over what to replace aging 757s and 767s with. Most domestic 757s have been replaced by A321s and 737-900ERs, but neither Airbus nor Boeing have released a comparably sized replacement for longer missions across the Atlantic or to South America.

Airbus plans to take some of the transatlantic 757 market with its A321LR, which will have a range of 4,000nm (7,048km) compared to up to 3,915nm for the 757-200, that is due to enter service this year. However, multiple airlines that have looked at the A321LR say it will not be capable of carrying as high of a payload as the 757 across the Atlantic.

For the 767, airlines have said that the A330neo is too large while the 787-8 has too much range for the specific missions they are looking at. Many 767s fly across the Atlantic on higher density routes than the 757, but also to farther flung points in Europe, South America and even in Asia. "It's a great airplane [but] it's getting a little old and if we're going to keep flying them longer we're going to need to make some

Other anticipated upcoming fleet replacement decisions in near future		
	Fleet to replace	Replacement options
Near term target	• 757-200/300 	• 737 MAX 10 • A321neo • New Boeing product (?)
	• 767-300ER 	• 787-8 • A330-800neo
Mid-long term target	• A319/A320 	• Used A319 / A320 • A319neo / A320neo
	• 737-700 / 737-800 	• Used 737-700 / 737-800 • 737 MAX 7 / MAX 8 • E190 / 195 E2 • CS100 / CS300

investments in extending the life,” said Scott Kirby, president of United, on the 767 in January 2017. “But it also serves missions that the other aircraft would be hard-pressed, at least in today’s economics, to find.”

American Airlines chief executive Doug Parker has expressed similar sentiments regarding the future of its fleet of 54 767-300ERs.

Boeing is considering launching the NMA with seats for 220-280 passengers a range of about 7,000nm. The aircraft could potentially be a good 757-300 and 767-300ER replacement.

Delta Air Lines is also interested in the NMA, with chief executive Ed Bastian reportedly telling employees earlier in February that it hoped to launch the aircraft. "Delta finds [the NMA] to be an interesting concept and could be a long-term replacement for some 757s and 767s," the Atlanta-based carrier told FlightGlobal at the time.

Long term, United is considering replacements for its A320 family and 737-700 and -800 fleets, Laderman's presentation shows. It operates 65 A319s, 97 A320s, 40 737-700s and 141 737-800s, according to Fleets Analyzer. The carrier is considering used models of both aircraft families, as well as the A320neo family, 737 Max family, Bombardier CSeries and Embraer 195-E2 as possible replacements.

United has firm orders for 161 737 Max, including 61 Max 9 and 100 Max 10, its fleet plan shows. It expects its first 10 737-9s this year with deliveries beginning in April.

Scott Kirby speaks at J.P. Morgan Aviation, Transportation & Industrials Conference

by Matt Adams



President Scott Kirby and EVP and Chief Financial Officer Andrew Levy presented at the J.P. Morgan Aviation, Transportation and Industrials Conference in New York City, where Scott lauded employees for our airline’s impressive 2017 operational performance while laying out the blueprint for our growth strategy, which he called the means to a more profitable future for United.

Scott opened his remarks by talking about the importance of strengthening our hubs, saying one of the keys to better margins is shoring up our competitive position in our hubs, particularly our mid-continent hubs, ORD, DEN and IAH. That includes offering customers more connectivity from smaller markets and achieving better gate utilization, increasing our average number of daily turns per gate in our hubs.

One of the analysts in attendance asked how the industry should measure the success of that mid-continent hub growth strategy, and Scott pointed to earnings as the gauge, saying we are targeting earnings per share of \$6.50 to \$8.50 this year and \$11.00 to \$13.00 by 2020 as a result of the growth opportunities we began pursuing last year. But he cautioned that success doesn’t come by expansion alone.

“To get there, you also have to run a great operation,” Scott said. “Over the long term, this is one of the most important things in winning customers, winning market share and getting loyalty from customers. We view operations as foundational to taking care of our customers, and 2017 was a great year for that. The team set records in almost every metric, but what I’m most proud of is the D :00 metric. I view that as the best measure of how the airline is running. You can always add block time and make your arrival numbers better, but departing on time requires solid execution and takes everyone working together.”

Along with better leveraging our hubs and running more reliably, Scott talked about improving efficiency and productivity and keeping a closer eye on operating costs, saying that being better stewards of our financial resources will be a competitive advantage for us going forward.

To that point, Andrew discussed our decision to add more used aircraft to the fleet. “Aircraft that you can buy in mid-life are a great value,” said Andrew. “They have a really long life left where they can be very useful economically, and we have a world-class maintenance and engineering department that is very comfortable managing used aircraft.”

Before wrapping up, Scott touched briefly on segmentation – offering a wider array of choice in terms of fare class and service – as fundamental to our ability to compete for customers.

“It’s really an effective tool,” said Scott, “because we can give people what they want. We’re excited to launch premium economy internationally later this year, and we know from watching our partners what a big

deal this can be in driving higher revenues.”

In closing, Scott reiterated the confidence that he and the executive team have in the direction in which our airline is headed, saying United is committed to expanding capacity in the right ways and strengthening our hold on our hubs. “We believe our plan is shareholder friendly,” he said. “It’s designed to maximize earnings and margins over time. But you don’t have to just trust us; we’ve given you measurable benchmarks (in reference to earnings per share) that you can use to hold us accountable to. We feel bullish about the near-term revenue and profitability environment.”

Meet United's first African American woman pilot



Retired First Officer Shirley Suber (formerly Tyus) never intended to be a symbol of progress. It’s not like she purposely set out to become the first African American woman pilot at United. She just wanted to fly airplanes.

Nevertheless, Shirley was thrust into the spotlight the day she received her pilot’s wings in 1987. Along with them came the unofficial title of cultural vanguard, a woman to whom other African American women could point and say, “If she can do it, so can I.”

As you can imagine, getting there wasn’t always easy. There were the instructors who didn’t want to train her because of her race and her gender. There was scrutiny and there was criticism. But talk with Shirley, and you won’t hear any complaints. “Why would I want to think about the bad things?” she’ll ask, reminding you that her good memories far outweigh her bad ones. “At times, the pain was a bit much, but it was the best job in the world.”

Her story began in Kansas City in 1971 during a trip to the airport to pick up a friend. In the terminal, she noticed a sign that said United was hiring flight attendants. “I bounced into the inflight office and blurted out, ‘I want to be a stewardess for the friendly skies!’” Shirley recalled with a smile. Six months later, looking for a change, she gave that hiring manager a call. In 1972, she completed training and began working as a United flight attendant based at IAD.

She loved the job from the start, but soon Shirley found herself spending more and more time in the front of the plane, asking the pilots questions. One day, a pilot asked her why, if she liked the flight deck so much, she didn’t get her license. It was the first time the idea had ever dawned on her, and in 1977, she gave it a shot. Shirley trained on her days off, and within a couple of years she had her commercial certification. Her heart was set on flying for United, but Shirley needed more flight hours if she wanted to be taken seriously. That’s when she found her way to Wheeler Flying Service.

Founded in 1969 by Warren Wheeler, the cargo carrier was the first black-owned airline in the United States and a rich training ground for African American pilots. When she finished her last trip as a flight attendant each week, Shirley would drive from her home near Washington, D.C., to Raleigh, North Carolina, where Wheeler was based, and fly cargo runs. She did this for the next few years, balancing the side gig with her full-time job at United and motherhood, before finally getting the call for which she had waited so long.

Flying in the big leagues for United was everything that she had dreamt it would be. Even now, a decade after retiring, she holds onto the sense of awe that she felt piloting those big jets. And she still has a hard time believing that just by chasing that feeling, she became a role model for so many. “When I look back on it, I sort of forget that I opened a door,” said Shirley. “I wasn’t trying to break any barriers or anything like that. For me, it was just the passion of flying. When you push that pedal and you feel the rumble of those engines, there’s nothing like it.”

Today, she spends her free time volunteering with the Ariolina Young Aviators in Durham, North Carolina, a program that provides education and training to low-income high school students who have their sights set on aviation careers. In her work with young people, Shirley draws from her own experiences to show them that no goal is ever beyond their reach.

“There’s absolutely no doubt in my mind that anyone can do anything they want,” she said. “It’s just a matter of how much you want it. For me, quitting was never an option. I wanted to be a pilot, and I wanted it to be with United.”

United Space Shuttle Support Charters

By RUPA member Jim LeRoy

Starting in late 1981 United had a contract to fly the Space Shuttle Launch and Recovery Team from the Kennedy Space Center to Edwards Air Force Base (EDW) after the shuttle launched from Florida. Their job was to launch the shuttle from Florida, and receive the shuttle after it landed and prepare it for transport back to Kennedy. This group was everyone from the launch director to the mechanics that worked it. They placed it on top of the 747 for the return. After the 747 with shuttle left Edwards, we picked the group up and took them back to the Kennedy Space Center.



I was a DC-8 F/O in 1981 flying charter reserve. I got called for the first trip. (Shuttle mission STS-2) It left ORD early in the morning and went to the Cape Canaveral skid strip (XMR). We took it from there to Tampa for a crew change, fueling, and galley service. It went to LAX from there where the passengers picked up rental cars and drove to Edwards. I knew we could do better.

I worked at the Kennedy Space Center in the 60's before I hired on with United. When we got to the Cape on the first flight, I met some old NASA and Rockwell friends. I told them we should be flying this from the Shuttle Landing Runway (TTS) direct to Edwards (EDW). My friends asked me if I could arrange the changes and asked if I wanted to fly it regularly. I said yes and asked that the crew be special requested.

North American Rockwell requested Captain "Buzz" Osterbusch, F/O Jim LeRoy, S/O Dale Richter, First F/A Jessica Ardapple, and the rest of the F/A's. On the initial flights a charter-marketing representative was with us. We also carried a mechanic on some of the early flights.

After an interesting discussion with NASA we were allowed to use the Shuttle runway. After a performance discussion with dispatch we decided we could make it nonstop, with an alternate, taking off from the Shuttle runway.

I spent some time working as a weight and balance engineer in the Gemini Space Program in the 60's. I was also the DC-8 fleet coordinator for ALPA air safety. I had experienced out of trim airplanes caused by mis-loading and we had reports of them. Since we were operating off line, we had control of the loading. We got the airplane loaded with the cg as far aft as possible with a full load of passengers, but within limits. The fuel saving was more than I thought, and it enhanced the landing characteristics of the stretch as well.

As a result, I was able to get United to change their weight and balance computer programs to have better control of the cg, and to load with cg aft, but not at the limit. They did it first for the 8. It worked so well that they did the whole fleet. The fuel savings fleet wide was considerable.

Rockwell negotiated a deal with the rental car company to supply cars at Edwards. Food services agreed to put the meals on frozen with special instructions for the F/A's.

Now it was all arranged to operate direct from the Shuttle runway to Edwards.

As a retired Captain, I should mention that Buzz asked Dale and me to handle all of this.

The next flight was eastbound from EDW to the Shuttle Runway. We laid the airplane over at Kennedy, NASA gave us a driver and a bus. We got a tour of the Space Center, and a dinner for the whole crew with some NASA and North American Rockwell people that evening.

The next flight was scheduled ORD - TPA with a layover. Then TPA - Space Center - White Sands NM (WSSH). The Shuttle had landed at White Sands because Edwards was flooded. During the TPA layover the crew put some nose art on the airplane. We always flew the American Flags out the cockpit windows when taxiing. The F/A's always decorated the interior. The customers thought United did all that.



We flew this charter many times and the customers were always delighted with the cabin crew. The flight was always full with overflow having to go on regular flights. It was great PR for United. As you can imagine there are many interesting back-stories that go with these flights.

Sadly, Buzz has flown west. Thank you Jessica and Dale for contributing to this story. *Jim LeRoy*

Airlines Making Tons of Money. Pilots Want Their Pensions Back



Airline pilots, still resentful over pensions yanked away in a wave of industry bankruptcies, see growing company profits as a chance to reclaim some of those lost benefits.

Unions at American Airlines Group Inc. and Delta Air Lines Inc. are studying ways to reconstitute or replace retirement plans that were scrapped or frozen during the carriers' past financial struggles. The efforts suggest that pilots are ready to play hardball over the issue in the next round of labor talks, starting early next year at American. The three biggest U.S. carriers have reported combined adjusted profits of about \$47 billion over the past five years. But reviving old retirement plans would be a big new expense for the companies just as other costs, such as fuel, are rising.

"This company is flush with money," said Dan Carey, president of the Allied Pilots Association, which represents aviators at American. At the same time, "we have a high demographic of middle-age pilots and we're approaching retirement age with insufficient pension security. This is an immediate problem." Discussions are in early stages, and any changes would require buy-in both by union members and the companies. Most airlines now have defined-contribution retirement plans like a 401(k). Those are less expensive and less risky for companies than defined-benefit pension plans that guarantee certain payouts but can become underfunded if investments don't keep up with obligations.

Brainstorming Talks: Delta pilots have met with counterparts at FedEx Corp., where union leaders are evaluating possible remedies to a shortfall in retirement benefits for the company's senior aviators. American is seeking its own meeting. A recent memo issued by the Delta union's Atlanta chapter talks about considering a "defined benefit-like" plan.

Retirement benefits are especially critical for pilots because the law requires them to retire at 65. "We don't have an option to say I'm not prepared financially now, I'll keep working until I get there," said Chuck Dyer, chairman of the FedEx chapter of the Air Line Pilots Association. FedEx's pilot union is among those exploring variable pensions, which allow employers to raise or lower benefits based on how well a fund's investments perform. Companies share risk with employees with the variable plans, which provide more flexibility in economic downturns.

Variable Solution: FedEx never filed for bankruptcy, but its current defined-benefit plan has limitations that have capped benefits well below pilots' final earnings level, Dyer said. The union is exploring whether they should seek to replace it with a variable plan, while also keeping an existing retirement savings plan to help balance risk.

Pension plans frozen during airline bankruptcies that rocked the industry over the last decade and a half are a major hurdle to change. When a plan is frozen, it generally closes to new participants and benefits won't grow. Some of these plans are overseen by the Pension Benefit Guaranty Corp., a quasi-governmental agency that insures U.S. defined-benefit pensions.

Fresh Start: Because American was created by the merger of several companies, some pilots there had pensions terminated or frozen, while others never even had a plan. The company currently has a 401(k) program, and union chief Carey wants to find a way to reclaim retirement income pilots lost as a result of American's 2011 bankruptcy filing. That's in addition to seeking access to frozen pension funds now that the world's largest carrier is churning out profits. "They are making half a million dollars an hour, every hour of the day, every day of the year, every month, all year long," Carey said.

Frozen pension plans can be re-activated if they are in compliance with funding and other requirements, and if both the airline and union agree, according to Josh Gotbaum, a former chief executive officer of the pension oversight agency. A fund has been "unfrozen" only once, during steelmaker LTV Corp.'s bankruptcy in the late 1980s, he said.

Retirement benefits at Fort Worth, Texas-based American will be high on the union's list of priorities during

2019 labor negotiations, Carey said. A spokesman for American said the company "always welcomes discussions with our pilots and looks forward to hearing from APA about their priorities" when talks begin.

Hiring Consultants: Delta's union leaders have taken "initial steps" to examine options and are looking to hire outside consultants who specialize in retirement plans, according to a memo sent to pilots. The carrier continues to pay into a frozen defined-benefit plan for pilots at Northwest Airlines, which it acquired. Delta pilots' pension was terminated in a 2005 bankruptcy.

"Several hurdles remain in constructing retirement plan options," Bill Bartels, chairman of the Air Line Pilots Association unit at Delta, said in a separate note to members. "But just saying 'We can't make changes that the group wants' isn't an acceptable answer." A union spokeswoman declined to comment on the memos. Delta, the second-biggest U.S. carrier, said it already has industry-leading retirement benefits, but wouldn't comment specifically on pensions.

Retirement benefits at United Continental Holdings Inc., which is already in contract talks, have been and remain an issue for labor discussions, said Greg Everhard, a spokesman for the pilots' union. But he downplayed any new emphasis. United pilots' pension was terminated in its 2002 bankruptcy and taken over by the pension oversight agency. Continental Airlines' plan was frozen before it merged with United, which continues to administer that fund, the union said.

ProfitSharing: Southwest Airlines employees receive \$543 Million



Southwest Airlines Co. employees were awarded \$543 million in ProfitSharing. The 2017 award equals approximately 11.3 percent of each eligible Employee's eligible compensation—the equivalent of more than five weeks' pay. This \$543 million contribution—nearly \$1.5 million a day—is the third-largest total dollar amount Southwest Airlines® has ever allocated to ProfitSharing. Southwest ProfitSharing contributions have totaled more than \$4.5 billion over 44 consecutive years, and more than \$2

billion for the past four years alone.

The Company paid part of the ProfitSharing award to the retirement plan and part in cash. Most eligible Employees received 10 percent of eligible compensation as a contribution to the ProfitSharing Plan, and the remainder—approximately 1.3 percent—in cash. Pilots received the entire ProfitSharing award as a contribution to their retirement plan accounts as specified in their collective bargaining agreement.

When combined with contributions of \$476 million to its 401(k) plans, this ProfitSharing award represents a total investment of more than \$1 billion in Southwest Employees in 2017. This is in addition to the \$1,000 tax reform bonus already paid to each eligible Employee in January 2018, on top of base salaries.

Southwest was the first in the airline industry to offer a ProfitSharing Plan. Through the ProfitSharing Plan, Southwest Employees currently own [more](#) than 4 percent of the Company's outstanding shares.

United is rethinking its new proposed employee bonus program



United Airlines reversed plans to begin awarding employee bonuses through a lottery system that angered employees.

Scott Kirby, president of the Chicago-based airline, said United was "pressing the pause button" on changes that would have handed out larger bonuses to only a fraction of its workers after hearing employees' feedback since announcing the changes.

"Our intention was to introduce a better, more exciting program, but we misjudged how these changes would be received by many of you," Kirby said in a letter to employees.

Kirby said the airline would reach out to employee work groups and changes made would "better reflect your feedback."

Boeing recognized by Guinness World Records for 10,000th 737



Thousands of Boeing employees gathered at the company's Renton, Wash. factory to celebrate the 10,000th 737 to come off the production line. With this airplane, a 737 MAX 8 for Southwest Airlines, the 737 has broken the GUINNESS WORLD RECORDS title for the most produced commercial jet aircraft model.

"This incredible milestone is a testament to the work we do every day to build the most reliable and efficient single-aisle airplane in the world," said Boeing Commercial Airplanes president and CEO Kevin McAllister. "It represents more than 50 years of success and achievement on the part of thousands of Boeing employees past and present, our supplier partners, and our airline customers around the globe who put their confidence in the 737."

The 737 previously held this GUINNESS WORLD RECORDS title in 2006 for the 5,000th airplane to come out of the Renton factory, a mark that took almost four decades to reach. Due to growing market demand and higher production rates, the 737 program reached the 10,000th airplane milestone only 12 years later.

"The speed at which Boeing achieved this new milestone is very impressive," said Michael Empric, official adjudicator for GUINNESS WORLD RECORDS. "We are excited to once again recognize the 737 and the important role it plays in commercial aviation."

Boeing will increase 737 production from the current rate of 47 airplanes per month to 52 airplanes per month later this year. The 737 program has more than 4,600 airplanes still on order fueled by sales of the newest version of the 737, the 737 MAX.

737 Facts:

- A 737 takes off or lands every 1.5 seconds
- On average, more than 2,800 737s are in the air at any given time
- More than 22 billion people have flown on a 737
- The 737 has flown more than 122 billion miles, the equivalent of 5 million times around Earth

India demand for new aircraft forecast at 1,750 over 20 years



India will require 1,750 new passenger and cargo aircraft over the next 20 years to meet an exponential rise in both passenger and freight traffic, according to Airbus' latest India Market Forecast. To help meet this growth, India will need 1,320 new single-aisle aircraft and 430 wide-body aircraft valued at \$255 billion.

While much of the air traffic growth is expected to be driven by the fast expanding economy, rising wealth and urbanization, ambitious government backed regional connectivity programs are also set to enhance demand for air travel. By 2036, Indians will each make four times as many flights as today. As a result, traffic serving the Indian market is forecast to grow 8.1 per cent per year over the next 20 years, almost twice as fast as the world average of 4.4 per cent.

Domestic Indian traffic is expected to grow five-and-half times over the next 20 years (2017-2036) reaching the same level as USA domestic traffic today, making it one of the world's fastest growing markets, according to Airbus' latest India Market Forecast for the period.

"Make in India is at the heart of our strategy. Airbus has the largest footprint in India of any International aircraft manufacturer, nationwide across all aircraft programs. Our sourcing volume has grown 16 times over the past ten years and it is currently at more than \$550 million annually," said Srinivasan Dwarakanath, President Airbus Commercial Aircraft in India.

India is set to become the world's third largest aviation market by 2019/20 and Airbus is well positioned to partner its growth with backlog orders of over 530 aircraft to date.

The complete Airbus product line comprises the best-selling A320 Family in the single aisle market, the popular A330 and A330neo, the A350 XWB in the mid-size widebody category and the flagship A380 in the very large aircraft segment. In the freight market Airbus currently offers the new-build A330-200F and the Passenger-to-Freighter (A330P2F) program.

Airways welcomes Zephyr flying taxi to New Zealand airspace

By Dmytro Makarov



Airways today announced it is piloting future technologies needed to support the arrival of autonomous flying vehicles in New Zealand airspace. This follows confirmation by Zephyr Airworks that it will develop and test its air taxi, called Cora, in New Zealand. The air navigation services provider will develop a nationwide unmanned aerial vehicle (UAV) traffic management system, known as UTM, to enable drone activity across New Zealand airspace as well as integrate these vehicles safely into the national air traffic network. Airways CEO Graeme Sumner says, “There is no doubt that technology is evolving and Airways’ role is to enable safe and flexible access to our airspace to allow these

new industries to thrive.

“New Zealand’s regulatory environment and relatively uncongested airspace make us an attractive option for new operators. We are looking for ways to safely support more complex operations and facilitate new entrants, including the Zephyr Airworks’ autonomous aircraft, into our skies.”

The trial of the AirMap drone traffic management platform currently underway in Canterbury and Queenstown is the first step in this development. AirMap allows drone pilots to plan their flights, seek authorizations and get information about the areas they’re operating in.

The next phase Airways is planning is to develop tracking tools that allow UAVs to be accurately monitored once they are beyond the pilot’s line of site and detect and avoidance capability to keep them safely separated from other aircraft.

Airways also intends to test the capability of New Zealand’s existing telecommunications network to track the likes of Zephyr Airworks’ autonomous vehicle Cora and UAVs in uncontrolled airspace and enable better telemetry for drone pilots.

Graeme Sumner says, “We’ve been working with the UAV industry since 2014 via airshare.co.nz and are committed to supporting this burgeoning sector. “Our first priority is ensuring the safety of our skies and we’re thrilled to be at the forefront of this ground-breaking trial with Zephyr Airworks.”

Airways has had significant experience working with new entrants to New Zealand’s airspace. Over the past four years the air traffic controller has developed an advanced launch services program, enabling more than 120 stratospheric balloon launches for organizations including NASA and Google and has facilitated RocketLab’s ambitious rocket launch program.

PICKLES | Brian Crane



FAA Aerospace Forecast: US air travel is strong



All indicators show that air travel in the United States is strong and according to the FAA Aerospace Forecast Fiscal Years (FY) 2018-2038, the trend will continue. This is occurring while American air travelers are experiencing the highest levels of safety (PDF) in modern aviation history.

The FAA forecasts U.S. airline enplanements (passengers) will increase from 840.8 million in 2017 to 1.28 billion in 2038, an increase of more than 400 million passengers. Domestic enplanements are set to increase 4.7 percent in 2018 and then grow at an average rate of 1.7 percent per year during the remaining 20-year forecast period. International enplanements are forecast to increase 5.0 percent in 2018 and then grow an average of 3.3 percent per year for the rest of the forecast period.

Revenue Passenger Miles (RPMs) are the industry standard for measuring air travel demand. An RPM represents one revenue passenger traveling one mile. The FAA forecasts U.S. airline system RPMs to grow at an average rate of 2.5 percent per year between 2017 through 2038, with international RPMs projected to have average annual increases of 3.2 percent per year during the forecast period.

A key to meeting this growth in air travel, while maintaining high levels of safety and efficiency, is to ensure we have the necessary infrastructure to meet demand. Underscoring this point, the FAA forecasts total operations (landings and take-offs) at FAA and contract towers to reach 51.0 million in 2018 and grow to 60.5 million in 2038.

The Department of Transportation (DOT) and the FAA are planning for this growth in air travel with robust infrastructure investments through the Airport Improvement Program. Air traffic modernization is rapidly moving towards satellite navigation technologies and procedures which will continue to allow enhanced navigation for more aircraft.

The forecast also highlights the phenomenal growth in the use of Unmanned Aircraft Systems (UAS), often referred to as drones. The FAA projects the small model hobbyist UAS fleet to more than double from an estimated 1.1 million vehicles in 2017 to 2.4 million units by 2022. The commercial, small non-model UAS fleet is set to grow from 110,604 in 2017 to 451,800 in 2022. The number of remote pilots is set to increase from 73,673 in 2017 to 301,000 in 2022.

In addition to UAS, another rapidly growing aerospace field is the FAA's licensing, oversight and regulation of commercial space transportation activities. The FAA projects that commercial space launch and re-entry operations may triple from 22 in 2017 to as high as 61 operations in 2020.

The FAA aerospace forecast is the industry-wide standard of measurement of U.S. aviation-related activities. This stems from the enormous variety of data, trends and other factors the agency uses to develop it, such as generally accepted economic projections, surveys and information sent by the airlines to the DOT. Additionally, the scope of the report looks at all facets of aviation including commercial air travel, air cargo, and private general aviation.

No more "guys, moms, dads": Qantas bans 'gender-inappropriate' language



Australian airline Qantas has instructed staff to no longer use phrases like "guys," "mum and dad," "husband" and "wife." The new rules also advise male crew members not to "maninterrupt." The airline issued the instructions to its 30,000 employees via an information pack sent to staff as part of its 'Spirit of Inclusion Month.' The pack advised staff to refrain from using potentially offensive terms like "husband" and "wife" because they "can reinforce the idea that people are always in heterosexual relationships."

"Always referring to 'mum and dad' can make many families feel excluded — both same-sex couples and single-parent families... Words like 'love,' 'honey' or 'darling,' even when used as terms of endearment, often offend. In the workplace, it is best to avoid these sorts of words."

Male employees were also told not to “manterrupt” women and speak over them, nor refer to colleagues as “abrasive” or “bubbly” as the terms are generally only used to describe women. When speaking of men, staff were encouraged to favor “humanity” instead of “mankind”, and when addressing a group, they were advised to forgo “guys” for terms like “team,” “folks,” “people” or “you all.”

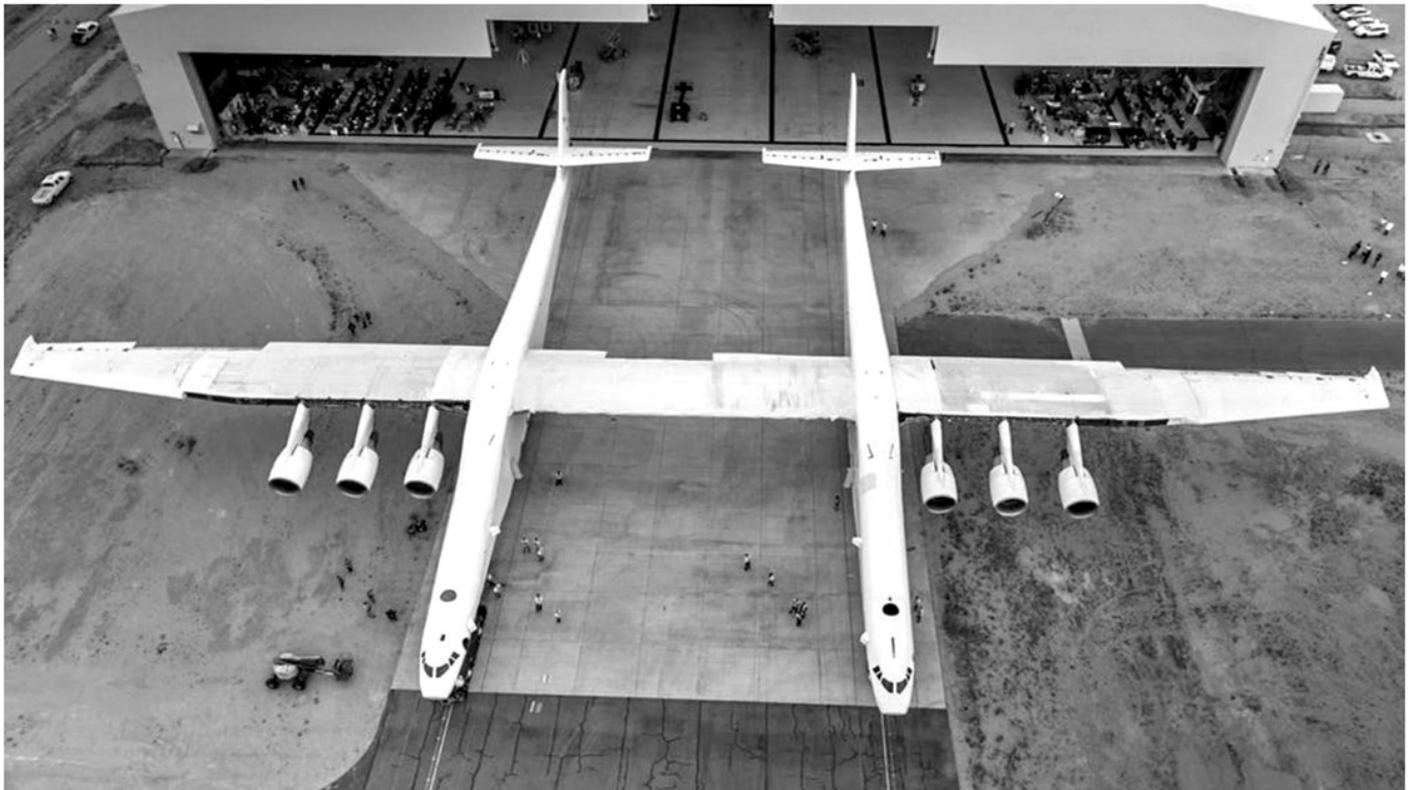
The instructions even included historical terms like “settlement,” when speaking of the 1700 arrival of the British down under, staffers were asked to use “invasion” or “occupation” to accurately describe the colonization of Aboriginal people.

The instructions, developed by the Diversity Council of Australia, were “intended to start an internal discussion about how language choice can impact how inclusive (or not) a workplace is,” according to an airline spokeswoman. Former Australian Prime Minister Tony Abbot called the pack “political correctness that’s gone way over the top.”

The world’s largest airplane may launch a new space shuttle into orbit

By Eric Berger

As Stratolaunch Systems Corp. has rolled its super-massive aircraft out of the hangar during the last year and performed some ground-based tests, there has been one big unanswered question—what is the purpose of building the largest airplane in the world?



Yes, the company had signed an agreement with Orbital ATK, a Dulles, Virginia-based company, for its aircraft to serve as the first stage for launching Pegasus XL rockets from the air. But these are relatively small rockets, with a diameter of just 1.27 meters—compared to the 117-meter wingspan of the Stratolaunch aircraft—and capable of hefting less than half a ton into low-Earth orbit. This is a bit like using a Falcon Heavy rocket to launch a few cubesats into space.

We may finally have some clues. As part of his forthcoming book *The Space Barons*, the Washington Post's Christian Davenport got Stratolaunch founder Paul Allen to open up about his ambitions for the giant aircraft. And it turns out that Allen, a cofounder of Microsoft, wants to launch a reusable space shuttle into orbit.

Internally, the company calls the shuttle proposal "Black Ice." In an interview, Allen told Davenport, “I

would love to see us have a full reusable system and have weekly, if not more often, airport-style, repeatable operations going."

Allen apparently offered few technical details but did explain that the space plane would be about the same size as NASA's space shuttle, which had a 24-meter wingspan. Because of the Stratolaunch aircraft's mobility, the shuttle could be launched from virtually anywhere in the world where the large aircraft could take off. And the system would be fully reusable, with the airplane serving as the first stage and the space plane only needing to be re-fueled.

Initially, the space plane might fly up to the International Space Station (although this facility may go away by the end of 2025) or take satellites into orbit. Eventually it might become capable of carrying people, although there are no immediate plans for that.

Stratolaunch also has no immediate plans to develop the "Black Ice" vehicle. Building a new space plane from the ground up would likely require multiple years and hundreds of millions, if not billions, of dollars—and it is not clear whether Allen is committed to funding such an initiative. For now, Stratolaunch wants to make sure its massive airplane can fly. A first test flight could perhaps come in 2019.

A D-Day Plane Is Flying Again

By Jacey Fortin/The New York Times



On January 31, 2018, for the first time in years, "That's All, Brother" took to the skies. The aircraft, a C-47 military transport plane, was the leader of the formation that dropped thousands of American paratroopers into Normandy on June 6, 1944, or D-Day, paving the way for the liberation of northern France from Nazi Germany.

In the decades since, the plane cycled through a series of private owners and eventually landed in an aircraft bone yard in Oshkosh, Wis. Its historical significance was in danger of being forgotten.

With the help of two Alabama historians and a little bit of luck, the Commemorative Air Force, an organization based in Dallas that collects and restores historical aircraft for flight, bought "That's All, Brother" in 2015 and began a restoration with help from the technicians at Basler Turbo Conversions. (Theirs was the bone yard where the plane had been found.)

And shortly after 1 p.m. local time on Wednesday, January 31, the historical treasure finally lifted off from the runway at Wittman Regional Airport. Doug Rozendaal, the pilot in command for the test flight of "That's All, Brother," said every C-47 is unique. "It's not really an airplane — it's kind of a person, and you come to know each one," he said in a video recorded before the flight. His co-pilot, Tom Travis, agreed. "I think we'll figure it out," he said. "Thank God the switches have labels."

Andy Maag, a member of the Commemorative Air Force, used a smartphone to live-stream the event on Facebook. Hundreds of people tuned in from all over the world. (The smartphone nearly lost power minutes before the flight. Mr. Maag scrambled for a charging wire and then climbed onto the observation deck just in time to see the C-47 takeoff.) "Airplane's on the roll!" Mr. Maag said as the plane roared down the runway. Seconds later, for the first time in years, the wheels were up. Onlookers smiled as "That's All, Brother" soared into the distance. The plane swung back to do flybys overhead, then came back down for a smooth landing on the runway.

"The first flight was successful really on all counts," said Keegan Chetwynd, the curator for the Commemorative Air Force, adding that the C-47 made two more successful flights on Wednesday.

The plane won't look like this for much longer. For the next phase in its restoration, "That's All, Brother" will move to the Central Texas Wing of the Commemorative Air Force, which is in San Marcos. "We still have to paint the airplane and to finish out the interior," Mr. Chetwynd said. In the end, it is intended to look just as it did when it flew over Normandy 74 years ago. The hope is to get the job done in time for June 6, 2019, so "That's All, Brother" can fly over Normandy for the 75th anniversary of the D-Day invasion.

The flight on Wednesday was "uplifting, but bittersweet," Mr. Chetwynd said Thursday. "You kind of also find yourself looking at the road ahead and reminding yourself that there is still plenty of work which remains to be done." "Yesterday we got ourselves a sound flying airplane," he added. "Now we turn it into a flying museum."

1935, Hitler organizes Luftwaffe



On February 26, 1935, Nazi leader Adolf Hitler signs a secret decree authorizing the founding of the Reich Luftwaffe as a third German military service to join the Reich army and navy. In the same decree, Hitler appointed Hermann Goering, a German air hero from World War I and high-ranking Nazi, as commander in chief of the new German air force.

The Versailles Treaty that ended World War I prohibited military aviation in Germany, but a German civilian airline—Lufthansa—was founded in 1926 and provided flight training for the men who would later become Luftwaffe pilots. After coming to power in 1933, Nazi leader Adolf Hitler began to secretly develop a state-of-the-art military air force and appointed Goering as German air minister. (During World War I, Goering commanded the celebrated air squadron in which the great German ace Manfred von Richthofen—“The Red Baron”—served.) In February 1935, Hitler formally organized the Luftwaffe as a major step in his program of German rearmament.

The Luftwaffe was to be uncamouflaged step-by-step so as not to alarm foreign governments, and the size and composition of Luftwaffe units were to remain secret as before. However, in March 1935, Britain announced it was strengthening its Royal Air Force (RAF), and Hitler, not to be outdone, revealed his Luftwaffe, which was rapidly growing into a formidable air force.

As German rearmament moved forward at an alarming rate, Britain and France protested but failed to keep up with German war production. The German air fleet grew dramatically, and the new German fighter—the Me-109—was far more sophisticated than its counterparts in Britain, France, or Russia. The Me-109 was bloodied during the Spanish Civil War; Luftwaffe pilots received combat training as they tried out new aerial attack formations on Spanish towns such as Guernica, which suffered more than 1,000 killed during a brutal bombing by the Luftwaffe in April 1937.

The Luftwaffe was configured to serve as a crucial part of the German blitzkrieg, or “lightning war”—the deadly military strategy developed by General Heinz Guderian. As German panzer divisions burst deep into enemy territory, lethal Luftwaffe dive-bombers would decimate the enemy’s supply and communication lines and cause panic. By the outbreak of World War II in September 1939, the Luftwaffe had an operational force of 1,000 fighters and 1,050 bombers.

First Poland and then Denmark, Norway, Holland, Belgium, and France fell to the blitzkrieg. After the surrender of France, Germany turned the Luftwaffe against Britain, hoping to destroy the RAF in preparation for a proposed German landing. However, in the epic air battle known as the Battle of Britain, the outnumbered RAF fliers successfully resisted the Luftwaffe, relying on radar technology, their new, highly maneuverable Spitfire aircraft, bravery, and luck. For every British plane shot down, two German warplanes were destroyed. In the face of British resistance, Hitler changed strategy in the Battle of Britain, abandoning his invasion plans and attempting to bomb London into submission. However, in this campaign, the Luftwaffe was hampered by its lack of strategic, long-range bombers, and in early 1941 the Battle of Britain ended in failure.

Britain had handed the Luftwaffe its first defeat. Later that year, Hitler ordered an invasion of the USSR, which after initial triumphs turned into an unqualified disaster. As Hitler stubbornly fought to overcome Russia’s bitter resistance, the depleted Luftwaffe steadily lost air superiority over Europe in the face of increasing British and American air attacks. By the time of the D-Day invasion of Normandy in June 1944, the Luftwaffe air fleet was a skeleton of its former self.



The true story of the Honolulu Glider

Told by RUPA member, Harry Ropp



In the *RUPANEWS* there was a letter from “Scotty” J. Devine’s daughter, Beth, in which she mentioned the HNL Glider. Then in the August, 2017 *RUPANEWS* was a letter from Dick Murray concerning a multiengine failure on a 767 August 19, 1983, at which time the crew was given a rather hard time.

I believe I am the only flight crew member left of 747 flight 35 SFO-HNL, aircraft 8013, on May 21, 1978. We left SFO at 21:11 hours and arrived HNL at 02:35 hours. Scotty was the captain, Jim T. Davis the first officer and on the jumpseat was Barry Nelson, a flight officer who was married to one of the flight attendants. I was the flight engineer.

We climbed out of SFO to cruise altitude and headed to HNL. I was an ORD based second officer and had deadheaded out from ORD on flt 123 and got to SFO a little late, so I went straight to the airplane started the INS, etc., and did my walkaround. When I got back to the cockpit Scotty and Jim were there and this was the first time I had met them. The OMC came on and we all settled down to our jobs.

At cruise we were in and out of the clouds. As we approached HNL we were in solid clouds. The HNL ATIS was giving 100 feet $\frac{1}{4}$ mile with heavy rain and thunderstorms. They had just come out with a new slow speed descent profile to save fuel and Scotty said we were going to use that. We were in the clouds until 12,000 feet. As we were descending, Scotty thought he was getting low on the profile so he added power. Only the #3 engine gauges showed a response. I thought the gauges were electric so maybe they had had a surge so I pulled and reset the breakers, no change. So, Scotty disconnected the autopilot and we got a little surge to the left. Scotty trimmed out the aircraft. I asked our OMC to go back and look at the engines “quietly.” He came back after about 5 minutes and said, “You know the numbers you have on your fan blades? You can read them.” We now knew this was “no drill.” Scotty was flying and he told Jim to declare an emergency with a possible ditching and asked me to take engine readings when possible, which I did three or four times during the descent. The Coast Guard launched a C130 to intercept us and a cutter.

I thought maybe I had slept though this part of school, so I started going through the manual to see if I could find anything like this. The only thing that came close was in-flight shut down and relight. I asked Scotty if we could try that and he said, “No.” We were in clouds and with bad weather at HNL and storms. As I remember it, Scotty thought that the engines may have been putting out enough thrust to match their drag. Also, they were putting out electrical and hydraulics and pneumatics. So, everything was working normally, cabin going down, etc.

Fortunately, the weather in HNL was improving. I called the flight attendants, all stations, and told them what was happening and because of a full load not to prep or tell anybody, but to look in their manuals and think about what they would have to do and to make sure their belts were tight. (We did not have channel 9 on.) At about 12,000 feet we began to see land and the airport runway 26L, reef runway. I again asked Scotty about trying to start an engine and he said, “Okay.”

I chose #2 as it would be most stabilizing. I shut down #2 then noticed airspeed was 220 KIAS. (we needed 250 according to the manual). Okay, we’ll use pneumatic power. Gauge had been looked at and read less than 10 psi. (The aircraft had lost pneumatic power on the ground the day before. No cause could be found.) Anyway, I hit the starter switch and waited and waited. Number 2 started to come back and then lit and spooled up. It had taken from 10,000 feet to 200 feet to start and stabilize. So at 200 feet above the runway, downwind, I told Scotty he had #2. He took his hand off the throttles and I advanced #2 and balanced #2 and #3. We now had a chance, maybe, if something went wrong to do a go-around. We touched down, and on the roll-out, #1 went to 980 EGT, and #4 went high enough to break the EGT gauge. I shut down #1 and #4 engines. With 2 engines running we could taxi to the gate. (The fire trucks that had been beside us pulled into the firehouse which was near the end of runway 26L.) We taxied to the gate and as soon as we shut

down maintenance guys opened the hatch to lower 43 and started pulling black boxes, also a mechanic was knocking on the cockpit door, but Scotty said to let him wait until we finished the check list. As soon as we opened the door the mechanic started pulling breakers like crazy! None of the passengers knew what had happened or that it was other than a normal flight.

We went to the Seaside Hotel, our normal layover hotel, and Scotty told the clerk, Freddie, that we were NOT there, and he had not seen us.

Scotty asked us to write up individual reports of what we knew and then to meet in his room to write the Captain's report. We did this and then Scotty wrote the final report from all of our notes. You may ask why each of us wrote what we saw. That was because there was very little, if any, conversation during the problem. I remember during the approach, Scotty asked for more flaps and Jim said maybe they should wait and Scotty said okay. Not much talk. During the situation, Scotty flew the airplane, Jim worked the radios, and I, as the engineer, was left to figure out what the problem was and how to solve it. This turned out to be a very satisfactory way to deal with something none of us had ever encountered before.

That evening we all got together, including the flight attendants. As pilots we could not drink, but the flight attendants had a couple on Scotty.

The next day we went out an hour earlier than normal. When we got there the FAA was there and congratulated Scotty on a great job. He gave them a copy of the Captain's report and they shook hands and left.

Scotty had copies of the report and my engine readings. I went out and did my walk around (obviously on a different 747!) and then met Jim and Scotty at the jetway stairs and went up. In the upper lounge were a bunch of gentlemen who wanted to talk. One from Pratt and Whitney engineering, one from Boeing, one from SFO engineering, one from UA SFO engineering, one from the flight office, and a couple more that I do not remember. It was a very friendly group with questions. The Pratt and Whitney guy asked if by any chance we had taken any engine readings. (The black box did not record that.) When I handed him the sheet with the readings he was the happiest guy in the room! Airplane 8013 had engines #1 and #4 bore scoped and then engineering flew it to SFO for all four engines to be changed.

Some background: UAL and Boeing had just signed a contract for 767s with Pratt and Whitney JT9 engines a short time before this occurrence. Perhaps for twin engines over water service.

Some immediate results were:

1. Low speed descents were canceled.
2. Black boxes were in Clark Luther's safe.
3. My "restart procedure" was put in the Emergency section of the manual. (After TK got hold of it the procedure went from a few steps to twelve.)
4. We got authority to run the APU in flight.

The only public report was that a flight had shut down engines to save fuel and had a difficult time starting them. This was on a SFO TV station.

I got back to SFO and deadheaded to ORD. When I got there half of the flight office met me at the gate and we debriefed in the chief pilot's office, and it was suggested that we not talk about what had happened.

I never saw Scotty or Jim again until the Awards Banquet where we were given the Flight Crew Members of the Year Award. Our paths never crossed again.

I do not remember when the Portland crash was, but I believe that the difference in Scotty's handling and our working together for a very successful outcome triggered the CLRM program. I did not know Scotty or Jim before our momentous flight, but Scotty's action and leadership perhaps saved 350 people. Scotty was the Gold Standard of what a captain should be. Until his daughter's letter I did not know how involved with ALPA and the company he was.

The whole flight was kept pretty secret. In the Friendly Times article on the Awards dinner and presentations most of the awardees had ¼ to ½ column report. Flight Crew Members of the Year had a short

paragraph that said we had severe engine problems and handled them with skill and professionalism. Pratt and Whitney hung a JT9 on a B52 and tried to duplicate the failure. They finally did in a test cell and issued a statement that you could ice up the engines behind the fan stage depending on the particle size of moisture encountered and recommended anti-ice any time you were in clouds. (This never made the manual. Too much fuel burn?)

On May 21, 1978, on taxi out of SFO engines 1, 2, and 4 had low ground idles which I have always felt was a factor. I did not see 8013 again for 5 months. The day came when I once again had 8013, this time from ORD to LAX. The same three engines had low ground idles and I wrote them up. The maintenance head at LAX said this was not problem and they would defer them. The next day the airplane was still at the hangar line with a cowl open. This airplane 8013 was also the ship that blew the cargo door leaving HNL. You had to be good to beat her. I believe they eventually changed the N number! *Harry*

Air Force in Crisis, Part I: Why Pilot Retention Matters Right Now

By Mike Benitez who is an F-15E Strike Eagle Weapons Systems Officer in the U.S. Air Force. The views expressed are those of the author and do not reflect the official policy or position of the Department of Defense or the U.S. government.



Air Force pilot retention has plummeted to 35 percent — 1,363 pilots have left in the past 24 months. A news headline reads: “Military hopes to curb exodus of discontent pilots.” The Senate is resistant to raising the pilot bonus. Air Force officials are feverishly working to rebuild trust in the ranks by addressing quality-of-life issues left unattended. Pilots are voting with their feet and the airlines are hiring. One non-traditional solution being panned is Phoenix Aviator. In lieu of a traditional bonus, pilots who agree to stay would be eligible for a \$100,000 bonus upon separation. In return, they would receive an airline transport rating and the airlines would grant preferential treatment to military pilots who have served at least 15 years. The airlines are supportive.

The current military pilot retention crisis is not the first, and it won’t be the last. In fact, this is the fifth pilot exodus since the Vietnam War. But today is not yesterday. If things don’t change, the U.S. military is set to endure the longest and largest pilot exodus in history. The signs are already there — the Air Force has failed to meet its annual pilot retention goal for the past four years and pilot retention has been trending downward since 2010, according to the internal data from the U.S. Air Force Aircrew Crisis Task Force. The first installment in this three-part series will explain how the retention crisis hurts the day-to-day operations of a squadron and detail why retention is the key to preserving combat capability in the near term.

Previous pilot manning crises occurred in the early 1970s, late 1970s, early 1990s, and late 1990s. These were fueled by the hollowing of the force, high operations tempo, erosion of compensation, and lucrative private-sector opportunities. The current retention crisis is strikingly similar, except for two big differences. First, the airlines are hiring in higher numbers than at any time in the past. In the next ten years, 42 percent of commercial airline pilots will hit mandatory retirement age. The industry anticipates hiring 5,000 pilots per year for the next 20 years. By comparison, the entire U.S. military only produces 2,500 pilots per year. But while retention is always influenced by airline hiring to an extent, solely blaming the airlines for military pilot retention woes is like saying someone jumped off the Titanic because there was a lifeboat in the water. The tragic fate of the Titanic was sealed not by the iceberg, but by the ship’s design combined with operating missteps.

Second, previous pilot shortages were partially mitigated by the downsizing of the Air Force as a whole during the same periods. Today’s Air Force does not have that luxury, because it can’t get any smaller. Twenty years of force drawdowns have now reduced the capacity to produce, absorb, and develop aviators. Today’s Air Force is worn out, too small, under-resourced, and over-tasked thanks to the three-punch combo of 27 years of continuous combat rotations (and counting), years of budget turmoil, and over-shooting

massive force draw-downs.

Incidentally, 2010 was also the last time Congress passed a defense funding bill on time. This preceded the Budget Control Act of 2011, followed shortly thereafter by sequestration in 2013 — causing massive groundings of flying squadrons.

In 2010 Congress did something else that exacerbated the retention problem: It passed a law that raised the airline pilot training requirements from 250 hours to 1,500 hours. This took effect in 2013. Effectively, this made the cost of becoming an airline pilot comparable to that of attending Harvard — leaving military pilots as the primary talent pool. This is the perfect storm for what is likely to be the longest and most severe military pilot shortage in history.

Why Does Retention Matter? Pilot manning consists of seven elements. They are:

1. Requirements: Determine how many, and what type, of pilots
2. Accessions: Hire qualified applicants
3. Production: Pilot training (learn to fly), and operational aircraft formal training (learn to fight)
4. Sortie production: Capability and capacity to absorb pilots in front-line units
5. Absorption: Gain experience in operational units (learn to win)
6. Retention: Maximizing return on investment
7. Industry: Dialogue/partnering with the airlines

Collectively, these provide the right number of pilots, with the right qualifications and experience to fill cockpits and associated staff jobs that require an aviation background. Years of manning and investment cuts have made these elements out of balance with one another, like a game of Jenga. Thus, when retention drops there is nothing the other pillars of the system can do to compensate for it.

Rightfully, the Air Force's long-term solution is to grow pilot production and address maintenance manning issues to rebuild this system. However, it will take upwards of a decade of investments before these bear fruit. For maintaining combat readiness right now, the most critical element is retention.

It seems obvious that when retention falls, experience leaves the service. Less obvious is the effect — the unit becomes unbalanced, even if it is fully manned on paper and reports high readiness. The flying/readiness model Air Force fighter squadrons use is optimized when 60 percent of the squadron is experienced. As this percentage falls, fewer flight leads and instructors are left to season and qualify a growing pool of inexperienced wingmen and co-pilots. Thus, the senior pilots fly excessively, using hours that were originally intended for young pilots — who sit idly by waiting to be paired with the increasingly rare flight lead or instructor. This is the exact opposite of the readiness requirements dictated by the Air Force where wingmen fly more, and the experienced pilots fly less. The lack of balance slows the path for young pilots to gain necessary qualifications. To counter this, squadrons operate in an arduous upgrade training cycle of young pilots — on the backs of the experienced aviators.

Right now, less than half of all active duty fighter squadrons have a healthy experience ratio, according to the task force. Instead of evolving tactics and honing skills to win wars, they are relegated to treading water trying to produce enough qualified pilots just to get to the war. With each additional pilot who leaves, the quality of life and quality of service of the remaining instructors and flight leads gets worse as they struggle harder to maintain the combat readiness of their unit. I personally know an instructor in a front-line fighter squadron whose unit had so many inexperienced aviators that he personally wrote 150 grade sheets during the course of 126 sorties in 2017. This is not a training unit — it's an overseas combat fighter squadron. And this is not an anomaly.

Over the course of their ten-year pilot training commitment, this vicious cycle erodes morale and strains families in the years leading up to the point when pilots decide whether they will continue flying in the

**Retirement:
The pay sucks but the
hours are great.**

military. Beyond the human element of maintaining combat readiness amid unbalanced levels of experience, this also creates fiscal inefficiencies.

If a squadron's experience level drops just 10 percent, the unit's flying program loses upwards of 15 percent of its efficiency — that is, the way it apportions flight hours between experienced and inexperienced pilots. This may not sound like much, but it adds up. A single active duty fighter squadron needs to fly roughly 300 sorties a month to reach its minimum readiness requirements. Assuming each sortie lasts 1.5 hours and using an open-source estimate of the cost per flying hour of an F-16 (\$8,200), in a year \$6.6 million in operating costs are used in a manner which they were not designed nor appropriated. This is a single fighter squadron — the Air Force has 55 fighter squadrons.

Some of these problems are mitigated by continual rotations to the Middle East, where operations require longer missions, which help young pilots gain experience faster. But that experience doesn't fully translate to being prepared for a major theater war with adversaries who shoot back at you. Moreover, the limited scope of current Middle East operations atrophies other critical high-end skills that pilots are also required to maintain (something a light attack program would solve). Finally, depending on perpetual war as a seasoning ground for pilots is irresponsible at best.

Nowhere to Go: Historically, when a pilot shortage persists for several years, leadership has surged the pilot training pipeline. This solution is based on the flawed belief that there is never a shortage of people wanting to become pilots, and if the Air Force could only produce more of them quicker it would solve everything. Wrong. As the retention crisis persists, operational squadrons become congested with wingmen without flight leads or aircraft commanders. That means surging pilot production creates an influx of newly minted pilots with no cockpits to go to. The formal training units where new pilots learn to fly their combat aircraft have been at peak capacity with little room to grow, since it would take aircraft from front-line units to do so.

During the last crisis, this became known as “the Pope syndrome.” Named after A-10 units at Pope Air Force Base, squadrons received so many wingmen it caused many pilots to lose their combat readiness status. In 1999, one of the most egregious years, the Air Force produced 142 percent of the A-10 fleet absorption capacity.

At other times, the workarounds to find cockpits for new pilots have been creative. In the 1980s, Project Season sent new active duty pilots to fly with the Air National Guard, where units have more experienced aviators and the capacity to absorb young pilots. Today this is done with active associations, and the Air Force plans on increasing these associations in the fighter community in the near future.

Another effort was the Career Trainer initiative, a program that removed the requirement for a pilot to even go to an operational cockpit. First assignment instructor pilots could apply to stay in pilot training units indefinitely, which had two benefits. The pilot training instructor would not have to be retrained in an operational unit, removing the training burden for front-line squadrons. It also meant he/she wouldn't need to be back-filled by taking an experienced pilot off the front lines to teach pilots how to fly.

This year a handful of young F-16 pilots will be sent to fly F-35s with the Marine Corps so they can become absorbed and clear the way for more F-16 pilots behind them, according to the Aircrew Crisis Task Force. In addition, some new fighter pilots will be sent to fly Navy EA-18 Growlers for their first assignment. As with all compromises, solving a problem today may create a larger problem tomorrow. But right now, these are the best of the bad choices.

The economy did not create this problem, leadership did. And leadership is what will solve this problem — Congressional leadership, senior military leadership, and squadron leadership. Despite labeling the pilot shortfall a crisis, leadership at all levels has been slow — and arguably unresponsive — to address the conditions that have created this. As Secretary of the Air Force, Heather Wilson, has said, “It is not fair for this nation to ask our commanders to keep saying ‘We got this’ right up to the point of failure, because we don't got this.”

There is no shortage of ideas to address pilot retention. Unfortunately, many of the proposals fail to fully comprehend the conditions that eroded pilot retention in the first place. Thus, these end up being solutions in search of a problem. The next installment will detail how years of choices and strategic trades have affected the present crisis.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

If you ever wondered how the pilot on your flight's P.A. system knew so much about the area below ... chances are he was reading from the Skyclopedia written by United Captain, Milt Jines. The following excerpts have been selected at random.

Lake City Colorado: Several small lakes nearby, among them Crystal (west) and San Crystobal (south) give Lake City its name.

Another name that's familiar around Lake City is that of Alferd Packer (really now what good could come from anyone named Alfred?), more affectionately known as the "Colorado Cannibal."

On November 8, 1873, as a guide for a party of 21 prospectors, Alferd left Bingham Canyon, Utah to go to the Colorado Goldfields. In April of the following year, he arrived alone but well-fed and free-spending at the Los Pinos Agency, 75 miles north of Lake City. It was later determined that Alferd had literally lived off five of his friends, first murdering, the robbing, and finally, munching off their flesh (after all what are friends for?).

He was tried, convicted, and sentenced to hang. It is reported (apocryphally) that the judge said at the sentencing, "Packer, you so-and-so, you have eaten half the Democrats in Hinsdale County". Obviously, Al's Republican sympathizers came to the rescue, he was granted a new trial on a technicality and sentenced to 40 years for manslaughter. He served in the Colorado Pen (Canyon City) from 1886 to 1901 (paroled).

Lake City commemorated the hundredth anniversary of the Colorado man-eater's exploits by having a barbecue; The proposed motto? "Have a Friend for Dinner", of course!

At least one Packer Club has been formed in Colorado, based in Denver (Packer died in Littleton, a suburb of Denver in 1907) and there is at least one cookbook in print ... and the university students up in Boulder created an Alfred Packer Memorial Grill, serving Packer Burgers, of course! OK, enough of this. Eat your lunch!

St. Joseph, Michigan (Pop. 9,622): - On Lake Michigan at the mouth of the St. Joseph River (thus the name). On the south bank across from its "twin city", Benton Harbor, St. Joseph is a terminus for shipping lines (petroleum, coal, agricultural lime, etc).

The Wright Brothers are credited with being the first to achieve powered, heavier-than-air flight (Kitty Hawk, 1903). But some sources will argue that feat was accomplished 5 years earlier right here on the St. Joseph public beach in October 1898 by Augustus Moore Herring who is reported to have Flown a compressed-air motor-driven craft for seven seconds. The Wright's Flight lasted 12 seconds (and of course they took care to document the event with photographs and eye-witnesses).

Herring is, however, credited with defining the principles of lift, specifically the convex upper wing surface.

Kill Devil Hills, North Carolina: It was named for a brand of "rot gut" Medford rum that was so bad it could "kill the devil". On the top of Kill Devil Hill stands the Wright Brothers National Memorial (60 feet high), dedicated in November 1932 "In Commemoration of the Conquest of the Air".

On December 17, 1903, thirty-six year old, Wilbur Wright, and his thirty-two year old brother, Orville, both from Dayton, Ohio became what is believed by many (and disputed by others) to be the first to successfully make a powered flight.

The Smithsonian Institute in Washington, D.C. is not too interested in examining the evidence (of earlier flights) because in 1948 it signed a contract with the executors of the Wright estate.

Did you know Wilbur believed the airplane would make war impossible? He felt that observing from the air could expose an army's movements to such a degree as to make battle impossible.

By Marvin Berryman, DENTK Retired, from "Skyclopedia" by Milt Jines - Copyrighted 1988

NOTICE: Due to the renovation of the Denver Flight Training Facility (DENTK) the Historical Foundation (UAHF) will NOT be accepting United & Continental Memorabilia donations until further notice. UAHF WILL continue accepting your tax-deductible monetary (\$) contributions which can be mailed to: UAHF, Tom Goodyear; 9341 E. Jewell; Denver, CO 80231.

How Did Cessna's O-2's Find Their Way Into Viet Nam Combat?



In early 1968, the Air Force began paying the bill for 300 Cessna Super Skymasters, re-named the O2, to instantly become a complicated puzzle of how to transport the push-pulls to Vietnam where they were needed by Forward Air Controllers to identify the enemy for the fighter bombers. Delivery choices were to: (1) send them in cargo ships at 7 knots (2) remove their wings, stuff three at a time into C-124s to be flown over as air cargo (3) solo pilot each over. SO, what method was picked? Right! Every single one of those puppies would be hand-flown to Vietnam. In your mind you can visualize a "Mickey Mouse" operation, but it didn't start out as well as a professionally run "Mickey Mouse"

operation. The ferry mission inept Air Force Systems Command (AFSC) was in charge but quickly admitted they knew very little about ferrying aircraft. Fortunately, the U.S.A.F also had a perfectly good organization called the 44th Aircraft Delivery Group operating worldwide and managed the ferrying of all aircraft.

Except the Cessna O-2s.

AFSC had merely identified then immediately signed a contract with some San Francisco outfit to deliver the Cessna push-pulls to Saigon. The contractor reached out and hired a bunch of civilian pilots who weren't able to hold down any honest flying jobs elsewhere. Since the O-2s were technically "public" airplanes, as opposed to civil or military, only a simple pilot's license was necessary to fly one. On the other hand, I'm not sure that all of the pilots currently held a license or were IFR rated. Some of them were pretty good, but the rest of them turned out to be a god-awful collection of unqualified scruffy-looking alcoholics you ever saw among the dregs of the flying profession.

The deal worked like this: the selected pilots were each handed a plane ticket to Wichita and got a quickie checkout in the O-2 if they needed one. Then launched out in bunches of four to head for Hamilton AFB California. Enroute, they were instructed to monitor and write down each engine's cross-country oil consumption, which, of course, they ignored. At Hamilton, the Air Force took out seats except the left front. The removed seats were shipped to Vietnam by air. Extra fuel tanks were installed on the now vacant floor next to the pilot. He had to crawl over the co-pilot tank to get to the left seat. Next, they installed an oil tank on top of the co-pilot tank followed by small emergency HF radio on top of that. Now, the pilot was truly locked in. To get out, he could either wait for someone to remove the radio and oil tank or crawl out the emergency escape window on the left side. Water, food and booze was of course packed in there too. Their takeoff must have been something to watch. Carrying all that extra fuel for a near 14 1/2-hour trip, the aircraft were way OVER take off gross weight even with both engines at full power. Nothing could fail on T.O. For the first 5 hours of flight they had no single engine capability at all. And if either engine lost power the pilot went swimming.

The route was Hickam Hawaii, Midway, Wake Island, Guam, Philippines at Clark and Saigon's Tan Son Nhut. The Hamilton-Hickam leg was by far the longest; nominally about thirteen hours. The O-2s were carrying fuel for about fourteen and a half hours of flight. Navigation was strictly dead reckoning. The pilots took up a heading based on wind calculations and just flew out their ETA's hoping to be within range of a Hawaiian radio station. Otherwise, they had no other long- range navigation equipment. The long-distance fuel tanks were to be thrown away when no longer needed. The fuel pumps were not disposable. The ferry pilots were told to bring the fuel pumps back along with their HF radio. The trip was supposed to take about a week with each pilot carrying an airline ticket from Saigon to Wichita to pick up another aircraft. For this, the pilots were paid \$800 per trip with each flight leader getting \$1,000. They planned on averaging three trips a month and they each planned to get rich doing it. College graduates starting pay was only \$ 400 a month.

How come I know so much about this, Hmmmmm. I was the Director of Safety at Hickam AFB and every single one of over 300 push pulls passed through my domain creating anxiety and high-risk scenarios. Before this all started, I had no idea what an Cessna O-2 push pull even looked like much less knowing their overall ferrying scheme. The trouble started with the very first Viet Nam ferry flight from the Cessna's factory. The

reason for determining oil consumption on the Wichita-Hamilton leg was to give a better idea of how much oil to add during the ferry missions r-e-a-l-l-y long legs. The push pulls had no gages allowing critical inflight measuring of crank case oil QUANTITY! Shortly after takeoff from Hamilton, boredom set in. Every once in a while, and also just for luck, many pilots would give the oil tank wobble pump a jab or two to squirt some more oil into the engines. That inevitably poured more and more engine oil in until it raised the level far above each engine's oil sump capacity. All this nervous unnecessary pump wobbling resulted in fluctuating oil pressure. The pilots didn't like that at all, so they added more leading to more pressure fluctuation. At the same time, they were sometimes moved off course by unexpected wind changes, deviating around thunderstorms, or taking a nip of vodka instead of paying attention on the open Pacific, often not working their way much closer to the Hawaii. Whoops, time to make a scary MAYDAY call on the HF radio. When the first MAYDAY came in, I was attending an interesting Coast Guard seminar on sea rescue in downtown Honolulu when they shut down the seminar and launched their C-130 and a pair of cutters to find their sorry asses. They found and herded them to the nearest runway at the Marines Air Base Kaneohe on Oahu's NE side. I drove over, and that's when I saw my first O-2, actually my first four O-2s. Aside from being ugly, they were soaked with oil overflowing from all engines and between them they didn't have ten gallons of gas remaining. One's engines had quit as it ran out of gas on the taxiway. They had been airborne for 14 hours and 45 minutes. The Coast Guard was really angry when they learned the full story, and considered sending someone a bill for the rescue effort.

This silly stuff continued for another three or four weeks with every single flight of O-2s asking for, perhaps demanding, some kind of assist. At Hickam, the O-2 pilots were fairly easy to find. Most were boozed up then flopped down or draped over the whisky bar at the O-Club, or they were horny and made that fact known to the bored/gossiping/card playing ladies at the nearby Officers' Wives Club. I told the PACAF HQ folks what was happening, and they were absolutely appalled. To have drunken Civilian misfits ferrying Air Force airplanes across the Pacific to a combat zone? No way! So, all of us safety guys began firing off messages to get this lunacy stopped. AFSC could not perceive any significant problem, and Hamilton AFB Brass were taking a lot of heat for allowing them to launch at all. I was on the long-distance phone agitating all safety sources about the stupidity of all this. AND if somebody's unnecessary death happened, I planned to crunch everyone responsible after that occurred. The AFSC agreed to allow the 44th Aircraft Delivery Group to run everything. The 44th wasn't too happy about the overall assignment, Why? Because the civilian pilots did not follow instructions too good. Nevertheless, they added organizational finesse to now include: mission planning, briefings, weather analysis, flight following and escort. The O-2s weren't allowed to fly unless accompanied by a C-47 or C-7 Caribou who could fly at their speed and handle the navigation. That wasn't much of a problem as there were two or three of those planes being ferried each week to Vietnam.

The delivery rate to Vietnam was slowed somewhat, but I think more total planes actually got there do to the altered delivery method. And during the entire process, only two planes were lost. One ditched due to engine failure on the Wake-Guam leg. The pilot exited then bobbed around in his life jacket until picked up by a Japanese cargo ship. The other crashed in the Philippines killing the pilot. I never knew the circumstances. There at Hickam, one pilot landed nose gear first snapped it off and got the front propeller. I went out and heard a load of malarkey, and a STRONG WHIFF OF GIN from the pilot's breath. He drunkenly claimed it was because it was nose heavy on landing, even though its huge gasoline weight was long gone as a forward weight problem, and he swore the elevator trim was inoperative. So, he tried but couldn't get its heavy nose trimmed up. Then said his radio transmitter was out, negating any technical help. I checked the plane and found the elevator trimmed full nose down, but the airplane's elevator trim switch and its trim tab worked just fine. BUT, JUST TO THE LEFT OF THE ELEVATOR TRIM, the microphone toggle switch was twisted and bent completely backward. After many boring hours of sucking up gin martinis in the cockpit, this pilot had dumbed down into an attempt to trim the nose with the push-pulls microphone switch. Case closed.

The aircraft were not recorded as Air Force aircraft until they were formally delivered in Saigon, so technically, the Air Force couldn't have an accident charged to them. On the other hand, the planes weren't registered as civil aircraft, so they couldn't have a civil accident either. Everything was in regulatory limbo, any accidents were non-events, so nobody cared. That suited me just fine. I had other things to do.

Women with altitude: 10 inspiring women from the world of aviation



Air travel has come a long way since the pioneering days of the Wright Brothers, and despite aviation being considered a male-dominated field, women have made significant contributions to that progress throughout the decades. The first woman to hold a pilot's license was a Frenchwoman in 1910, and a dozen other countries followed the French lead by allowing women to fly by the end of the First World War. But in many places the role of women in aviation remained restricted for a long time, for a host of sexist reasons. And until the early 1970s, women were often restricted to serving in support fields, such as flight simulation training, air traffic control and as flight attendants.

There's still a way to go before we reach gender parity, but, thankfully, things are improving all the time, with present-day pioneers breaking barriers and helping to press for progress.

The pioneers: Top 10. To celebrate the women who broke the mold and fought gender stereotypes, Netflights.com has collated the top 10 most inspiring women in aviation.

1. Raymonde de Laroche, 1910. In the early days of aviation, Raymonde de Laroche became the first woman in the world to receive a pilot's license in 1910, paving the way for other women to follow in her footsteps and take to the skies.
2. Lilian Bland, 1911. Energetic, unconventional and adventurous, Lilian Bland became the first woman in the world to design, build and pilot her own plane. She playfully named it Mayfly (it may fly, it may not fly).
3. Hilda Beatrice Hewlett, 1911. Not only was Hilda Hewlett the first British woman to receive a pilot's license, she also established the first flying school in the UK and co-founded a successful aircraft manufacturing business that contributed significantly to the UK's effort in the First World War.
4. Harriet Quimby, 1911. The first woman to receive a pilot's license from the Aero Club of America, she also became the first woman to successfully fly across the English Channel in 1912.
5. Bessie Coleman, 1921. At a time of both gender and racial discrimination, Bessie Coleman was the first person (male or female) of African-American descent, and the first of Native American descent, to hold a pilot's license in the USA.
6. Amelia Earhart, 1928. Amelia Earhart was famously the first woman to fly solo across the Atlantic Ocean. Other achievements include being the first woman to fly solo above 14,000 ft (1922); helping form The Ninety-Nines (1929) and becoming the first pilot to fly solo from Hawaii to California (1935).
7. Amy Johnson, 1930. Only one year after obtaining her pilot's license, Amy Johnson became the first female pilot to fly solo from Britain to Australia. Her longest solo flight before that had been from London to Hull, her hometown.
8. Jacqueline Cochran, 1953. In 1953, Jacqueline Cochran became the first woman in the world to break the sound barrier in an F-86 Sabre. She also persuaded the US government to use women pilots in non-combat missions during the Second World War.
9. Emily Howell Warner, 1973. It was not until 1973 when the world would see the first woman pilot, Emily Howell, hired as a commercial airline pilot by Frontier Airlines.
10. Wang Zheng (Julie Wang), 2016. After spending most of her life pursuing a career in advertising, Wang Zheng, also known as Julie Wang, decided to take up flying. She obtained her private pilot's certificate in 2011 and became the first Asian woman to circumnavigate the planet by airplane in 2016.

Despite these amazing achievements, figures show that there is still a way to go for women in aviation. Today only 3% of pilots are women worldwide; in the UK the figure is 6%.

Mama Bird: Record-breaking female pilot



Evelyn Stone Bryan Johnson, nicknamed “Mama Bird,” was the female pilot with the most number of flying hours in the world. She was a colonel in the Civil Air Patrol and a founding member of the Morristown, Tennessee Civil Air Patrol squadron.

When Evelyn’s first husband, W. J. Bryan, enlisted in the Army in 1941, she decided to take up flying as a hobby. To get to her first flight lesson, she had to take a train and a bus, walk a quarter-mile, and then row to the airport, because a bridge had not yet been built to reach it. Her first solo

flight took place on November 8, 1944, and she received a private license in 1945 and a commercial certificate in 1946. She became a flight instructor in 1947. She taught 5,000 student pilots before she stopped counting and certified more than 9,000 for the Federal Aviation Administration. Learning how to fly from her were future pilots of jetliners and cargo planes, future airline executives, and former Senator Howard Baker of Tennessee.

Over the years, she sold Cessna airplanes, wrote about aviation for trade papers, participated in airplane races to Havana and across America, and became one of the first women to get a helicopter license. As a pilot of many kinds of aircraft, including a jet, she never crashed, maneuvering out of engine failures twice and a fire once.

At the age of 92, Evelyn was the oldest flight instructor in the world, according to the Aircraft Owners and Pilots Association, and she continued to teach for 3 more years. Born just 6 years after the Wright brothers’ first flight in 1903, she flew 5.5 million miles – the equivalent of 23 trips to the moon – and more than 57,634.4 hours – the equivalent of 6.5 years aloft.

Evelyn’s flying career came to an end when glaucoma and the loss of a leg due to an automobile accident caused her to put on her air brakes. She said in an interview with USA Today, “It’s not the flying that’s the problem. It’s getting the prosthesis into the small planes. I’m working on it.” She last flew a plane in 2005.

Mama Bird’s contributions to general aviation go beyond flying and flight instruction. She owned a fixed-base operation – Morristown Flying Service – for 33 years, and she celebrated 54 years of service at Moore-Murrell Field in Morristown, Tennessee. For 19 years, Johnson was a Cessna dealer, so she flew and sold just about everything Cessna made. She owned many airplanes, ranging from an Aeronca Champ to the Super Cruiser.

Johnson served on the Tennessee Aeronautics Commission for 18 years and was chairman for 4 of those years. She helped allocate state and FAA block grant funds for airport improvement projects throughout the state.

In 2006, when asked when she planned on retiring, her response was: “When I get old enough. I’m only 97 years old.” She continued to manage a local airport beyond the age of 100.

Mama Bird was born on November 4, 1909 in Corbin, Kentucky, and died at the age of 102 on May 10, 2012 in Morristown, Tennessee. She survived both of her husbands, married to Wyatt Jennings Bryan from 1931–1963 and to Morgan Johnson from 1965–1977.

Only one man has surpassed Evelyn’s record of hours flown – Ed Long, an Alabamian, who had racked up more than 64,000 hours of flight time. Rumor has it that one of Mr. Long’s last statements was, “Don’t let that woman beat me.”

**During labor,
the pain is so
great that a
woman...
can almost
imagine what a
man feels like
when he has a cold.**



RUPA Pass Travel Report April 2018

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BEST FLIGHTS ⓘ					
	4:40 pm SFO	nonstop	6:41 pm SEA	2h 01m	 \$279 KAYAK View Deal
	9:56 pm SFO	nonstop	11:58 pm SEA	2h 02m	 \$279 Alaska Airlines \$279 book easily on KAYAK View Deal
	10:20 am SFO	nonstop	12:25 pm SEA	2h 05m	 \$279 Delta View Deal Main Cabin \$279 Comfort + \$309
Operated by Skywest DBA Delta Connection					
	4:40 pm SFO	nonstop	6:41 pm SEA	2h 01m	 \$279 Alaska Airlines \$279 book easily on KAYAK View Deal
Operated by Virgin America					
	12:45 pm SFO	nonstop	2:49 pm SEA	2h 04m	 \$279 KAYAK View Deal

First, I checked the fares on all the airlines on that route using kayak.com. Every flight had a one-way fare of \$279. I checked united.com and its revenue tickets were also \$279.

Then I checked the prices for the same flights on United using the MyUADiscount fare. Lo and behold, every flight had seats available for \$80 one way. And three of United’s flights had one way First Class fares for only \$163 — that’s even lower than United’s advertised economy fare.

And there’s more!

1. You can check two bags for free.
2. Your in-cabin dog, cat or peacock travels for free (a savings of \$125 each way)
3. Unaccompanied minor fees are waived (a savings of \$150 each way)

Additional Program Details:

- Travel is for pleasure purposes only; business travel is not permitted.
- MileagePlus® award miles, Premier Qualifying Miles and

Depart	Arrive	Stops	Duration		Economy	First (lowest)
9:32 am	11:53 am	Nonstop	2h 21m	Details Seats	Employee Fare \$80 <input type="button" value="Select"/>	Employee Fare \$881 <input type="button" value="Select"/> 1 ticket left at this price
11:00 am	1:11 pm	Nonstop	2h 11m	Details Seats	Employee Fare \$80 <input type="button" value="Select"/>	Not available
12:35 pm	2:46 pm	Nonstop	2h 11m	Details Seats	Employee Fare \$80 <input type="button" value="Select"/> 1 ticket left at this price	Employee Fare \$163 <input type="button" value="Select"/> 1 ticket left at this price
4:01 pm	6:13 pm	Nonstop	2h 12m	Details Seats	Employee Fare \$80 <input type="button" value="Select"/> 3 tickets left at this price	Employee Fare \$300 <input type="button" value="Select"/> 1 ticket left at this price
5:54 pm	8:06 pm	Nonstop	2h 12m	Details Seats	Employee Fare \$80 <input type="button" value="Select"/>	Employee Fare \$163 <input type="button" value="Select"/> 2 tickets left at this price
7:33 pm	9:52 pm	Nonstop	2h 19m	Details Seats	Employee Fare \$80 <input type="button" value="Select"/>	Employee Fare \$163 <input type="button" value="Select"/> 1 ticket left at this price
8:36 pm	10:54 pm	Nonstop	2h 18m	Details Seats	Employee Fare \$80 <input type="button" value="Select"/>	Employee Fare \$300 <input type="button" value="Select"/> 1 ticket left at this price

Premier Qualifying Segments may be accrued for travel using myUADiscount.

Upgrades are permitted, including:

- Mileage Upgrade Awards system -wide where applicable
- Global Premier Upgrades (if eligible) where applicable
- Regional Premier Upgrades (if eligible) where applicable
- Complimentary Premier Upgrades (if eligible) where applicable
- Day-of-departure upgrades system-wide when available with applicable fees
- Denied boarding compensation is permitted
- First and second checked-bag fees are waived*
- An unused ticket may be exchanged for the purchase of a new ticket within one year of the original ticket issuance date with appropriate service charges applied

- Most fare rules apply, including non-refundable rule, cancellation fees and change fees, among other topics.
- Applicable taxes and fees, such as segment fees, passenger facility charges and the security fees, are not discounted.
- A mixed itinerary with a United or United Express flight and an alliance partner, code-share partner or other airline flight, the 20 percent discount on the United or United Express flight will not be applied.
- Revenue customer fees and restrictions apply for excess bags, oversized bags, overweight bags and sporting equipment. For details, go to united.com, "Travel Information" > "Baggage Information."
- Discount cannot be combined with any other offers, promotions, discounts, certificates or coupons.
- Boarding group is 3 or higher if purchasing with a MileagePlus credit card purchase or if the traveler has MileagePlus Premier status.

• Refundable tickets may be processed as follows:

• Through united.com, "Reservations" > "Refund Policy" Via U.S mail to; United Airlines- WHQAK, Refunds Department, P.O. Box 66100, Chicago, IL 60666.

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

- Once a myUADiscount ticket is purchased, employees, retirees and their eligible pass riders may not cancel the confirmed reservation to revert back to a space available listing on the same day, same trip.
- Employees, retirees and their eligible pass riders traveling on a myUADiscount ticket may not standby for flights included in their myUADiscount ticket itinerary.
- Employees, retirees and their eligible pass riders traveling on a myUADiscount ticket may not accompany pass riders on the same itinerary. The pass riders traveling on the same itinerary will board at the applicable unaccompanied boarding priority.



Pass Travel UPDATE March 10, 2018

1) Pass Travel Tax invoices coming in March

By now retirees should have received form 1099 from United for their taxable pass rider's travel in 2017 (if your pass riders accrued more than \$600 in imputed in-come). More information is in article #1 in RAFA's January Pass Travel UPDATE.

Going forward, retirees will receive quarterly invoices from United to collect the tax withholding amounts on all taxable pass travel (no \$600 threshold). The first invoice should arrive by US Mail this month. Make sure United has your correct mailing address!

On February 15, 2017 the Employee Travel Center sent a reminder email to retirees explaining the process.

To check your pass travel history, go to FlyingTogether > Travel > "Pass Travel Report" and input the dates. United's 2017 fiscal year dates were 11/01/2016 to 10/31/2017. Dates for the first quarter this year are 11/1/2017 to 01/31/2018.

Visit the "W-2 Pass Travel Tax Reporting" page on Flying Together > Travel for a complete list of resources and tool to help you through this transition.

2) Next-generation Flying Together!

United's Flying Together website is getting a make-over and it's coming SOON! "Everyone can experience and become familiar with the new site during a soft launch before it becomes permanent in a few weeks. Built based on extensive feedback from team members across United, the new intranet includes fresh features, functionality and navigation. Read about some of the new features and then check them out for yourself." Here's the link:

<https://flyingtogether.ual.com/web/content.jsp?SID=Company&path=/Pages/nextGenerationFT.jsp>

Click the yellow links to see a preview of the new FT or switch to the new site now.

Tips:

- 1) You will be able to import all your existing tools and favorite shortcuts into the new Flying Together.
- 2) All information about Pass Travel will be in the Travel section of the new Flying Together, but some information may reside in new locations or menus. Click around to find out!
- 3) When you find a page you need often, use "Add to favorites" at the bottom of the page and you will be able to quickly access it with one click on your "Favorites" link.

3) Change EFs in June for July-December travel

Plan ahead! Keep in mind only retirees will be able to change their Enrolled Friends during the mid-year open enrollment period beginning in June for travel July 1 through December 31, 2018.

The enrollment will take place just like it normally does via FlyingTogether > Travel > "Update pass riders and buddies". If you do not want to change your current EFs for July-December no action is needed. Your current EFs will automatically roll over on July 1. More information will become available on Flying Together in May.

4) Transit tax refund request; LHR / NRT

Thanks to Gina Sui-Oerelius for a heads-up on the new procedure.

New Procedure: To request a refund for the transit tax from London Heathrow (LHR) or Narita (NRT) you must submit an offering via United Service Anywhere.

Do not email EPC@united.com or ETC@united.com.

United Service Anywhere offering link (fill out the form online):

<https://msast001pngx.saas.hpe.com/saw/ess/offeringPage/2762165?TENANTID=341390153>

Be sure to have the following prior to submitting your request:

London Heathrow (LHR):

If you connected from another airline and departed on a United flight in less than 24 hours, submit the other airline's boarding pass and United ticket number.

Narita (NRT):

If you connected from another airline and departed NRT on a United flight in the same calendar day, submit the other airline's boarding pass and United ticket number.

5) 25 Fun Facts about Flying

RAFA has not verified any of these facts; are they true?

<https://www.thrillist.com/travel/nation/weird-airplane-flying-facts>

6) Have you seen our RAFA website?

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

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

For other Pass Travel Topics: Previous Travel UPDATES

Compiled by Kirk Moore, RAFA Travel Benefits Committee, March 10, 2018

Priority Boarding now available for purchase



Starting March 2, standard economy customers are able to purchase Priority Boarding which allows them to board in group 2. This option is offered to customers for the initial price of \$9, and its availability is closely controlled based on flight, date, time of day and day-of-week restrictions. We do not anticipate any significant impact on the current boarding group size.

Customers can purchase Priority Boarding when booking their flights through united.com, and it will be coming soon to the Manage Reservations page for existing bookings.

Selling Priority Boarding offers more options to our customers and makes us competitive with other airlines.

“Priority Boarding as a standalone product will offer choice to customers who want to board early yet do not want the full Premier Access product, primarily those with TSA PreCheck who do not need the security component,” said Merchandising Program Manager Jennifer Cool-Perik.

Purchase of this product is non-refundable and Basic Economy customers are not eligible to purchase Priority Boarding.

Reminder: Employees get 20 percent off onboard purchases



As employees of United, one of the privileges we enjoy is a 20 percent discount on products we buy on board: food, beverages, Economy Plus upgrades, and tablet rentals. All you have to do is show your employee badge to the flight attendant when you give your credit card for payment. Please ensure you pay for any buy on board products you receive on board.

Here are the details:

- The discount is available on all mainline and United Express flights.
- Active United employees and retirees are eligible. (United Express

employees are not eligible.)

•Enrolled friends and travel eligibles can take advantage of the discount if they are traveling with the employee and the purchase is on the same transaction.

•The discount applies to everything purchased through the Link handheld device, which doesn't include DirecTV or Wi-Fi. You can get a separate discount on DirecTV when you purchase in advance. [Click here](#) for more information.

U.S. travelers owed \$451 million from U.S. flight delays



In 2017, more than 2,200 departing flights to the EU were disrupted at the 10 largest United States airports. But which U.S. airport had the most flight delays and cancellations? AirHelp analyzed air traffic for the 10 biggest United States airports in 2017 and found that most flight disruptions occurred at Newark Liberty International Airport, and the least occurred at Houston's George Bush Intercontinental Airport. Many flights have also been delayed or canceled at John F. Kennedy International Airport, San Francisco International Airport, and Los Angeles International Airport.

Out of all flights departing from Newark Liberty International Airport in 2017, more than 29% were disrupted. According to this result, the airport presented the worst on-time performance of the 10 biggest United States airports. Also, at John F. Kennedy International Airport and San Francisco International Airport, more than 27% of all flights showed flight problems.

George Bush Intercontinental Airport showed the best on-time performance of the 10 biggest airports, with over 81% of all flights departing as scheduled. Hartsfield-Jackson Atlanta International Airport and Denver International Airport also presented good results in terms of on-time performance in 2017, as more than 80% of all flights departed without any disruptions.

Canceled or delayed flights may entitle each passenger to receive compensation of up to \$700 under European law EC 261, which covers U.S. travelers on flights to the EU on EU airlines, and flights departing from the EU. Under EC 261, United States air travelers are owed approximately \$451 million for flight disruptions experienced at U.S. airports in 2017. When a flight is delayed, eligibility for compensation depends on the distance of the flight, the actual arrival time at the destination airport, and the reason for the disruption, as flights disrupted due to extraordinary circumstances, like severe weather or political unrest, are not eligible. Affected passengers may claim their compensation up to three years ago from their disrupted flights.

Henrik Zillmer, CEO of AirHelp, comments on the findings: "All in all, the analyzed airports showed poor results in terms of on-time-performance for the whole year of 2017. There might be unforeseeable factors like bad weather, especially in Autumn and Winter when airports are struggling more with tougher weather conditions than in Spring or Summer. Nevertheless, if you are affected by flight delays or cancellations, we strongly encourage you to check whether you are entitled to compensation from the responsible airline. Overall, passengers in the United States have been entitled to receive compensation of \$451 million in 2017."

Doing the Galapagos right

Growing each year in popularity, the Galapagos Islands are a highly sought-after vacation destination. It is also one of the world's most fragile ecosystems. The appeal of this archipelago off of Ecuador's coast can be likened to the goose that lays the golden egg. Becoming too popular, said Todd Smith, founder and president of AdventureSmith Explorations, means risking uncontrolled growth in tourism and infrastructure for this UNESCO World Heritage Site. "This could lead to eroding the very ecosystems that support the bird life, flora and fauna that people travel here to experience," he said. Following are the guidelines on how to do the Galapagos right.



Go by small ship (12 to 100 guests). Small ships are at the heart of a Galapagos Islands vacation. Witnessing bird and wildlife in their unchallenged island environments is best accessed by small ship. Why? Covering more than 3,000 square miles with 13 major islands, the Galapagos archipelago is larger than you think, and many visitor sites are only accessible by water. Sleeping aboard a ship each night allows a broader range of exploration as you don't have to travel back to a land-based

accommodation each evening after day trips by boat.

The International Galápagos Tour Operators Association (IGTOA) reports that 100 percent of the growth in Galapagos tourism in the last decade came from land-based tourism at a time when ship-based tourism declined.

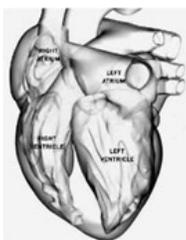
“Ship-based travel in the Galapagos is highly regulated to maximize guest experience and minimize impact on the islands,” said Smith, who also serves on the IGTOA board. Land tourism is currently less regulated, and it is a goal of IGTOA, UNESCO and other conservation groups to approach on-islands growth as carefully as ship-based tourism has been.

Stay as long as you can. By allowing yourself more time in the archipelago you are going to encounter the most wildlife possible and see a wider range of islands. Allotting more time to understand the subtle ecological differences among the islands enhances the experience and assists conservation with fewer airline flights in and out. Air traffic along with increased cargo shipments are two of the concerns identified by UNESCO in its 2016 State of Conservation Report on the Galapagos Islands as these are primary vectors for the arrival of new invasive species.

Longer stays also help support the local community with more opportunities for meaningful interaction. “We recommend at least a 7-night/8-day cruise,” Smith said.

Why sitting may be bad for the heart

By Gretchen Reynolds/The New York Times



Sitting quietly for extended periods of time may be hurting your heart, according to a surprising new study. It finds that the more people sit, the greater the likelihood that they will show signs of injury to their heart muscles.

We all have heard by now that sitting for hours on end is unhealthy, even if we also occasionally exercise. People who sit for more than about nine or 10 hours each day are prone to developing diabetes, heart disease and other problems, and most of these risks remain high, even if we exercise. Excessive sitting also has been associated with heart failure, a condition in which the heart becomes progressively weaker and unable to pump enough blood to keep the rest of the body well. But how sitting, which seems to demand so little from the heart, could be linked to heart failure has been unclear.

So recently a group of cardiologists began to wonder about troponins. Troponins are proteins produced by cardiac-muscle cells when they are hurt or dying. A heart attack releases troponins into the bloodstream.

For a new study, published in *Circulation*, the researchers turned to data from the Dallas Heart Study, a large examination of cardiac health among a group of ethnically diverse men and women, overseen by the University of Texas Southwestern Medical Center. The researchers pulled data about more than 1,700 of these participants, excluding any who had heart disease or symptoms of heart failure. They checked the blood samples for troponins and the readouts from their activity trackers to see how much they had moved most days. Overall, sitting was more strongly associated with unhealthy troponin levels than exercise was with desirable amounts.

Of course, this was an observational study and can show only that sitting is linked to high troponin, not that it causes troponins to rise. But the effects are probably indirect, says Dr. James de Lemos, a cardiologist and professor at the medical center, who oversaw the new study. “Sedentary behavior is associated with obesity, insulin resistance and fat deposition in the heart, all of which can lead to injury to heart cells,” he said.



How to Protect Yourself From Falls

By Jane E. Brody/The New York Times



It's that time of year again when safety-conscious organizations issue cautionary tales about preventing falls and, failing that, protecting against serious injury when suddenly descending unintentionally from the vertical.

Even if you think you already know everything you need to know about falling, you'd be wise to read on. Many of us can use a periodic kick in the pants to help keep us safe. I know, because I'm one of those prone to doing something foolhardy even while thinking how dumb it is.

Case in point: Having just read a ream of background information about the risks of falling and its exorbitant costs, both personal and financial, I did something utterly stupid. I stood on the edge of the bathtub in my slippers to clean the top of the surrounding tiles. I got away unscathed this time, but I've promised myself never to try that again. As a much younger friend reminded me, a little household dirt never killed anyone, but landing hard on bathroom fixtures is a common cause of fall-related injuries and even deaths among people of all ages, and especially those in and beyond their seventh decade.

In much of the country, fall injuries rise during the winter months when walkways become slippery and trip hazards are obscured by snow, ice or, in some areas, by leaves. Senior citizens, being less agile and more fragile, are especially at risk. A map of fatal falls in the United States, published last April in the AARP Bulletin, provides graphic testimony: Wisconsin and Minnesota, two of our coldest states, led the nation in deaths from falls among residents 65 and older.

Given the season, let's start with how to avoid slips, trips and falls outdoors when sidewalks can sometimes resemble hockey rinks.

Step one: Check your footwear. Shoes and boots should have slip-resistant soles (rubber or neoprene, not plastic or leather). Or equip them with external traction cleats, sold under brand names like Yaktrax.

Step two: Take smaller steps, bend forward slightly, go slow and walk as flat-footed as possible when it's icy or snowy. Check the steps and sidewalk for black ice before going out in the morning, even if only to pick up the paper or mail. Do likewise when stepping out of a vehicle. Although the air temperature may be above freezing, dew or fog can freeze on a colder surface.

Regardless of the season, scan the path six or more feet ahead of you for trip hazards. Avoid carrying items that block your ability to see the ground in front of you. I once tripped and landed hard on an irregular sidewalk while carrying two shoeboxes in my arms. Even when empty-handed, be sure to pick your feet up to avoid catching a shoe.

Now for the most common place for falls: Your home. Most dwellings contain a catalog of trip hazards, including piles of papers, loose carpets or floorboards, extension cords and clothing carelessly dropped on the floor, not to mention water or grease on the kitchen or bathroom floor. Remove as many of these as possible and wipe up all spills as soon as they happen.

While important at any age, these precautions are critical for the elderly. Falls are the No. 1 cause of injury to seniors, one in three of whom can expect to fall each year. Too often the result is a debilitating fracture, loss of independence or death. Nearly three times as many people die after falling (some 32,000 a year) than are killed by guns in the United States. Even when the injury from a fall is minor, it can create fear that prompts people to avoid certain activities lest they fall again.

When walking indoors, always wear shoes or slippers with nonskid soles — not barefoot (unless you want a broken toe), and never just socks unless they have nonslip grips on the soles. My slippers, which are really shoes with rubber soles, reside next to my bed so I can slip directly into them when I get up.

Always use a handrail when going up and down stairs. Consider installing a railing on stoops that lack them. If the item you want to carry is too big to hold in one hand or arm, ask someone to help. Bathrooms are particularly dangerous, especially for the elderly, who can benefit greatly from safety bars in the tub or

shower and next to the toilet. Nonskid mats in the shower and tub and on tile floors are a must for all ages. While important at any age, these precautions are critical for the elderly. Falls are the No. 1 cause of injury to seniors, one in three of whom can expect to fall each year. Too often the result is a debilitating fracture, loss of independence or death. Nearly three times as many people die after falling (some 32,000 a year) than are killed by guns in the United States. Even when the injury from a fall is minor, it can create fear that prompts people to avoid certain activities lest they fall again.

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Among other steps to take that can reduce the risk of falling is to maintain physical strength and balance as you age. If you're uncertain of your stability or agility, consider some sessions with a physical therapist and practice the recommended exercises regularly. Higher levels of physical activity have been shown to protect against falls in a study of Canadian men and women 65 and older.

Think before you climb. Always use a safety stool — not a chair or ledge — when trying to reach a high-up item. I now ask a tall customer or store clerk to help retrieve a grocery item on the top shelf, instead of standing on the edge of a lower shelf to reach or knock it down.

At home, move all frequently used items to lower shelves, or purchase a cabinet that sits on the floor to store them in.

Some experts recommend learning “the right way to fall.” In the Netherlands, physical and occupational therapists even teach classes on the art of falling. The advice tends to focus on minimizing the risk and extent of injury by landing on soft tissue as gently as possible. It includes trying to stay relaxed as you fall; the stiffer you are, the more likely an injury. As you land, try to roll like a football player.

When falling forward, the instinct is to stick out one's hands to break the impact, which often results in broken wrists instead. If possible, try to twist as you go down to land on a side and then roll over to your back.

When falling backward, tuck your chin to your chest to avoid hitting your head, which can result in a concussion, and keep your arms in front of you.

In all honesty, these measures are more easily described than executed. Several friends of a certain age who have fallen maintain that there was nothing they could do to mitigate an injury in the split second between being upright and lying flat on the ground. But consider mentally reviewing scenarios in which you “practice” falling more safely by visualizing the measures described above.

PICKLES | Brian Crane



Information about insurance coverage for dental implants

From a RUPA member, Susie Robertson

On United's "My Benefits" website this is what appears on our Aetna medical coverage:

Dental Implants:

80% covered after deductible. Call your plan for prior authorization for specific medical conditions

Please note: most dental implants consist of 5 parts:

1. Extraction
2. Bone graft
3. Implant itself
4. Abutment
5. Crown

However, Aetna picks and chooses as to what part(s) of a dental implant they cover. (They do NOT pay for the abutment and crown and may or may not pay for the bone graft.)

As retirees, most of us do NOT have Aetna's dental coverage; we have only medical. Herein lies the problem when trying to get Aetna to pay:

The fax number for pre-determination is directed to medical and there it sits, or, if it's sent to dental, it's sent back to medical saying the patient doesn't have dental coverage. Back and forth this goes for months, literally months.

Pre-determination letters, I was told, were to be sent to this FAX number: 1-859-455-8650

Another caveat: I was given both a Kentucky address as well as an address in El Paso, TX to which I should correspond via U.S. mail.

But, the oral surgery unit is located at this address and phone number:

Aetna Gramercy Woods
9000 South Side Blvd., #100
Jacksonville, FL 32256
1-800-531-7895

I spent a year and a half trying to get Aetna to pay for my first dental implant submitted to them for payment. After I FINALLY was able to get someone to address the issues of medical vs. dental coverage, I was told that I did not submit the claim in a timely manner and the claim was denied. I fought that by showing proof of correspondence. The next denial was because the X-rays which the doctor sent were too dark and could not be read, so the claim was denied.

I was so exasperated with all of this that I hopped a plane and flew to Austin, Texas, to report Aetna to our state board of insurance. I was told that the state of Texas could do nothing since United self-insures, but they did tell me that in the previous years, Aetna had more complaints than the average insurance company. Also, be it known, when you get someone who claims to be helping you, they call themselves "advocates", but in reality and legal definition, they are not advocates, but are "mediators," for they do NOT represent you.

I would hope that RUPA and other retirement groups could/would bind together so that we could persuade United to use Blue Cross Blue Shield of Illinois which served our needs much better than Aetna.

Recognizing a Stroke

Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.

You can recognize a stroke by asking the person to do 4 things:

- 1) Ask the individual to SMILE.
- 2) Ask the person to TALK and SPEAK A SIMPLE SENTENCE (Coherently) (i.e. It is sunny out today.)
- 3) 4) Ask him or her to RAISE BOTH ARMS.

If he or she has trouble with ANY ONE of these tasks, call emergency number immediately and describe the symptoms to the dispatcher.

4) Ask the person to 'stick' out their tongue. If the tongue is 'crooked', if it goes to one side or the other, that is also an indication of a stroke.

More Prostate Cancer Test Advice -- For Some Men

By Lauran Neergaard/The Associated Press

This is a gray area of medicine that's made this a very challenging discussion, and a very challenging decision." Dr. Ethan Basch, a prostate cancer specialist at Memorial Sloan-Kettering Cancer Center.

There's more advice on the contentious issue of prostate cancer screening: A leading group of cancer specialists says the decision hinges in part on a man's life expectancy.

Doctors should discuss the possible pros and cons of those PSA blood tests with men expected to live longer than another 10 years, the American Society of Clinical Oncology recommended Monday.

That's a contrast from guidelines issued this spring by the U.S. Preventive Services Task Force, which recommended against routine PSA screening for all men. That government advisory panel found little if any evidence that PSA testing saves lives - and said too many men suffer impotence, incontinence, heart attacks, occasionally even death from treatment of tiny tumors that never would have killed them.

In its own review, the oncologists' group ASCO concluded that doctors should discourage PSAs for men with less than 10-year life expectancy, for those very reasons.

But it didn't find the evidence as clear-cut for younger or healthier men - and released a step-by-step guide, in easy-to-understand language, to help them and their primary care physicians understand the controversy and make an informed decision.

The new advice echoes guidelines from the American Cancer Society.

"This is a gray area of medicine," said Dr. Ethan Basch, a prostate cancer specialist at Memorial Sloan-Kettering Cancer Center who co-chaired ASCO's review. "That's made this a very challenging discussion, and a very challenging decision."

The guide makes clear that before men decide to have the PSA test, they should think about how they'd react to a suspicious result, and all the testing and treatment decisions that would entail.

Too much PSA, or prostate-specific antigen, in the blood only sometimes signals prostate cancer is brewing. It also can mean a benign enlarged prostate or an infection.

Only a biopsy can tell. Most men will get prostate cancer if they live long enough. Some 240,000 U.S. men a year are diagnosed with it, most with slow-growing tumors that carry a very low risk of morphing into the kind that can kill.

Two huge studies, one in Europe and one in the U.S., evaluated whether routine screening can save lives.

Without screening, about 5 in every 1,000 men die of prostate cancer over 10 years. The European study found PSA testing might prevent one of those deaths, while the U.S. study found no difference.

ASCO's patient guide highlights the European study results.

PICKLES | Brian Crane



Spinway to Heaven

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



We grew up mastering stairs that went nowhere, ellipticaling on gym pterodactyls, encouraged by recorded fitness gurus and suburban yogis.

Now, we spin. Spinning classes have grown to millions of sessions in the U.S. each year. The bikes, too, have progressed — from first recording our pedal rates, then our heart rates and finally our soul cycles. The group dynamic pushed us to perform harder than we would do alone in the gym. The instructors drew us in. The fad became a craze.

The latest version of spin's evolution is the Peloton: a high-tech carbon-fiber bike, fitted with a huge iPad-like screen that sits in your garage or living room. The Peloton accesses the best-of-the-best-crowd-rated instructors: those who have optimized the perfect engagement style, the right encouragement at the right moment. They keep their riders spinning up virtual hills and in and out of Tabata interval training cycles, all the while appealing to the competitive spirit in beginners and pros alike.

Peloton bikes — and those that will follow — completely changed the fitness game. We no longer have to leave our house, hurry to class, wait in line, use other people's sweaty seats and handlebars and breathe their dirty air. We don't have to wait for our preferred instructor or class type. We are always in the front row.

And since we have to walk right past our beckoning bike to get out the door in the morning (or to cocktail hour at night), our ability to make excuses has simply evaporated. We now have the very best instructors, the perfect classes, the virtual scenic rides and even the calming, cool-down stretch classes on demand, every hour, in our living space.

Spinning on a bike is an exercise that almost everyone can do. Arthritic joints feel better with spinning. Even back pain is often reduced by the increased blood flow, muscle use and elevated circulating testosterone that spinning produces. The lack of impact, combined with gentle resistance, provides the right amount of muscle stimulation to heal most injuries.

Without a coach, though, it's hard to push yourself past your current fitness level on a spin bike in order to build strength, endurance and cardiovascular conditioning. The addition of the screen — which shows the metrics of your heart rate, resistance, cadence and output — provides objective data on which to progressively build a program of improvement. And the live or recorded coach, who cajoles and winks at just the right times, helps push us onward when we would otherwise pause.

Spinning is not the only exercise required for true overall fitness. To achieve this, we must train in all 10 of the fitness criteria identified by Glassman and others: cardiovascular, strength, stamina, flexibility, power, speed, coordination, agility, balance and accuracy. But it sure is a fun way to get part-way there. If heaven on earth is being fit until the day you drop, spin your way to heaven.

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

Sleepless Night Leaves Some Brain Cells As Sluggish As You Feel

By John Hamilton



When people don't get enough sleep, certain brain cells literally slow down. A study that recorded directly from neurons in the brains of 12 people found that sleep deprivation causes the bursts of electrical activity that brain cells use to communicate to become slower and weaker, a team reports online Monday in *Nature Medicine*. The finding could help explain why a lack of sleep impairs a range of mental functions, says Dr. Itzhak Fried, an author of the study and a professor of neurosurgery at the University of California, Los Angeles.

"You can imagine driving a car and suddenly somebody jumps in front of the car at night," Fried says. "If

you are sleep-deprived, your cells are going to react in a different way than in your normal state." The finding comes from an unusual study of patients being evaluated for surgery to correct severe epilepsy.

As part of the evaluation, doctors place wires in the brain to find out where a patient's seizures are starting. That allows Fried and a team of scientists to monitor hundreds of individual brain cells, often for days. And because patients with epilepsy are frequently kept awake in order to provoke a seizure, the scientists had an ideal way to study the effects of sleep deprivation.

In the study, all the patients agreed to categorize images of faces, places and animals. Each image caused cells in areas of the brain involved in perception to produce distinctive patterns of electrical activity. "These are the very neurons that are responsible for the way you process the world in front of you," Fried says.

Then, four of the patients stayed up all night before looking at more images. And in these patients, "the neurons are responding slower," Fried says. "The responses are diminished, and they are smeared over longer periods of time." These changes impair the cells' ability to communicate, Fried says. And that leads to mental lapses that can affect not only perception but memory.

The team also found evidence that sleep deprivation affects some areas of the brain more than others. It was as if certain regions of the brain were sleeping, while others remained vigilant, Fried says.

The research adds to the evidence showing it's important to avoid driving when you're sleepy, Fried says. Drowsy driving in the U.S. is responsible for more than 70,000 crashes a year according to the Centers for Disease Control and Prevention, based on estimates and statistics gathered by the National Highway Traffic Safety Administration.

Fried says his team's finding also supports efforts to limit the hours worked by doctors in training, noting that he worked very long hours as a neurosurgery resident. Now, he says, "I am trying to impose the lesson I learned from my research on myself."

Drinking alcohol better than exercise for living past 90?



Looking to live into your 90s? A new study suggests the answer to a long life might be found in your wine glass.

The 90+ Study, led by the University of California neurologist Claudia Kawas, says seniors drinking a moderate amount of alcohol each day lowered their risk of premature death more than seniors who exercise daily. The study has monitored over 1,600 people over the age of 90; which researchers call the fastest-growing age group in the United States.

According to the findings Dr. Kawas presented at the 2018 American Association for the Advancement of Science conference in Texas, having two glasses of wine or beer dropped the chance of premature death by 18 percent. Daily exercise for 15 to 45 minutes was found to only reduce premature death by 11 percent. The findings clash with some studies which have linked heavy drinking to high blood pressure and cancer. However, they also support research which claims alcohol can increase mental clarity.

"I have no explanation for it, but I do firmly believe that modest drinking improves longevity," Dr. Kawas told the AAAS conference, according to Tech Times. The 90+ Study also found that people who were overweight in their 70s lived longer than peers who were considered average or thin. "It's not bad to be skinny when you're young but it's very bad to be skinny when you're old."

Researchers added that two cups of coffee also helped maintain longevity, lowering the risk of death by 10 percent. The biggest key to a long life that Dr. Kawas' group found was having a hobby. Two hours of work a day on a hobby dropped the risk of death by 21 percent.

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

SAM ANDREWS--Blanchard, OK

In 1966 I was sitting in the El Paso Control Tower reading the latest issue of *Flying* on my break when I came across an ad that said United was looking for pilots. It mentioned that a pilot could earn one million dollars during a career with United. It wasn't the money that I was interested in, it was being an airline pilot!

I had seen my first airplane when I was four years old and I wanted to fly. I had enlisted in the Navy out of high school and was discharged in 1955. I had taken a job as a welder in Oklahoma City and had taken a different route to work which passed by the hangers at Will Rogers airport. On one of the hangers a large sign had been placed that said: Learn to Fly on the GI bill. I stopped at the first telephone booth and called the first listing for Flight Schools in the phone directory which was Downtown Airpark almost within walking distance from downtown.

When the gentleman answered I asked if I could learn to fly and the government pay for it? His re-



I had my annual Medicare wellness check. The nurse said at my age I should have a bar in the shower. So I took her advise

ply was yes, but you have to pay 10%.

I signed up the next morning and the Chief Pilot took me up for an introductory flight and let me handle the controls. Hot Dog! I loved it and from then on I flew every morning and every evening. I soloed in a Cessna 140, flew down to the farm and landed in a hay field and took my little brother for a ride. I earned my Commercial and got an Instrument rating, flew everything they had on the field thanks to some friendly airplane owners. I was sitting in the airport lobby one day when a salesman friend walked in and said, "Hey Sam, I just came from McAlester and the owner of the flying service said he needed a pilot and wants you to call him." I did and was a busy fellow flying two 1948 rag wing Cessna 170's on charters that included Tech Reps for the local Navy Ammunition Dump, the Sheriff's office looking for escaped prisoners from the State Penitentiary, whiskey stills in the mountains, stray cattle, sky divers, photographers etc.

I met the love of my life there and married her. When the charter service was sold I flew for Eastern Oklahoma A & M College. When the CAA became the FAA I went to work for them ending up in El Paso. I had extra income from flying at every facility I worked at.

El Paso was the best. I flew for a gentleman that owned a huge ranch in Mexico that included property once owned by William Randolph Hearst. Flying in Mexico could bring some thrills though, people looked the other way or never seemed to care. I once flew the rancher and five workers to a remote ranch house in a Cessna 182. Two of the workers rode in the baggage compartment.

I had turned in an application to United and had my interview, but had not received anything so I had applied to Continental Airlines and received a call from the CIA in Washington, DC offering me a job flying a Beechcraft 18 in Asia. They were going to move my family and furniture to Bangkok, Thailand and wanted to know how soon I could leave for Taiwan for training and fitting for a uniform. I told him I would have to give that some thought. He said okay, call me back at this number. I never had to call him because United sent me a telegram that I had been selected if I passed the Stanine test.

In June I receive notice that I have been selected and have a new hire class date of March 1967. I advise them that I am available for an earlier class

date should they have a vacancy. In September I receive notice that I have been selected for an October class date.

We will all start out as Flight Engineers so we need to qualify for that rating with the FAA. It is a tough class, information is thrown at us as fast as we can absorb it. One fellow said it was like drinking water from a fire hose. Many were Military Pilots and they were sharp! Most of us were civilian with various flight times and experience and we would get together and study. We take tests on a regular basis and we lost a few for various reasons. We had the DC-6/7 simulators and some did not make it through that phase. After training, being on the line was a relief and I flew with some of the greatest people I have ever had the pleasure of knowing. I always attempted to learn something from every pilot I flew with.

I was domiciled at DEN for my entire career and began on the DC-6, and I loved that old airplane and I think it loved me? It showed by the spots of oil on my white uniform shirt. No matter how I planned my preflight inspection I invariably ended up with a spot of oil on my shirt, one of those Pratt & Whitney engines would eventually get me. When the Boeing 727 entered service, the DC-6 ended up doing much of the charter flights and I had many fun charters. The Pillsbury Charter out of Dallas, Texas and the flight up the Grand Canyon I would place at the top of the list. I was one of the pilots who delivered the last DC-6 to the East coast. I kept the ash tray from the First Officers side.

I flew the B-727 and DC-10 as Second Officer and First Officer and the B-737 as Captain. The 737 was a fun airplane that flew like a Champ and was my favorite.

I took early retirement due to an illness in the family in 1988. The most difficult decision I ever had to make. But I have to say that I had a great time with some great people getting to that point! God is good!

MIKE HEPERLEN—Crystal Lake, IL

It has been a rather quiet year for Peg and me. We have a few more aches and pains, however, for octogenarians who are still on the right side of the grass, I guess that's not too bad.

I have been fairly busy inspecting aircraft for the EAA as a Tech Counselor and helping some build-

ers with their projects. Peg keeps busy quilting, and gardening when the weather permits.

We did travel last year to upstate New York to visit our middle son. Since Peg had never seen Niagara Falls, we stopped there on our way back home to view them and then went South to visit the Gettysburg battle field, and then on to Dulles Airport to check out the Air and Space Museum. Standing on Little Big Top, and looking down, someone would have to be very mad at the Yankees to try and climb that hill under fire! The museum was OK, however for military aircraft, the Air Force Museum at Paterson AFB in Ohio is better. *Mike*

KAL KALPIN—Los Gatos, CA

Just a note to let you know that Mary and are still kickin.

66 years ago my friend shorty and I road freight trains all across the mid-west and the north-west. We slept mostly in boxcars and alongside the railroad tracks. When we got to Spokane we slept in a hobo jungle. When we got to Seattle and Tacoma we started back east, on a slightly different route. Shorty made it as far as Great Falls, and then signed up with the Navy. I made it to Cutbank and then went to work as a roughneck for Taylor Oil Co.

63 years ago, at the age of 21, I flew a Minn. ANG T-6 from St. Paul Holman Field to ORD. I iced up on the way. The crew chief gave me a bucket of antifreeze, a paintbrush, and a screwdriver, then said go deice yourself kid. The next day I went over to MDW for my interview with UAL. They gave me a training date come March.

The Co. and RUPA have been very good to me. They let me fly the Convair, DC6, DC7, DC8, DC10, B727, B737, B747-100, B747-200 and the B747-400. All with the best crews, and the best maintenance. Only two engine failures, one on takeoff from Seoul, and one out over the pacific. *Kal*, MDW, ORD, and SFO

DON LEISSNER—Hilton Head Island, SC

Dear Editor, the first full day of spring, March 21st, I'll turn 84. It has been 16 1/2 years since they kicked me out the door, September 30, 2001. I've enjoyed every day since.

Rachel and I are both in great shape, play golf several times a week. We enjoy the programs at the local Little Theater, eating out and travel. In Au-

gust we joined the RUPA group from Copenhagen through Ireland, Scotland and Norway. It was a great trip. In November, we flew to Rome for a cruise to Cyprus, Ireland and Jordan through the Suez Canal, Oman and Dubai. We flew home on an 800 passenger 380. Some airplane.

Thank you for all your time and effort, it is appreciated a great deal.

Best to all, *Don and Rachel*

DOUG MOWERY—Mills River, NC
Doug Mowery, ORD B777 CAP
(retired), was awarded the Wright
Brothers Master Pilot Award on Febru-
ary 6, 2018 in Dallas, Texas.



This award is given by the FAA in recognition of over 50 years in the aviation industry. Recipients must have an accident free, incident free and violation free aviation history. Investigator Tony James (retired) of the FAA's Washington Headquarters made the presentation. What made this special is Tony and I have been friends for over 40 years. Tony spent 30 years with the FAA. He was a Principal Operations Inspector working out of the Rochester, NY office for many years. He spent his last 15 years as a member of the FAA Go Team and a G550 Captain. He was the Investigator in Charge of the United 93 hijacking crash at Shanksville, PA. I was honored he flew in from Washington, DC to present this award to me.

I retired after nearly 30 years with United, flying seven different aircraft. Total time is almost 25,000 hours, ranging in aircraft from a Champion Citabria to the B747 classic. Prior to United, I instructed, flew charter and corporate, including the original Cessna Citation (aka Nearjet).

It was truly an honor to be recommended for this award and a great honor for the FAA to accept the recommendation. I will wear the WPMMA lapel pin proudly! *Doug*

**A Good Lawyer
Knows The Law..
A great Lawyer
Knows The Judge**

DON PAGE—Burlington, WA

Hello Cleve, We don't know each other, but I want you to know that I greatly value the *RUPANEWS*, not only for the news about United, the airline business, and aviation subjects in general, but also the articles about various health subjects.

I found the articles on dementia, medical device implants, grief, loneliness, etc.--in just the March issue by itself--worth far more than the annual membership fee! Thanks, *Don*

BRUCE PIVEROTTO—Prescott, AZ

Enclosed is my check for \$25 to become a member of RUPA. Please send me the *RUPANEWS* as soon as you can.

I am an ORD 777 pilot, retiring in March. Love the magazine. Thank you, *Bruce*

DAN PORTER—Woodland, CA

Thanks to all the people who keep RUPA and this magazine alive. Seventeen years retired from UAL. After the bankruptcy, I went back to work flying the Beech King Air and Premier Jet which allowed single pilot operation. I flew for three different companies the last one declaring bankruptcy on March 1, 2009, owing me \$11,000. Luckily, there were enough funds that I received \$8,500 of that back. A higher percentage than I got in the UAL bankruptcy. My family's history of cancer finally caught up with me in 2015. In February I went to my primary care doc to check out a lymph node that was swollen for a month and he sent me to an ENT surgeon who aspirated the cell for assessment but said he could probably tell me what it was if I wanted to know. Well of course I wanted to know and he related that it's most likely an HPV (Human papilloma virus) cancer, which it was. After thirty-five radiation treatments and a monoclonal antibody medication (Erbitux-Google Martha Stewart drug) taken as an infusion, I'm happy to report that a CT scan was negative for cancer cells and that the good news gives me a better than 90% chance that it won't recur. The radiation damage restricted food and drink for quite a while, but I can finally eat and drink most things but can't tolerate any level of spiciness. There went all the ethnic food I like. At least I can drink beer and wine again and if you like beer, it's a good time to be alive.

Last year brought cervical fusion surgery and I can

report good results and would highly recommend UCSF Spine Center for those people in N California and can also highly recommend USC Spine Center at Keck Medicine of USC where my wife had lumbar fusion. It made her a new woman as she was limited in what she could do and suffered from a high level of pain.

I'm planning a "Band of Brothers" tour in June with a high school buddy who taught WWII history at the college level. Reading WWII history is a favorite pastime as is riding my motorcycle on the twisty roads of N California. *Dan*, 1964-2001

NORBERT RUPP—Belmont, CA

Enclose is \$50.00 for my dues for the year and I have enclosed a picture that was taken during the annual Bay to Breakers Run in Golden Gate park from the overpass during our 1985 United strike. It has good memories for me in that it hangs on the wall along with many other pictures of the past. The picture has faded but the thoughts go on.



My wife and I would like to thank all of those on the RUPA staff of the Journal that we look forward to reading each month both for the pilot news about active and retired pilots and what is happening with United. Thanks again, *Norbert*

PETE SAEGER—Boca Grande, FL

Went out on a limb and signed up for 2 more years of the *RUPANEWS*. Thanks to all for keeping this post going.

As for things in my life, by God's Grace all is well. Jeanne and I still do our thing, living in SW FL for the winters and summering in the Rockies. Upgraded to a nice condo at the Keystone ski area last year. Also took a river cruise to celebrate our 50th anniversary. The cruise included a full day at the Normandy beaches and the American cemetery. If you haven't been there, you might want to put it on your bucket list. It's very emotional and our particular interest was in the fact that my father-in-law jumped in there with the 101st airborne the night before D-Day.

Our daughter, Keri, married last year in Vail, CO and I had the delightful privilege of conducting the ceremony.

Both of us remain in good health and continue to enjoy tennis regularly and I OD on bike riding. Managed over 5,000 miles a year the last 2 years and on track for another 5T.

God Bless, *Pete*
pmsaege01@aol.com

RICH & ANN SELPH--San Francisco, CA

First year without early ski vacation at now sold Vail condo. And that was when we had the time and serenity to compose and send the birth month letter. No Vail has equaled no letter: so here I am, late for the first time in years.

Elizabeth from Chicago and David from Darien (plus Christine, Lucas, Amelia, Isabelle Ann, and German au pair, Verena) joined Brac (plus Daina, Braeden, and Van (Mill Valley)) and Catherine (plus Aaron, Chloe, and Ben (Mill Valley)) for a fun and memorable San Francisco Christmas. (David's six made eight in our condo which was cozy, but worked well.)

Humble boasting about grandkids is written here in invisible ink.

As the years go by, change is inevitable. I totaled the big Goldwing motorcycle in May on a twisty mountain road. Fortunately, Ann decided not to go with me at the last minute. I experienced the miraculous lifesaving efficiency of the Stanford Trauma Center. The ER medics checked everything inside and out (to the tune of \$135K, thankfully, almost all covered!!). My injuries slowed me temporarily and required another bout of rehab, but were not long lasting. The motorcycle joins the ski condo and sailboat as foregone toys. We think of them now as

“outgrown.” We miss Vail and the Mountain Haus community immensely. Still hope to ski there in March, but have been less than diligent in training.

It has been a year of learning for us. The kids have decided that there is a lot we don’t understand. They have collectively focused on our continuing education. Sessions have included grandchild caregiving philosophy, communications skills, codependency, listening, mendacity.... The self-help books are piling up (although osmosis from the side table is taking longer than expected). This farrago of advice and counseling is valuable. We are choosing to perceive this as a sign of their love, devotion, and appreciation. We are fortunate to have so much energy devoted to our shortcomings!

Relaxation takes differing forms for us. Last year, I bought Ann a quality noise cancelling headset. When using it to watch her ‘shows’, it has proven remarkably effective. In addition to ambient noise, it turns out that my voice is completely cancelled. The only one hearing my “What’s for dinner?” and “Time to take Star out.” is me!! Sometimes I tell Ann I ‘need a break.’ She often responds with amazement, “a break from what?” Clearly, I have not educated her on the strenuous nature of joke forwarding, triallist click bait resisting, fact checking political emails, and battling algorithmic opacity. Diligence requires effort, as evidenced by an email from Sept that I just discovered was never sent.....

Having made the leap from liberal to progressive quite some time ago, San Francisco appears to be moving further. The homeless have become the ‘unhoused.’ Body cams are everywhere as clueless guys play back their tapes to be sure they aren’t micro-aggressing or objectifying. For birth certificates and drivers licenses, the M or F has now been supplemented with a third option, X., for gender neutral or non-binary. (What would ‘Chesty’ Puller have thought?) Even for cisgender septuagenarians like us, listing one’s preferred pronouns is considered very helpful (see below*). (Note: no progressives were coddled in the writing of this!!)

Among our many blessings are family and friends. We have much to celebrate!!! Yours in precarity.....

We add our appreciation for the RUPA News, always a cover to cover read for both of us.

Rich *(he, him, his) and Ann *(she, her, hers)
Selph, SFO 86-01 (FOPA)

BERNALD “BS” SMITH—Fremont, CA
Hello RUPA folks, I recently returned from a 10-day Eastern Caribbean Cruise out of, and returning to, Miami on the Regent Explorer of Regent Seven Seas Cruises. I had the Regent Suite, on the top-most deck 3 above the bridge, spanning the full width of the 750' long ship carrying only 750 passengers with only 375 cabins, all outside suites, supposedly the only cruise liner with anything like what I had, and there was only one: 4,443 sq ft suite which encompassed our own full spa, including steam room, sauna, spa tub, jacuzzi tub, sun-room, grand piano, huge everything in closet/storage space, grandiose living room and 'family' room areas, 2 full separate bedrooms with private sitting areas, complete bar, AND, I'm even more spoiled/snobbish than before - a 24-hr private butler. Yes, it was very expensive, the most I've ever paid for anything, you name it, including building my house 50 years ago and extensive remodeling 20 years ago. The 3 ladies with me (eat your heart out guys!) used the ship's main spa for any treatment they wanted any time they wanted, including hair and nails, without extra cost. (OK, I admit it, they talked me into having my first manicure.) We had unlimited access to everything, including whatever beverage quantity we wanted on the ship, and private shore excursions at no extra cost and all 4 flew



FC to and from MIA on UAL flights of our choosing. There was absolutely no way to spend any more than what the initial cruise cost was. They even put aboard special 'liquids' we wanted. We hosted the ship's Captain at a private dinner with us in a special private room at no added cost. We had a private tour of the bridge including behind the scenes for me on the Captain's private computer because, as an Italian, he wanted to talk with me about Italian aviation with which I had been associated for 17 years. He was really a pilot at heart! Jim and Chrispy Peterson, who were on the cruise too, came to a cocktail party/dinner with us in our suite at no additional cost. Jim had come across a Delta pilot and his wife so I had another cocktail party for them and Petersons at no cost. It's too bad there weren't 50 or so RUPAs aboard for we sure had enough room for a large en-suite party. Our Butler was fantastic. He brought us canapés every afternoon. I had more caviar in 10 days than the previous 50 years when I had my first. He made sure we got the nicest tables when and wherever we wanted dinner. He absolutely was not intrusive, but always available for leading us to meals, to excursions, to onboard shows - I'm really spoiled rotten! It's hard to get except very early sign-up, but I'm ready to take that Regent Suite again. This short note doesn't begin to tell the grandeur of it all.

BS, 55-93 SEA, SFO, LAX, SFO ,TK, SFO/TK, SFO, SEA, SFO, LAX, SFO

JIM TROSKY—McHenry, IL

Nothing much has changed around here in the last year. I almost forgot my own birthday so the check's in the mail.

I did get my Basic Med so I can fly again...if I can find an airplane to do it in. Everybody's still fine around here.

Thanks for all the work the RUPA staff is doing. God bless you all, the USA and the B-747.

Cheers, **JT**

Fair Winds and Following Seas - Semper Fi
Si Vis Pacem - Para Bellum

MRS. EILEEN WOOD—Chico, CA

Oops!! The date slipped right by me. Sorry I am late with my check. Do you suppose being 86 has anything to do with it??

I so enjoy reading the news, many wonderful arti-

cles and the letters from the others who flew for this wonderful Airline. Thank you so much.

Sincerely, **Eileen Wood** (Captain Lee Wood)

TOM WORKINGER—Crystal Lake, IL

Thirty years ago we set the parking brake on the DC -10 at C-23 ORD (Orchard Field Airport.) It was a fun time (except for the furlough in 1958 and the Dick Ferris nastiness in 1985.

It seemed I was always "Junior" but I did bid a lot of Cargo Liners and lousy schedules in order to get my drill weekend off for the Naval Air Reserves. We got to go to lovely vacation spots like Yuma, Fallon, Gitmo and play war-games with our obsolete F9F Cougars, FJ4B Furies and A4B Skyhawks. I still enjoy volunteering at the Pima Air and Space Museum in Tucson and at the UAL B727 in Chicago.

Our United Airlines Retired Pilots Foundation recently changed our By-laws to enable us to help more relatives of retired pilots; the Board recently approved a request for financial help for a daughter and her son to complete education.

Beverly and I had no big trips last year. **Tom**

IN MEMORIAM

SAMUEL G. ANDERSON

Sam, 87, flew west on Feb 4, 2018.

He was born in North Carolina, but grew up in Glen Rock, N.J. Sam attended schools in Glen Rock and graduated from Ridgewood High School. He attended Duke University and graduated with a BA in Chemistry.



Sam was accepted into the Air Force Cadet program basic trained at Columbia, MS for advanced jet training. As a 2nd lieutenant, off to Mather AFB, Sacramento, then Norton AFB San Bernardino. Since the Korean war ended, no jet pilots were needed at Norton. He started training in C-47's. After 2 years this group broke up and he was sent to Greenland for 11 months. Starting in Sept at Tully SFB as an Air Police Commander and was checked out on C47's. Sam flew these on skis on the ice cap. It was Dark from mid Nov to Feb in Greenland. In April, he was sent to Sondrestrom AFB (blue west

8) located in the mid-west coast of Greenland. Sam flew to 6 camp sites on the ice cap during the summer delivering supplies. In Aug his crew flew our C47 to Harrisburg, PA. Sam had a month in NJ before going to Edwards AFB CA. He was in the Air Police for his last 9 months in the AF.

Sam started training with United Airlines in 1957. He domiciled in Boston for 3 years and then transferred to Newark where Shirley and Sam were married. They lived on Long Beach Island, NJ and Glen Rock for 3 years. Sam transferred to Miami base for 5 1/2 years then on to SFO in 1973. He retired in 1990 after a 33-year career having flown the DC-6, DC-7, Caravel, B-727, DC-10, and B 747.

Sam and Shirley enjoyed traveling the world and escorting travel groups on many of these trips.

Sam had a love for restoring old cars. He restored several XKE Jaguars and a '46 Mercury Convertible.

Sam is survived by his wife, Shirley, two sons and a daughter.

RICHARD J. BOLAND

Richard J. Boland, 90, passed away peacefully at home February 16, 2018. He was born July 28, 1927, in Tulsa, Oklahoma.

Richard served in the Marines and the Air Force. He had a wonderful career piloting for Pam American, Trans Caribbean and was a Flight Instructor and Pilot for United Airlines until his retirement in 1988. He was one of the first to make the transition from piston engines to jet engines in the airline industry.

Richard is survived by his loving wife, Doris, of 65 years, three children, 7 Grandchildren and 4 Great Grandchildren.



ROBERT EDWARD MC GOWAN

Robert Edward McGowan died suddenly on March 2nd, his family was by his side. He was born March 28th, 1936 in Philadelphia PA.

Bob worked in high school at a small, grass airfield near Philadelphia. He was taught to fly by the airfield's owner, a passion that led to his life's work in aviation. Bob's first solo flight was at the early age of 15. He worked as an air-traffic controller, served

as a missile and explosives specialist in the Army in Hawaii, and had a brief stint as a private investigator. Bob married Kathleen (Kathy) Kulp in 1957 and together they raised daughter Karen and son Michael.

Bob joined United Airlines in 1967. He served with United for 30 years, rising from Navigator to First Officer and finishing his distinguished career as a Captain of Boeing 767s. He enjoyed flying long-haul flights to Tokyo, Bangkok, London, and Paris – places he had never visited until he landed the jet! Bob likened the 767 to sports cars for their speed and agility.

The family relocated from New Jersey to Orange County in 1968 when Bob joined United. Bob was active in local government, serving several terms on Villa Park's City Council including two terms as Mayor. He also joined the local volunteer Fire Department (Station 23) and became Captain and was President of the Orange County Pilot's Association. He loved his role as Santa Claus in Villa Park's Christmas parade.

Following Kathy's death in 1992, Bob married Taywan Rirksopa and together they raised daughter Marisa. After retiring from United, Bob and Taywan eventually moved to Mission Viejo where Bob was busy with his love of science, technology, and gardening. He continued to volunteer, helping organizations such as Save Barham Ranch.

Bob is survived by wife Taywan, three children and three grandchildren.

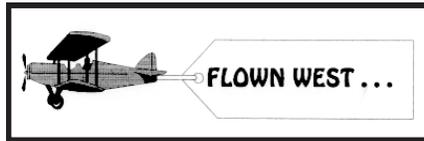
A Memorial Service will be held at 2:00 PM on May 6th, 2018 at Fairhaven Memorial Services in Mission Viejo. In lieu of flowers, please make a donation in Bob's name to the Michael J. Fox Foundation for Parkinson's Research.

FRANCIS W. PORCH

Francis W. Porch, 76, passed away on February 18, 2018. He was born March 31, 1941.

Fran graduated from the United States Air Force Academy in 1963 and served his country for 6 years. He joined United Airlines in 1970 and retired in 2001.

Fran is survived by his wife of 52 years, Darleen (Kerwin), three children and 8 grandchildren.



Samuel G. Anderson	Feb. 04, 2018
*Richard L. Berry	Feb. 07, 2018
Richard J. Boland	Feb. 16, 2018
*James R. Douglass	Feb. 23, 2018
*William A. Hagan III	Feb. 18, 2018
*Joseph A. Hart	Mar. 05, 2018
*Wayne Icehower	Feb. 14, 2018
*William B. Koren	Feb. 16, 2018
Robert E. McGowan	Mar. 02, 2018
*Charles A. Morrill	Nov. 13, 2017
*David L. Paulson	Dec. 2017?
Francis W. Porch	Feb. 18, 2018
*Lorenzo M Sein	Feb. 15, 2018
*Charles A. Solberg	Feb. 25, 2018
*John B. "Jack" Sorensen	Jan. 31, 2018
*N. Ramsey Unalp	Dec. 10, 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)

April, 2018 Edition

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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 — 310-378-6855
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 (2nd 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 Crazyies (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