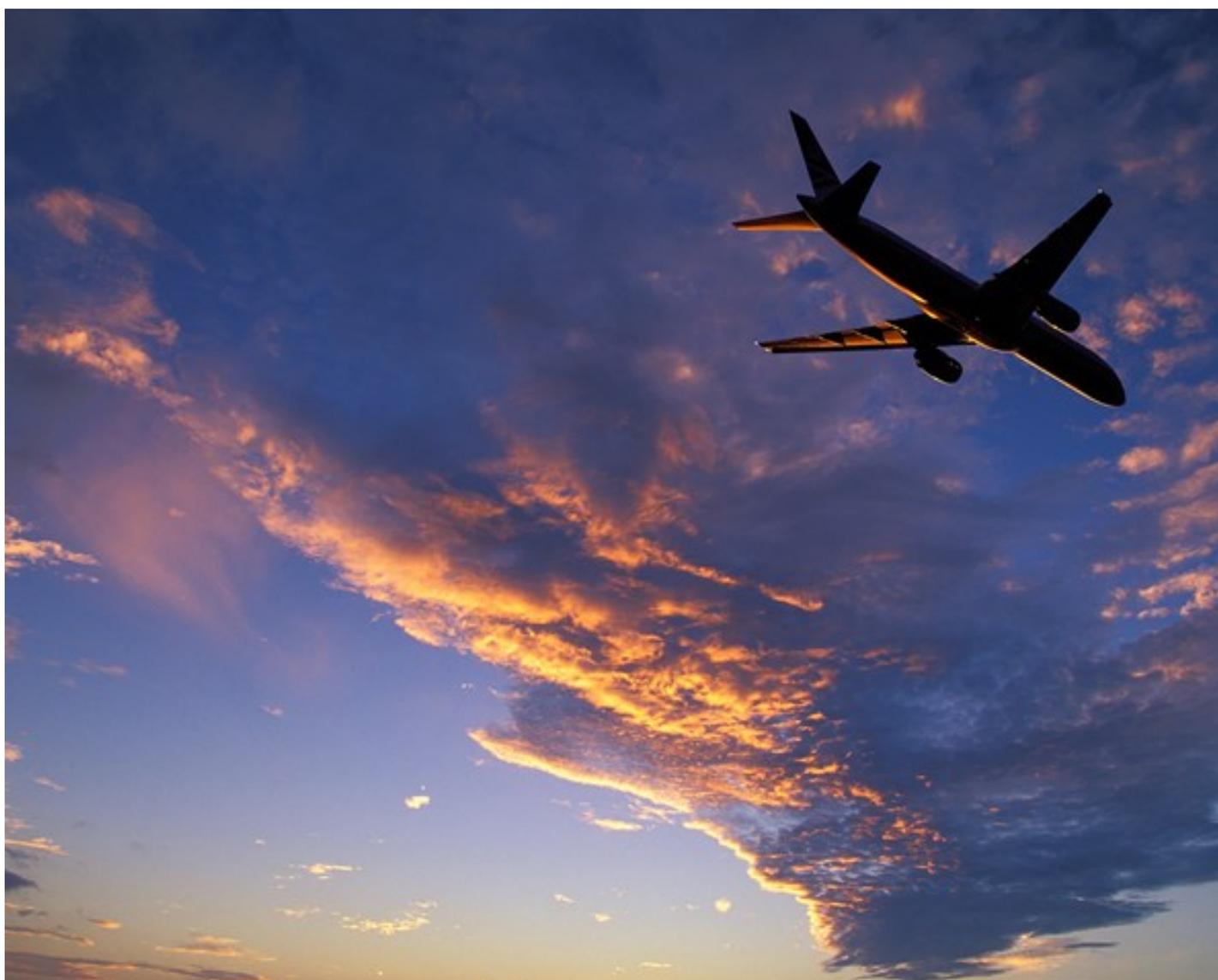

rupanews



Journal of the Retired United Pilots Association



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President's Letter

It's May in South Florida, alligator mating season, and snake mating season, temperatures getting into the high 80s and low 90s, a few TSTMs rolling in, and, finally, some rain – for the grass and the pool. That means it's almost the beginning of hurricane season too. While my wife and I were out walking this morning, thinking of that, my mind wandered (as it seems to do frequently) back to August of 1992 and Hurricane Andrew. That storm devastated part of Miami-Dade County, leaving incredible destruction in its narrow path.

The Miami Council 150 Chairman then was Captain Jim Good, and he put out a call for volunteers. Captain Tom Berg and I lived in Broward County (FLL) and were spared any major damage. We knew that generators were in short supply and were badly needed, so we found two and loaded them in my Jeep Cherokee and went to MIA. We were given two names and addresses. One was a friend, Jim Jemeson. We headed to find his house, and with some roads impassable, drove part of the way through farmers' fields. With no street signs remaining, and most landmarks gone, we couldn't find it. We later were told his house had been destroyed. We got the generators to two other United people, a pilot and a flight attendant.

Back at MIAFO, Jim Good and other union leaders had set up a crisis center. United management in Chicago refused to send help, or supplies, one even saying that the pilots could afford to buy their own. The MIA Chief Pilot got us a conference room and a hangar to gather and store supplies. The MIA branch of the Credit Union also set up shop. I'll never forget one of our pilots, Alex Engler, and his wife, also named Alex, coming in wearing running shorts and tops. That's all they had left. And no money and no banks open. The credit union was ready, giving people cash advances in some cases. We found out that American Airlines flew in pallets of supplies on DC-10s to help their people. Still no response from UAL management. Several days after Andrew, some management types flew from ORD to MIA and immediately put out a Newsline article patting themselves on the back for setting up a crisis center.

This is a good time to write that things have changed drastically at United. After last fall's Hurricane Harvey, which flooded the Houston area, CEO Oscar Munoz met incoming flights from there to ORD to meet employees and assure them that help was available. United provide needed supplies and assistance in Houston.

In the aftermath of Andrew, many pilots, both those based at MIA, and those who commuted to other domiciles, worried about getting to work...and getting paid. The Senior VP-Flight Operations was no help at all. The man who saved the day was Captain Ed Methot, who was the System Chief Pilot. I had gotten to know Ed very well, for several reasons, including when I was the MEC Hotel Committee Chairman, and I'd seen him get angry at times. But as short as his fuse could be, in my experience with him, he always wound up supporting his pilots. Ed told us to tell the pilots in South Florida, who had been affected by Andrew, not to worry about getting to work, that they would get paid, and to concentrate on their families and getting things back to normal. He said he'd "fall on his sword" if he had to, knowing that his boss wouldn't.

Later, Council 150 presented a plaque thanking Captain Ed Methot for what he did. And the rest of the story...Ed was in management and stayed on the job when the rest of us went on strike. Those of you who know me, know my feelings on those people, but to say I was impressed by what Ed did for our pilots is an understatement.

Now, on to an update about S.3275, The Pilot Pension Relief Act of 2016. Captain Bob Langevin worked on Congressman Brian Mast's (R-FL) election campaign, and he managed to set up a meeting for the two of us with an aide, which I've written about before. I guess we done good, and we got an enote from the Congressman's scheduler, setting up a meeting with him on April 2nd, when he was in South FL during the congressional recess. Bob couldn't be there, so I was accompanied by Captains Bob Beavis and Mike Kelley. Mike was the lead plaintiff in the United Pilots For Justice (UPFJ) case, and he explained in detail exactly how the PBGC and United basically colluded to terminate our A-Plan. Bob and I explained about how the PBGC's treatment of our benefits had so greatly harmed virtually every pilot who retired after about the year 2000, and how our B-Plans (401k) had been decimated by the loss of our ESOP stock.

Congressman Mast is a double-amputee, and very concerned about veterans' issues. We emphasized that most of those pilots are veterans. I couldn't have had two better people with me. Bob and Mike eloquently told our story and got it all in during the time we had been allotted. We felt the meeting went extremely well, and we hope that Congressman Mast can and will help us with this vital legislation to mitigate a lot of the harm done by the PBGC. For those of you who retired before 2000, this probably won't mean a lot to you, but take my word for it, it means a great deal to those who retired after 2000, especially if they retired at age-60 and got hit with about a further 40% decrease for retiring "early."

Welcome to our eleven newest members:

Captain Rick Bebee (DEN) Centennial, CO / Captain Ted Diehl (SFO) Goodyear, AZ

Captain David Hoffman (MIA) Sarasota, FL / Captain Brad Lindsey (DEN) Dubois, WY

Captain Mark Moore (DEN) Parker, CO / Captain Jim Paddock (DEN) Estes Park, CO

Captain Steve Pocock (LAX) San Clemente, CA / Captain Gary Ryan (DCA) Middlebury, VT

F/O Tim Tiernan (EWR) Shelter Island Heights, NY / Captain George Wearn (EWR) Graham, WA

Capt. Mike Boyd (DCAFO) Leesburg, VA

Here's to a safe, hurricane-free, wildfire-free and flood-free spring and summer! *Bob*

Vice President's Letter

Hello again from the Vice President's corner. Just a few brief comments for this month's missive. I was very encouraged to see there is a discussion being initiated again about the possibility of constructing a United Museum. I completely understand that this would be a massive undertaking but what history it would provide for our retirees in the name of pilots, flight attendants, and all support personnel. It could provide a legacy for our children and grandchildren. Stay tuned.

I was very happy to see the Quarterly Incentive Program, ie Bonus Program, will probably be reinstated for active employees. Or, to be more precise, a version of the Bonus Program will be discussed. The program that was suggested would have established a lottery for one recipient to receive a cash bonus and then a few other employees to receive cars. The active employees saw the inequities of the program and protested it with a good result.

Well, here we go again with United making the news with the tragic death of a family pet on a flight from IAH to LGA. I am very happy to report, United did assume responsibility for the loss of the pet. And further, another pet was placed on the wrong flight and ended up in Japan. So now, United is conducting a review of pet travel in the cargo compartments.

If you have not heard, there is a new version of the Flying Together web site which will have been launched by the time you read this. It is much more user friendly and has a different look and feel, different navigation and new features.

Additionally, good to hear United has expanded service from DEN to LHR and our star Alliance Partner, Air New Zealand, announced non-stop service between Auckland and ORD.

Lastly, I would like to leave you with a couple thoughts. "Be nice to your kids because they will choose your retirement home." And, "a retired husband is often a wife's full-time job." My best to you all have a continuing good year. Spring is upon us. Still Flying High, *John*

Paying your RUPA dues with a Credit Card has just been made easier

We have completed the transition to our new credit card provider. You now have the additional ability to schedule recurring payments. You can "click once" to pay for this year and know you've also scheduled for future payments as well. Payeeze is closely affiliated with our bank "Bank of America" account so, to me, it feels more secure. And their charges are much more attractive than our previous provider.

Go to rupa.org and set up your payment plan there. No more stamps, checks, delay, etc. As a side benefit it's much better for your secretary treasurer. From the Secretary Treasurer: *John Rains*

The Boeing 314 Flying Boat (Cover of the March *RUPANEWS*)

By RUPA Member, Dot Prose



The cover of the March 2018 *RUPANEWS* shows a Pan American Boeing 314 Yankee Clipper flying boat. If no Pan Am employee has explained anything about this majestic aircraft I can offer a few historical insights. One of the books I inherited from my dad (Ed Prose UAL, Ret.) is entitled *Sea Wings: The Romance of the Flying Boats* by Edward Jablonski published in 1972.

Pan Am wrote a letter to Boeing dated Feb 28, 1936 asking if they were up to the conception and construction of a “long-range four-engine marine aircraft” which Juan Trippe (Pan Am’s leader) hoped would outperform the Sikorsky S-42. Initially Boeing turned down the idea because money was tight but Wellwood Beall, one of Boeing’s engineers turned salesman, was bothered by the rejection and began sketching at his dining room table a double-decker hull, one deck for the control cabin and crew and the other for passengers and powered by four Wright Twin cyclone fourteen-cylinder engines, the R-2600. So, a contract was signed with Pan Am for six of what was designated Model 314. The flight deck was unusually spacious – 21 feet long and more than 9 feet wide. A spiral staircase forward of the radio operator’s station led down to the main passenger deck. There was plenty of room for more than 70 passengers. The first attempted flight was on June 3, 1938 resulting in near swamping. On June 7 it got into the air but test pilot, Eddie Allen, said he couldn’t turn but managed to land with engines, no rudder. The single rudder was too small for the aircraft’s size. Once the triple rudders were added it flew like a charm. All six of the initial order for the Boeing clippers were delivered to Pan Am in 1939 – Honolulu Clipper, California Clipper, Yankee Clipper, Atlantic Clipper, Dixie Clipper and the American Clipper. The Yankee Clipper was christened by Eleanor Roosevelt. Trippe had his clippers in service – three in the Pacific and three in the Atlantic.

The Yankee Clipper (the one in the *RUPANEWS* photo) made its first Atlantic crossing from Port Washington, NY to Marseille via the Azores and Lisbon on May 22, 1939. At the start of World War Two the Yankee went into the U.S. Navy but continued to make flights over the Atlantic to Lisbon. It was on one of these flights after crossing the Atlantic on February 22, 1943, according to Jablonski, that “the Yankee was coming in to land on the Tagus River, near Lisbon, Portugal. It was early evening, and as the plane turned to port in the landing approach the left wing tip brushed the water. In a moment the plane splashed violently into the river, broke up, and within 10 minutes sank under the freezing surface of the Tagus. Of the 39 passengers aboard, 24 were killed. Among the 15 survivors, most of whom had spilled out of the torn aircraft was singer, Jane Froman, who was traveling with a USO troupe that was on tour entertaining troops. When it crashed, the Yankee Clipper had logged over a million miles and 240 safe crossings of the Atlantic. It was the only one of the B314s to be lost in a flying accident.” By 1951 all the B314s had been scrapped or sunk.

However, all is not lost. There is a B314 Yankee Clipper replica at the Foynes Flying Boat & Maritime Museum in Foynes, County Limerick, Ireland, which is about 35 miles from Shannon Airport. The Yankee had actually landed there in 1939. It was at a location selected by Charles Lindbergh on assignment for Pan Am as their technical advisor. Here one can see the ocean liner luxury of the Yankee, the 14-seat dining room, the honeymoon suite, spacious flight deck, the sleeping berths. A one-way ticket from New York to Foynes at the time cost \$375. Foynes has another claim to fame – in 1943 the airport restaurant chef invented Irish Coffee for weary passengers after bad weather ordeals. You can still get an Irish Coffee in the museum’s restaurant!

Mail your dues check to:

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PO Box 757
Stowe, VT 05672
Or**

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

SAC Valley Gold Wingers RUPA Luncheon

Great luncheon for our April gathering. The luncheon was conducted by Captain Lori Muir in my absence.



L to R: Standing, Cheryl Greco, Jeff Greco, Bill Authier, Lori Muir, Andy Fossgreen, Trudy Engeldinger, Marv Alexander, Steve McBride, Judy Zari, John Petra, Ed Akin, Tom Wright, Lance Engeldinger.

Sitting on the left: Herb Ermolik.

Some discussion focused on the effort to reinvestigate the construction of a United Museum with various aircraft on display. Bob Lynch brought to our attention the importance of obtaining the new Shingles shot. We had an informational letter that discussed the move to more closely follow tax reporting laws and align the way we report taxable pass travel income for retirees.

It was reported that Jay Heppner, former MEC Chairman, was involved in a serious skiing accident during the month of March. Good luck to him. Also brought to the attention of our Goldwinger group was the new version of the Flying Together website which will be officially launched in April. We also had Jeff and Cheryl Greco join us for his first visit to a Goldwinger luncheon. Jeff recently retired from United and we were very happy to have he and his wife present.

Thanks to all for joining the group. Any guests and all retired and active pilots are welcome.

Still Flying High, *John Gorczyca*

San Francisco Bay-Siders' RUPA Luncheon

We were a smaller group this month but getting in on some of the group conversations one can glean some important information. Things like pass travel experiences, retiree parking (or lack of), stories of past adventures on trips, and I'm not the only one who has bad dreams about locating my flight bag or being at the wrong airport for departure.

Of particular interest in a conversation, we learned that a partial knee replacement is now possible. Only the bone – on bone area was replaced and the patient walked out of the hospital the same day after the surgery. Who knew? It's always a good idea to check for alternatives and new procedures before enduring a debilitating surgery. If more info is needed about this procedure, let us know and we will put you in touch with the source.

Those attending were Rich & Georgia Bouska, Rich & Cyndi Erhardt, Barry & Ginny Hamley, Bob Kallestad, Bill Madsen, George Mendonca, Keltie Morris, Cleve & Rose Spring, Chuck Stamschror, Isabell Traube and

Larry & Pat Wright.

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

Denver Good ol' Pilots' (March) RUPA Luncheon

In accordance with past practice and procedure, 27 Good Ol' Pilots and guests met for lunch and social/happy hour on March 20th at The Tin Cup Bar and Grill in Aurora. The meeting began at 11:00 with a catered lunch of corned beef and cabbage as the main dish for Saint Patrick's Day. After lunch Stanley Boehm and Ted Wilkinson, our official humorists, did their duty. Bob Blessin informed the group that retired United pilot Clifford Alderson has flown west.

Attending were: Darrel Ankeny, Gerry Baker, Rick Bebee, Bob Blessin, Stanley Boehm, Chris Bruce, Jon Carter and wife Chris, Al Dorsey, Walt Elwood, Bill Ford, Denis Getman, Dick Grant, Bill Hanson, David Horwitz, Tom and Sue Johnston, Ron Juhl, Cliff Lawson, Rich Martinez, Mark McGurk, Dave Murtha, Dan Romcevich, Joe Rozic, Rick Steele, Tony Twardziak, Casey Walker and Ted and Rose Wilkinson.

Your Co-Scribe, *Tom*

Denver Good ol' Pilots' (April) RUPA Luncheon

As usual the Denver Good Ol' Pilots and guests met for lunch on April 10, the second Tuesday of the month, at The Tin Cup Bar and Grill in Aurora. After a catered lunch Stanley Boehm provided some humor.

Steve Pahs had flown west on March 29th. Several members talked about flying with Steve, who was highly respected and well liked. He will be missed by our group.

We welcomed a new member Ken Sobzack. He spoke a few minutes about his flying career. Hired at United in 1989 at age 46, Ken had an extensive aviation career. He flew many different aircraft both military and civilian. He was a ROTC graduate and attended Air Force flight class 67D. After graduation he served as a T28 instructor. Following his Air Force active duty commitment, he joined The Air National Guard in Pittsburgh and did some civilian flying as well. Eventually, he went full time with The Air Guard based at Andrews AFB flying as instructor and transport pilot in a wide variety of aircraft. He was hired by United in 1989 at age 46 and retired in 2003 at age 60 after a stint in the training center, followed by line flying. He retired as 757-767 Captain in 2003. After retiring from United he joined The FAA in The American Airlines Management office in Dallas. He has always been and continues to be active in promoting and sponsoring young people in aviation. His son and daughter-in-law are both ANG pilots and first officers at United.

Attending were Rich Adams, Gerry Baker, Bob and Ann Blessin, Stanley Boehm, Ray Bowman, Chris Bruce, Ed Cutler, John Francis, Dick Grant, Bill Hanson, Craig Johnston, Tom and Sue Johnston, Neil Kardos, Cliff Lawson, Jim Lee, Frank McCurdy, Dan Romcevich, Joe Rozic, Ken Sobzack, Rick Steele, Tony Towardziak, Bill Turner, Casey Walker. and Ted and Rose Wilkinson. *Tom*

The Manassas RUPA Breakfast



Attending The Manassas Breakfast on April 13, 2018, Left to Right: Sim Stidham, Gene Couvillion, Bob Wilkerson, E.K. Williams (fearless leader), Hal Cockrill, Bill Davis, Jim Turner, Gary Cook, Stoke Tomlin. Good fellowship and entertaining war stories, as always. *Gene*

The Monterey Peninsula RUPA Lunch Bunch

We had 21 folks at our lunch on April 11th hosted by Quail Lodge Golf Club members Pete and Donna Walmsley. After a lively social half hour we all sat down to enjoy the excellent food and service.



Judy & Carlos Quintana, Linda Mackie & Phyllis Cleveland, Ken & Cheryl Bohrman, Nancy & Lee Casey Pat & Phil McClain.



Ed & Pat Manning, Sunee Jines, Donna & Pete Walmsley, Jon & Jane Rowbottom, Diane Ellis, Brett Morris. Not in the pictures, Bob & Cindy Benzies.

Pete is looking into a golf outing in September for our golfing members. Discussions included the revised Flying Together web site. The Home Page has changed and can be accessed by typing ft.ual.com into the browser. The new page has been re-designed and all Pass Travel and Discounted Ticket can be accessed by clicking on the TRAVEL Toolbar on the top of the page. From there the format and operation of the functions is the same as before. With a few minutes of exploring you should be able to find everything you need. Also, at the very bottom of the Home Page there is a listing of all the important phone numbers you might need.

Our next luncheon will be May 9th at 1130. We need RSVP's to Phyllis Cleveland from everyone by noon on May 8th. If you don't RSVP you should not expect to get a seat as the staff only sets up our table for the number we tell them are coming. Please follow the procedure and make everyone's job easier. *Jon*

PICKLES | Brian Crane



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

The March Ham Wilson S. E. Florida Gold Coast luncheon was held on March 8th at Galluppi's in Pompano Beach. We had 19 pilots attending. Some were Snow Birds hiding from the March nor'easter up north.



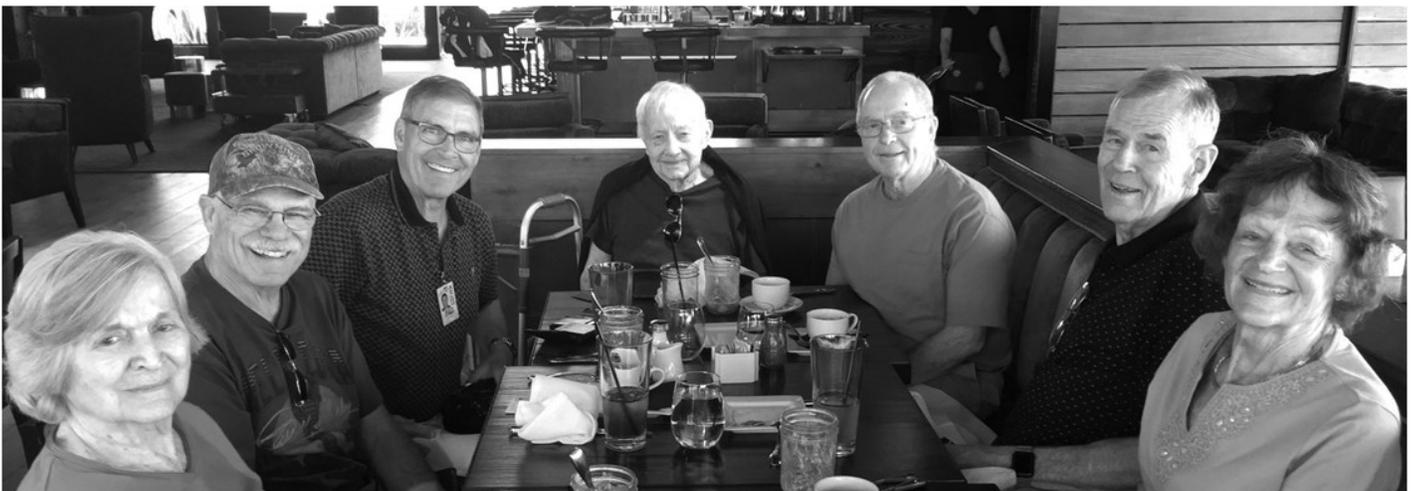
Attending: Ned Rankin, Stan Baumwald, Rick Valdes, Jim Good, Les Eaton, Murray Warren, Dave Friend, Denny Keast, Mike Ward, Bob Engleman (RUPA President), Gene Anderson (The Birthday Boy), Bob Beavis, Mark Strasfeld, Dan Kirk, Albert Johnson, Mike Nelligan, Bill Bonner, Bob Senderoff, and Lyn Wordell.

As usual, we all had a grand time talking and eating with our pilot friends. We all miss our comradery with our fellow pilots we flew with on the line.

The next meeting is at 11:30 AM on April 12th at Galluppi's in Pompano Beach. Please come if you are in the area. *Lyn*

San Diego North County RUPA Luncheon

This month's luncheon was great as usual. Nice WX, nice day. Decoy restaurant on the water at Lake San Marcos watching a few boats and the water fountain. Oh yeah, 2nd Tuesday at 13:00.



Lt - Rt, Ruth Bowman, Colin Winfield, Scott Herman, Bob Bowman, Mark Mayer, Brad and Rhoda Green. We had a new member show up for lunch and Scott Herman is going to be a great addition to our group. Some new stories and some current info about UAL. His wife is a FA for UAL and we're hoping she can also join us soon. That's it for now. More to come. Thanks, *Mark*

Williamsburg Patriots RUPA Luncheon

What a great spring-summer day. We had 80-degree weather and happy spirits among us all.



From Left to right Jim Krasno, Gean Rockhill, Tom Galayda, Jo Beth Lynch, Dick Rybak, Vic Shumaker. Dick gave a great book review of the Tuskegee Airman in Korea. Jim keeps us up on the latest RUPA info. Thank You from all of us. We enjoyed the History of the canal from the Great Lakes through Rome, NY to the Hudson River by Tom. All canoe enthusiast need to check in with Tom before heading North to NY state.

We all agreed that this weather needs to stay. Again, another great meal and service at Victoria's. (I think we are family now.) Dick is looking to hook up with some of you Va Beachers to come up and share the company with us. It is the second Saturday each month at 11:am at Victoria's off of 199 /Rt 5 Please contact Jim at KrasnoJM@earthlink.net Good Food, Good Company, Good Laughs. Look forward to seeing you in May. JB

Los Angeles South Bay RUPA Luncheon

We met at Sammy's Pizza on a lovely spring day to share stories, jokes, and world news while eating lunch. It's good to catch up with everyone's plans, birthdays, and progress on plane restorations.



L to R: Judy Gillette, Sharon Crawford, Arvi von Nordenflycht, Tom Reidt, Bill Horn, Wendy Bosch (Tom's daughter), Sue von Nordenflycht, Loyd Kenworthy, Dick McKay, Don Crawford, and Bob Gillette.

Sharon

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Once again cheers to you all from Southern Oregon. Our Spring has arrived and it's been really beautiful here. Not enough rain and snow yet, so perhaps a water short year for us though time allows for one or perhaps two more storms which would be typical here. (and yes, I know, nothing's been 'typical' with weather of late) Our valley however is in full bloom and gorgeous with more trees, flowers and buds showing each day. Snow is pretty much gone at the lake cabin (but still plentiful at Crater Lake) with the lake still having a bit of ice. Fishing should soon start to follow. We missed a few from our table at the Pony Espresso in March but still a good time by all.



Around the table, clockwise, Leann Fusco, Marty Niccolls, Jim Jaeger, Banjo Bob Keasbey, me, Bob Niccolls standing, Chris, (Banjo Bob's little boy), LaVera and Oak Porter and Steve Fusco.

If out wandering this year, remember we meet the third Thursday of each month at the Pony Espresso in Jacksonville, Oregon and would love to have you join us. Cheers, **Bob**

Dana Point RUPA Luncheon

We met at the Wind and Sea Restaurant on Tuesday, April 10. Ten persons were present, including active UAL pilot, Rico Santamaria. Rico will be retiring soon. And wants to sample the rituals of retirement, most notably the monthly luncheon meeting.



L to R: John Arp, Bill Stewart, Jim Grosswiler, Bill Rollins, Denny Giese, Bob Fuhrmann, Rico Santamaria, Rusty Aimer, Bruce Dunkle and Cheryl Arp.

We are saddened at the passing of our member, Bob McGowan, and send our sympathies to his family. We miss him. Respectfully submitted, **Bruce**

San Francisco North Bay (March) RUPA Luncheon

The North Bay group held its monthly meeting at our favorite spot, Sheraton Tolay at the Petaluma marina. In spite of the nice weather the turnout was small, we hope this is not a trend and more North Bayer's will show up in the months ahead.



Attending were Jules Lepkowsky, Don Madson, Bill McGuire, Dick Lammerding, Mike Tar, Dan Bargar, Dick Hanna, Gary Webb, and a late arrival not in the picture, Rick Saber, and also not pictured, because he is behind the camera, Barney Hagen.

The usual retirement chatter prevailed and Rick had news of our friend Willie Sharpe who is recovering from some surgery and doing well.

We meet the first Wednesday of the month at the Sheraton Tolay restaurant at the Petaluma marina. If you are in the neighborhood drop on in. Meet at 12:00, sit down at 12:30 and are wrapping it up around 2:30.

Welcome Aboard. *Barney*

San Francisco North Bay (April) RUPA Luncheon



We had a very light (6) turnout for our April luncheon. You all were missed. *Bill Greene*

San Francisco East Bay Ruperian's Luncheon

We met at the usual place at the usual time. The restaurant was crowded as usual, but we were given a table where we were promised it would be a little quieter. It did quiet down after we finished eating and everyone else left; the advantage of eating a little later than others.

The conversations covered the usual subjects ... airplanes, golf, flying, vacations, and the people we flew with. We must have enjoyed ourselves as we were the last to leave. We missed Lee and Shirley Francis who were on a cruise and we expect a full report when they return.

Attending were: John Erskine, Rich and Georgia Bouska, B. S. Smith, Neil Dahlstrom, and Jerry Udolhoven.

We meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon. Come pay us a visit, all are welcome. *Rich*

Why is the man who invests all your money called a Broker?

The Columbia River Geezer's RUPA Luncheon

7 Columbia River Geezers came together Wednesday April 11 at The California Pizza Kitchen in Clackamas OR.



Left to right: Sam Richardson, Doug Howden, Bill Park, Lew Meyer, Jay Donaldson, Steve Barry and Rusty Harrison. I was unable to attend as I was enjoying a last-minute babysitting assignment of my 2-year-old grandson. Nothing could have been better than to have had a sit down with friends but grandfather's duties do take precedence. Not being present at the RUPA lunch leaves me with little to write about. However, I want to mention that a dozen roses were delivered in person, as they were to others, (please review March 2018 *RUPANEWS*) on time, to my front door last week at 0715. Yes, at 0715 the doorbell rang just as I was slipping on my Levis. To the door I scrambled and there was Mike. Retired United Captain, Mike Thomas, SFOFO, the former Squadron Commander of PDX's National Guard as promised in his Tuxedo with a box of beautiful Roses in hand. I had completely forgotten that Mike stood up at our last RUPA luncheon in March as a Geezer representing the Beaverton OR Rotary. Mike, on that day, reached out to all of us for a donation to Rotary while promising to show up in his Tuxedo with a dozen Roses for whomever we chose to have them delivered to. Above is a picture of Mike I took in my home during that early morning visit. Thank you, Mike, I did score some points that morning.

Our next RUPA luncheon meeting will be held in May on the second Wednesday. I hope to see you all there. *Ron Blash*

PICKLES | Brian Crane



Phoenix Roadrunners RUPA Luncheon

We met on April 10th at our usual place, the Bobby-Q Restaurant for our lunch. This happened to be the date that we also reached 100 degrees on the thermometer. Too early for all of us.



Left to Right: Harry Oas, Mike Clements, Frank Soare, Jeanette Soare, Dave Specht, myself, Ken Killmon. Peeking from the back are: Chrissy Shows who was there for the first time, John Baczynski, Tom Libuda, Rick Shows who was there for his first time also, Renee Libuda, Neil Johnson, and Lee Johnson. Leif Jonassen is not in the picture as he had to leave early.

Leif is still doing lots of travel on passes and the 20 % discount. We got into the discussion on the new *Flying Together* website and how it works if one has a Mileage Plus account and the UAL app on the smartphones. Lots of talk also of our previous jobs before hiring on with UAL. All sorry to see that the 747 was no longer in use by UAL. Glad to see the new members Rick & Chrissy Shows.

This is our last luncheon until summer has passed. Most likely we will meet again in October. *Ken*

The Big Island Stargazers RUPA Luncheon

Time flies even faster during retirement. It's hard to believe we celebrated the Big Island Stargazers' 5th Anniversary in March. We had a great turnout, and for our special celebration The Fish Hopper Restaurant supplied everyone with complimentary pupus and coffee mug gifts.



L to R: Don Diedrick, Jon & June Boucher, Joan & Gerry Baldwin, Linda & Bill Hayes, Linde & Al Rimkus, Beth Raphael, Linda Morley-Wells & Walt Wells.

We welcomed long-time island residents, Jon and June Boucher, who joined us for their first luncheon. Jon flew and retired from HNLFO and June retired after a 25-year flight attendant career.

Table talk centered around flying exploits, travel plans and UAL's recent pet-in-the-overhead fiasco. Bill

and Linda Hayes recently returned from the mainland where they visited family and friends, and they made a stop at the National Museum of Naval Aviation in Pensacola. It is the world's largest Naval Aviation museum with more than 150 beautifully restored aircraft representing Navy, Marine Corps, and Coast Guard Aviation; and, best of all, admission is free!

Gerry Baldwin enlightened us about the origin of the four stripes on Captain uniforms. Because Pan Am operated flying boats, the company decided to dress their pilots in outfits that resembled naval officer uniforms. The airline captain's insignia corresponds to the naval captain's insignia of four stripes. Consequently, the airline first officer's three stripes corresponds to the naval commander uniform. Pan Am's philosophy behind the design was to allow nervous passengers to feel more confident about the trip upon seeing a formally attired seafaring professional in the pilot seat.

In May we will be back to our regular gatherings in Kailua-Kona. *Linda Morley-Wells*, Scribe

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Well, as Cap't. John (as in Pinter) has said in the past, once again, Cap't. Bob (as in Langevin) wasn't able to make it to our Stuart RUPA Luncheon once again (this time for family reasons). These interruptions have got to STOP!!!! However, the 'trip' must go ON.....so thanks to Cap't. Ted (as in Osinski) - it did! Thanks Ted for taking control in my absence I and our RUPA 'brothers' appreciate it very much.



Left - Right are: Andy Lambert, Les Hare (Air Canada), Dave Damon, Bill Cole, Ted Osinski, Jack Boisseau and Jim Dowd.

Since I wasn't there, I don't know the specifics of the conversations that took place.....however Cap't. Ted didn't say anything unusual took place.....so I'm sure that it was a variety of 'things' that Pilots do talk and 'fantasize' about. I know that the food was good (always is) and that Tiffany was the server.

Our next Luncheon will be on Tuesday, May 8th at Shrimper's in Stuart at 11:30 AM.....so if you are in the Stuart area at that time, we'd love to have you join us for some good conversation and camaraderie. Have a GR8 Spring and Summer everyone and be sure to do it SAFELY. Cheers and Best Regards, *Bob Langevin*

Actual words from a court stenographer's records

ATTORNEY: She had three children, right?

WITNESS: Yes.

ATTORNEY: How many were boys?

WITNESS: None.

ATTORNEY: Were there any girls?

WITNESS: Your Honor, I need a different attorney. Can I get a new attorney?

United & Air New Zealand launch nonstop Chicago-Auckland



Air New Zealand announced it will begin new nonstop service between Auckland and Chicago, beginning Nov. 30, 2018. The new service announcement deepens the joint venture relationship between Air New Zealand and United Airlines. In addition to the new route announcement, United announced it will extend its seasonal service between San Francisco and Auckland to year-round beginning April 2019.

“We expect the addition of Chicago to our network to be an attractive option for Americans keen to explore New Zealand and Kiwis wanting to visit Chicago or head on to other North American destinations,” says Air New Zealand Chief Executive Officer Christopher Luxon. “As well as being great for travelers, this new route is also good news for New Zealand, as we expect it to contribute around \$70 million annually to our economy, and we know that more than 50 percent of spending by U.S. visitors is done outside of the main centers. We’ll be working alongside our colleagues at United to grow the route and visitor numbers in both directions.”

“By adding Chicago to the Air New Zealand route network, and with United’s increased service between San Francisco and Auckland, we are proud to offer our customers more ways to get between the United States and New Zealand and more connection opportunities in those cities than any other airline in the world,” said United’s International Network Vice President Patrick Quayle. “Today’s announcements are great examples of the customer benefits that result from the strong, strategic alliance and partnership between United Airlines and Air New Zealand.”

From Nov. 30, 2018, Air New Zealand will operate three times weekly, year-round service with its new configuration Boeing 787-9 Dreamliner aircraft. Flight time will be approximately 15 hours northbound and just over 16 hours southbound. Air New Zealand code share service will be offered on around 100 flights across the U.S. for convenient connections to Auckland via Chicago. United Airlines operates more flights from its hub at O’Hare International Airport than any other airline, with more than 500 flights to 147 airports across the United States.

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Enhanced mobile web experience for united.com



Starting March 29, we're introducing a new mobile version of united.com. The new mobile site will offer our customers and employees a smoother and more efficient experience when navigating our website via their smart phones.

The new mobile site features a refreshed home page and enhanced flows, offering the following improvements:

- Optimized smartphone design consistent with other digital channels.
- Supports bookings from the U.S. and Japanese points of sale, with Japanese as a translation option.
- In addition to viewing reservations, users can create and change revenue flights as well as MileagePlus award bookings.
- FareLock is available, allowing customers to hold a new revenue or award booking for ticketing at a later time.
- Ability to review MileagePlus account information.
- Ability to consistently deliver weather and service alerts via homepage.
- Full check-in and flight status functionality.

The new mobile website allows customers and employees a more seamless experience anywhere they go.

“We want to ensure our customers can reach us whenever and wherever they need us,” said Principal Business Analyst Karla Padbury. “While we already have an excellent mobile app, we recognize that not all customers have access to it for a variety of reasons, and they choose to connect with United via a browser on their mobile devices. We're excited to provide these customers with a mobile-friendly site that allows them to conveniently manage their travel plans.”

United's New online baggage claim form simplifies customer experience

We have introduced a new version of the online Customer Baggage Claim Form. This update reduces stress for customers and employees by modernizing the claim filing and resolution process.

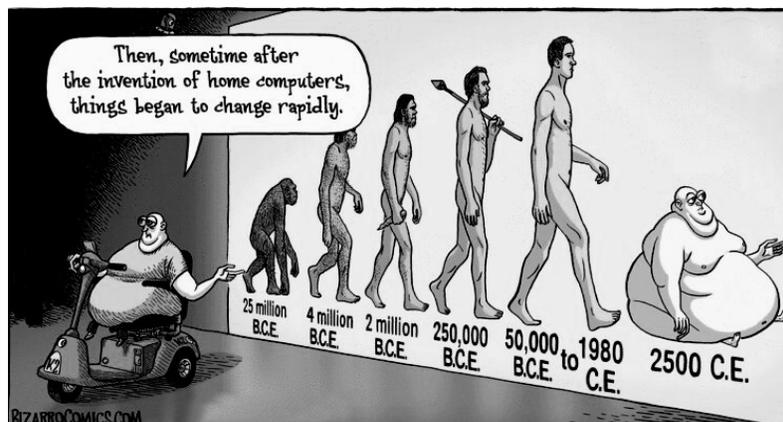


Customers will now be able to fill out and submit claim forms online. They will no longer have to download, fill out and send them to our Baggage Resolution Center (BRC).

The new automated process will also allow our customers to track the status of their claims online. Additionally, it will eliminate data entry for our employees, as the information entered by the customer will flow directly into our claim management system.

“This is a vast improvement in the overall experience for our customers and BRC employees,” said Innovation Senior Analyst Mike Pfeifer. “The new process allows us to better care for customers who have experienced the loss or damage of their bag.”

To access the new form go to united.com > Travel information > Baggage information > Checked baggage issues.



United Airlines adds free entertainment options across its fleet



United Airlines announced better entertainment options for customers to make their next flight fly by. United has expanded its personal device entertainment option to all aircraft with DIRECTV live streaming for purchase to provide at least one free entertainment option on all Wi-Fi equipped aircraft (which is any aircraft with more than 70 seats). Between February and April of this year, the airline installed personal device entertainment onto more than 200 aircraft that previously only offered DIRECTV. Customers can now use a personal laptop, Apple iOS device or Android device to access a library of complimentary movies and TV shows, in addition to having the opportunity to purchase DIRECTV to view live programming.

“Whether it is seatback on-demand, DIRECTV or personal device entertainment, we offer customers hundreds of hours of programming to enjoy during their travels,” said Mark Krolick, vice president of marketing at United Airlines. “We’re excited to expand our personal device entertainment offering, which has been a popular option amongst many of our customers who tend to bring their own devices when they travel.”

To enhance personal device entertainment, on select flights during the busy summer travel season, United will distribute free cardboard phone stands which prop up devices and allow hands free viewing. The airline continues installing in-seat power outlets to help customers keep their devices charged while watching their favorite movies and shows.

United is also committed to improving the entertainment options for customers with disabilities. Earlier this year, the airline began offering a new main menu category on seatback on-demand that is labeled Accessible Entertainment. This new section makes it easier for customers with hearing and vision challenges to find accessible entertainment options, grouping all of the titles that are either audio descriptive or closed captioned in one main menu category.

Seatback on-demand is one of United’s entertainment options available on 757, 767, 777 and 787 aircraft. The carrier currently offers approximately 20 different movies and TV shows that are audio descriptive and more than 50 that include English closed captioning. Select DIRECTV channels also include closed captioning when the TV station makes it available. United continues to add additional accessible entertainment and screening options across its fleet.

Unique highlights of United’s personal device entertainment programming include: an exclusive partnership with VEVO, delivering new, curated music video playlists each month; relaxation content including Headspace, a popular meditation app and Moodica, which takes the brain on a much-needed vacation using videos.

United Polaris lounge opens at SFO



Our newest United Polaris lounge at SFO opened its doors in April, bringing the full United Polaris lounge-to-landing experience to customers traveling through the airport.

The two-level, 28,000-square-foot lounge was designed based on customer insights and employee feedback to meet the unique needs of SFO. The space provides a variety of comfortable seating areas for customers to relax, recharge or engage.

Signature California elements are featured throughout, including locally inspired food and beverages, a wine and sushi station and a viewing area where customers can use binoculars to take in sweeping views of the Bay Area and the airport.

Customers traveling in United Polaris business class or United Polaris Global first class on long-haul international flights, as well as customers traveling in international first or business class cabins on Star Alliance partner airlines, will have access to the United Polaris lounge. This will be the second United Polaris lounge in the system, joining the existing one at ORD. Additionally, we expect to open United Polaris lounges in EWR, IAH and LAX this year.

The New Flying Together



Sometime this month, the new Flying Together (ft.ual.com), which soft-launched in January, will become the one and only Flying Together. When that happens, the old Flying Together will no longer be available, and everyone will start using the new version of the site including the Travel tab. You'll see the new home page whenever you go to Flying Together – even on your mobile device, as the new site is mobile friendly.

If you haven't checked out the new Flying Together site yet, I encourage you to familiarize yourself with it before it completely switches over this month (actual launch date is still to be determined).

The new Flying Together is user friendly, but as with any change it may take a little bit of getting used to. It has a different look and feel, different navigation and some new features. Please note that the URLs and navigation on the new site are also different, so if you have any bookmarked pages, or if you're in charge of communications that point retirees to the legacy Travel tab site and/or pages, updates with new URLs will be needed. For example, the link to the Retiree page on the legacy Travel tab is

<https://flyingtogether.ual.com/web/content.jsp?SID=Travel&path=/Pages/TravelPrograms/retireePassTravel.jsp>. The link to the Retiree page on the new Travel tab is

<https://ft.ual.com/travel/passriderslandingpage/retireepasstravel>. After the official switch, any links pointing to legacy Travel tab site and/or pages will not work.

You can learn more about the features and functionality of the new Flying Together website on the Next Generation Flying Together page. You can view a preview of the new site, or use the "Switch to new site" button on that page to set the new Flying Together as your preferred version, which will include the new Travel tab. I personally have already made the switch so that I can familiarize myself ahead of time of where everything moved to.

Once I receive the actual launch date from the Creative Services team, I will be sure to let you know. Thank you for your attention and continued support!

Sincerely,

Michelle Pritchett (Employee Travel Policy and Procedures Representative, Human Resources)

United and Mesa to offer daily nonstop service between Houston and Havana



The U.S. Department of Transportation (DOT) today tentatively awarded United Airlines and Mesa Airlines authority to begin offering daily nonstop service between Houston's George Bush Intercontinental Airport and Havana's José Martí International Airport. Subject to final government approval, United will expand from Saturday-only service to daily service.

Launched in December 2016, United's successful Saturday-only service between Houston and Havana has provided thousands of customers with greater choice and convenience when planning travel to Havana.

Houston, United's gateway to Latin America, is geographically well situated to connect flights from the central and western United States to Havana. United's increase in service will ensure greater competition in the marketplace and will improve air service opportunities to Havana for customers in Houston and 44 other destinations in the central and western United States.

United plans to operate service between Houston and Havana with either Boeing 737-800 mainline aircraft or Embraer E175 regional aircraft. Mesa Airlines will operate regional jet aircraft as United Express. Embraer E175 two-cabin regional jet offers 12 seats in United First and 64 seats in United Economy, including 16 extra-legroom Economy Plus seats.

From Houston, United provides the only service to Havana from the entire central and western United States. In 2017, United Airlines opened its first city ticket office in Havana enabling United to provide Cubans and other international customers the opportunity to purchase travel on United Airlines.

Boeing, American Airlines sign major order for 47 787 Dreamliners



Boeing and American Airlines announced the world's largest airline will more than double its 787 Dreamliner fleet with a new order for 47 of the super-efficient airplane plus 28 options. The 47 787s are valued at more than \$12 billion at list prices and makes American Airlines the largest 787 customer in the Western Hemisphere.

American originally ordered 42 787 Dreamliners and has been using the airplanes' tremendous fuel efficiency and superior passenger amenities to open new routes around the world, including Asia Pacific and Europe, and boost its network efficiency. While American still has more airplanes on the way from its initial order, the airline is buying the additional Dreamliners – 22 787-8s and 25 787-9s – to further modernize and expand its fleet. American becomes the latest airline to place a repeat order for the 787 Dreamliner. More than half of the program's 71 customers have done so, which has helped the 787 program achieve more than 1,350 orders to date

Built with lightweight composite materials and powered by advanced engines, the Dreamliner family lowers operating costs by more than 20 percent compared to previous airplanes, and nearly 10 percent compared to today's competing jets. The 787-8 Dreamliner can fly 242 passengers up to 7,355 nautical miles in a typical two-class configuration. The 787-9, a stretch of the 787-8, can fly 290 passengers up to 7,635 nautical miles.

"We are showing again and again that the 787 Dreamliner is the champion in its class. The airplane's tremendous value proposition explains why it has become the fastest selling twin-aisle jet in history," said Ihsane Mounir, senior vice president of Commercial Sales & Marketing for The Boeing Company. "And when we match the Dreamliner with Boeing's suite of services, it is a combination that delivers unbeatable value for our customers."

Supersonic speed, no boom: Passengers SSTs planning quiet return



Lockheed Martin has won a \$247.5 million contract from NASA to develop a supersonic jet plane quiet enough to be allowed to fly overland. A test model is expected to make its maiden flight sometime around 2021.

Dubbed X-Plane, the supersonic passenger liner has been under development by Lockheed's Skunk Works team since 2016. The aircraft is expected to cruise at an altitude of around 55,000 feet at Mach 1.4

speed while producing a noise level of 75 decibels at ground level, which is less noisy than regular city traffic. Supersonic airliners of the past – the Concorde and Russia's Tupolev Tu-144 – were significantly louder at around 90 decibels and would be banned from overland flights today. The noise of supersonic flight is so high due to a phenomenon called sonic boom, a roaring sound produced by overlapping shock waves from a passing aircraft. Lockheed seeks to address it by shaping the X-Plane hull like a paper plane to scatter multiple shockwaves and reduce their cumulative effect.

The immediate goal for the company is to produce a low-boom flight demonstrator, a scaled-down version of the aircraft to test it in actual flight. The prototype is expected to be ready by the end of 2021. If all goes well, the project may be commercialized around 2025.

The idea to bring back supersonic passenger transport has been floating around for quite some time. Russia is considering adapting the design of its Tu-160 supersonic long-range bomber into an airliner.



Private aviation report reveals preferences of business elite and wealthy fliers



Wealth-X and VistaJet have released the first customer-centric analysis on the private aviation industry. The Jet Traveler Report: The Global Perspective on Who Flies Privately and How provides unique insight into the profiles of private fliers around the globe, how they fly and what is most important to them.

Private aviation is growing. But the global, Ultra High-Net-Worth (UHNW) population and the world's fleet are not rising at the same rate, highlighting that not everyone who flies privately on a regular basis owns a plane. Most of the growth comes from an increase in other flying solutions, including membership programs, fractional

ownership and on-demand chartering, allowing individuals access to a fleet of private jets at their convenience.

Wealth-X leveraged its international database of dossiers on UHNW individuals (with a net worth of \$30 million or greater) to profile passengers using different methods to fly. The voice of the flier has been brought to life in the report through in-depth interviews with experts, to discover how they travel and why.

To compare the different types of fliers, The Jet Traveler Report classifies the UHNW travelers into three groups:

- Owners: Owning an aircraft, or part thereof;
- Members: Members of a private flying program;
- The wider UHNW audience: Those who use a variety of methods to fly, including private chartering and commercial airlines.

“By identifying who these individuals are and understanding how and why they fly, we gain a clear understanding of the choices facing them and the typologies that exist in the market,” said Winston Chesterfield, Director, Wealth-X Custom Research. “It doesn't always come down to a simple matter of personal wealth – in fact, many owners are also members of private flying programs. It is common for the ultra-wealthy to use more than one way of flying, depending on their needs.”

As business leaders and the UHNW population are presented with a vast array of options, VistaJet and Wealth-X have identified five key factors that influence how they choose to fly:

1. Maximizing time
2. Control
3. Perceptions of safety
4. Mitigating risk
5. Perceived value

Each flying solution has subsequently been objectively assessed against these requirements, to create an index that provides a streamlined approach to compare flying options from the customer's perspective.

Key findings of the report include:

- The average wealth of Owners and Members is not dissimilar, at \$1.5 billion and \$1.16 billion respectively – as some value a higher level of flexibility with access to an entire fleet rather than purchasing a single aircraft;
- A widespread move away from full or fractional ownership – as aircraft depreciation is expected to remain high for most aircraft models, the value is placed more on flying requirements rather than assets acquisition;
- Increasing demand for longer trips and larger cabins – 85% of new business jet expenditure in the next five years anticipated to be for these sizes of aircraft;
- A rise of a younger generation of customers, in all regions – their new approach to how they access services will continue to push innovation within the industry.

First-ever luxury space hotel begins accepting reservation deposits

The first-ever luxury space hotel was introduced during the Space 2.0 Summit in San Jose, California. Named after the magical light phenomenon that illuminates the Earth's polar skies, Aurora Station is being developed by Orion Span and the company's team of space industry veterans, who have over 140 years of human space experience.

The first fully modular space station to ever debut, Aurora Station will operate as the first luxury hotel in space. The exclusive hotel will host six people at a time – including two crew members. Space travelers will enjoy a completely

authentic, once-in-a-lifetime astronaut experience with extraordinary adventure during their 12-day journey, starting at \$9.5M per person. Deposits are now being accepted for a future stay on Aurora Station, which is slated to launch in late 2021 and host its first guests in 2022. The deposit is \$80,000 per person.

“We developed Aurora Station to provide a turnkey destination in space. Upon launch, Aurora Station goes into service immediately, bringing travelers into space quicker and at a lower price point than ever seen before, while still providing an unforgettable experience,” said Frank Bunker, chief executive officer and founder of Orion Span. “Orion Span has additionally taken what was historically a 24-month training regimen to prepare travelers to visit a space station and streamlined it to three months, at a fraction of the cost. Our goal is to make space accessible to all, by continuing to drive greater value at lower cost.”

During their stay on Aurora Station, travelers will enjoy the exhilaration of zero gravity and fly freely throughout Aurora Station, gaze at the northern and southern aurora through the many windows, soar over their hometowns, take part in research experiments such as growing food while in orbit (which they can take home with them as the ultimate souvenir), revel in a virtual reality experience on the holodeck, and stay in touch or live stream with their loved ones back home via high-speed wireless Internet access. While in space, Aurora Station guests will soar 200 miles above the Earth's surface in Low Earth Orbit, or LEO, where they will find stunning views of the Earth. The hotel will orbit Earth every 90 minutes, meaning those aboard will see an average of 16 sunrises and sunsets every 24 hours. On return to Earth, guests will be treated to a hero's welcome home.

Prior to take-off, those set to travel on Aurora Station will enjoy a three-month Orion Span Astronaut Certification (OSAC). Phase one of the certification program is done online, making space travel easier than ever. The next portion will be completed in-person at Orion Span's state-of-the-art training facility in Houston, Texas. The final certification is completed during a traveler's stay on Aurora Station.

“Aurora Station is incredibly versatile and has multiple uses beyond serving as a hotel,” Bunker added. “We will offer full charters to space agencies who are looking to achieve human spaceflight in orbit for a fraction of the cost – and only pay for what they use. We will support zero gravity research, as well as in space manufacturing. Our architecture is such that we can easily add capacity, enabling us to grow with market demand like a city growing skyward on Earth. We will later sell dedicated modules as the world's first condominiums in space. Future Aurora owners can live in, visit, or sublease their space condo. This is an exciting frontier and Orion Span is proud to pave the way.”

Orion Span officially made the Aurora Station announcement at the Space 2.0 Summit in San Jose, California. The company's leadership team includes Chief Executive Officer Frank Bunker, who is a serial entrepreneur and technology start-up executive credited with multiple startups under his belt; Chief Technology Officer David Jarvis – a lifelong entrepreneur, human spaceflight engineer, and payload developer with breadth and depth in the management and operations of the International Space Station (ISS); Chief Architect Frank Eichstadt, who is an industrial designer and space architect credited with being the principal architect on the ISS Enterprise module; and Chief Operating Officer Marv LeBlanc – a former general manager and program manager with decades of executive space experience running operations and mission control.



A first: Carbon fiber recycled from commercial aircraft

By Juergen T Steinmetz



ALC, a full value-chain aircraft solutions provider for global airlines, announced that, Universal Asset Management (UAM), a wholly owned subsidiary of CALC's associate company Aircraft Recycling International Limited ("ARI"), has completely recycled carbon fiber from commercial aircraft, which is an undisputed world's first. This monumental milestone in sustainability firmly entrenches UAM as the global leader in complete aircraft recycling. The resulting second-generation carbon fiber material is fit as raw resource for industrial use. As such, it becomes a feasible supply for advanced additive manufacturing supply chains, utilized by automotive and other manufacturing industries in need of cost-competitive carbon fiber.

Of all the structural elements comprising an aircraft, carbon fiber is the most arduous to recycle. Efforts during the past 15 years have not yielded a viable solution that wholly completes the circular economy of carbon fiber back into manufacturing. It is with vigor that UAM undertook the challenge. Now, its success opens the door to possibilities even beyond aviation, paving the way to total aircraft recyclability. UAM's proprietary engineering in the use of CFRP from retired aircraft is a harbinger of future products under development by UAM's Innovation Technology Team. CFRP use is on the rise, as today's modern aircraft are now made of approximately 50% composite material, compared to aircraft from the 1970's which were manufactured with less than 1% of carbon-based materials. The increasing availability of composites in younger retiring aircraft is an opportunity that is leveraged with UAM's proprietary techniques. CFRP was collected through UAM's proprietary process, filtered for purity and refined into pellets, to therefore be used as raw material for 3D-printing. The innovative and bold process applies material science and advanced manufacturing techniques pioneered by UAM's Innovation Technology Team.

"As a world's first, this achievement extends beyond aviation. UAM is the only company to harvest CFRP from end-of-life aircraft to be re-introduced to manufacturing. We are an innovative technology company that is honored to be recognized as a leader in recycling and sustainability," said Ms. Keri Wright, Chief Executive Officer of UAM, who led the UAM design team, "This unique and proprietary process is an industry first in the total recyclability of aircraft. The possibilities of our applications are only limited by one's own imagination. UAM, along with its parent company ARI, remains committed as the global leader in complete aircraft recycling solutions."

Mike Poon, Chief Executive Officer of CALC, said, "It is with great pride that UAM becomes the first in the world to fully recycle carbon fiber from a commercial aircraft and turn it into recyclable resources. This is very exciting news to CALC and ARI, and to the aviation industry and beyond. We have an unrivalled team of technology in place to further advance the aircraft recycling industry. UAM is undoubtedly a global leader on this front and I'm confident that its extraordinary expertise will strengthen CALC's position as a full value chain aircraft solutions provider for aviation industry worldwide."

By proving that aviation components can be re-born out of composites from end-of-life aircraft, UAM has taken the technical to technology. Options for the >12,000 aircraft being retired in the next 20 years are boundless with this advancement. The successful delivery of the engine stand is tangible proof of the viability of using sustainable, digital manufacturing solutions in the aviation industry. UAM will be discussing recycling opportunities and benefits with both aviation and non-aviation companies in the months following MRO Americas.





16th JUNE 2018

Lovely Ladies Dashing Aviators Airplane Stories

CRAZIE'S Summer Gather

Directions (you should know by now)

From I-77 or I-71 go west on I-480 and then...

or

From I-80 to I-71 North to I-480 West and then...

To Great Northern Exits, Take Exit 6A South on Rte 252 (Columbia Road) to the German Cultural Center (approximately 2 miles) on Right. Parking will be there, or at our house 1 block east, in the drive.



Former CLEVELAND CRAZY Flight Attendants and Operations Folks are always welcome!

At Richard and Carol McMakin's Home

24926 Nobottom Road

Olmsted Township, OH 44138

RSVP to Carol or Richard--Phone: 440/ 235-7595 E-Mail: rmcmakin@sbcglobal.net

We will start at approximately 4:00 pm. Come early and stay late!!!

WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE APPROPRIATE. ALTHOUGH, AN EMERGENCY SUPPLY OF BASICS WILL BE AVAILABLE. PLEASE BRING YOUR OWN BEVERAGE SELECTION.

Medina 911 Memorial, Medina, Ohio

The Medina Rotary Club is building a memorial to 911 and specifically to United Flight 93. Flight 93 turned back east over Medina on that fateful day before crashing in a field near Shanksville PA. The Cleveland chapter of RUPA (Cleveland Crazies) is planning to fund a bench for the memorial site in honor of the crew on Flight 93. We are also planning to purchase a brick for each of the crew members on flight 93. The total cost of this memorial project is \$2,500.00. If you would like to help with the funding of this project, we ask that you send as much as you would like to donate to help with the costs. The slogan for this memorial is "NEVER FORGET".

Send any donations to:
Richard B. Sanders
31079 Lands End Lane
Westlake, Ohio 44145-6800

Please identify your donation as "The Medina 911 Memorial Fund". Also, please include your name and address for our records and for the memorial itself. If you send a check make it payable to Richard B. Sanders. There may be a way to get a tax deduction for your contribution. I will find out if this is possible.

Cheers, *Phil Jach*

\$1 a minute to use aircraft toilet – starting June 20 in Canada

By Juergen T Steinmetz

Swoop, Canada's ultra-low-cost carrier (ULCC), has confirmed it will charge travelers to use the bathroom when they hit the skies on June 20.



“When our initial network was announced in February, some reporters asked if our unbundled a la carte model would see travelers being charged to use the lavatory, and that got us to thinking,” said Steven Greenway, Swoop President, who joined the company earlier this month. “There are costs associated with offering onboard lavatory amenities: Maintenance, water, cleaning, etc. Since not every traveler needs to use the lavatory on a flight, it stands to reason that using those amenities should only cost the people who use it, and not those who don’t.”

What can travelers expect. To enter the lavatory, you’ll need to tap your credit card and the meter will start running as soon as you lock the door. At \$1 per minute, the quicker you do your business, the less you’ll pay. Looking to take your time in there? That’s up to you. The traveler is in control.

When it comes time to clean up your act, just tap your credit card to Swoop’s patent-pending toilet paper dispenser at \$0.25 per square. Or if you really want to pinch a penny, you can BYOTP. Select flights will also have a pay bidet for extra cleanliness.

Here's the Germiest Spot in the Airport

by Austin O'Connor/AARP

If you’re headed to the airport, you might want to keep that bottle of hand sanitizer nearby. Numerous studies over the years have proven the mostly invisible grossness of the inside of an airplane cabin — where most surfaces are more germ-infested than the average kitchen counter or toilet seat. But new research indicates that air travelers' real battle against germs begins not on the airplane, but in the airport terminal itself.



A recent study by insurancequotes.com tested 18 surfaces inside airplanes and terminals at three major U.S. airports and found that the most disgusting surface travelers come in contact with are the self-help ticketing kiosks, which are increasingly popular at airports all over the globe. The screens on the machines, which are pawed at all day by stressed-out fliers before they hustle off to their gates, contained far and away the highest germ count of any surface tested, coming in at 253,857 colony-forming units (CFUs). One kiosk screen, at a location not named in the study, tested at a whopping 1,000,000 CFUs of bacteria.

In comparison, the germiest spot inside the airplanes were the flush handle on the toilets, which tested at 95,145 CFUs. The typical kitchen counter, according to the National Science Foundation, registers at 361 CFUs. Other terminal trouble areas revealed in the study included bench armrests (21,630) and drinking fountain buttons (19,181). Onboard the planes, other germey spots included seat-back trays (11,595) and seat belt buckles (1,116).

Though similar air travel studies have consistently revealed several troubling spots for germophobes, which spot is the germiest tends to vary. In one 2015 study, seat-back trays were the dirtiest things onboard the aircraft, while the drinking fountain buttons took the yucky title in the terminal.

Besides hand sanitizer, more help may be coming. The next wave of airport kiosks, including some that recently were installed at Dubai International Airport, will use facial recognition technology and won’t require any human touch. What we lose in privacy, we may gain in flu prevention.

Preserving an important piece of United's history

By Matt Adams

From our humble beginnings flying mail across desolate stretches of Washington, Idaho and Nevada, to the global airline we are today, United's history is an enviable one, and one of which we employees are fiercely proud. And in celebration of our 92nd birthday, we're looking back at an airplane that helped shape our past and that survives today thanks to retired Captain Harry Hansen and his son, Labor Economics and International Labor Relations Managing Director Mike Hansen.

In 1961, Harry received the Travel Air 5000 aircraft from the family of the late Amon G. Carter, founding publisher of the Ft. Worth Star-Telegram, which had gotten it in 1931 as a gift from National Air Transport, one of the four predecessor airlines that would go on to form United.



The rusted fuselage that Harry took over



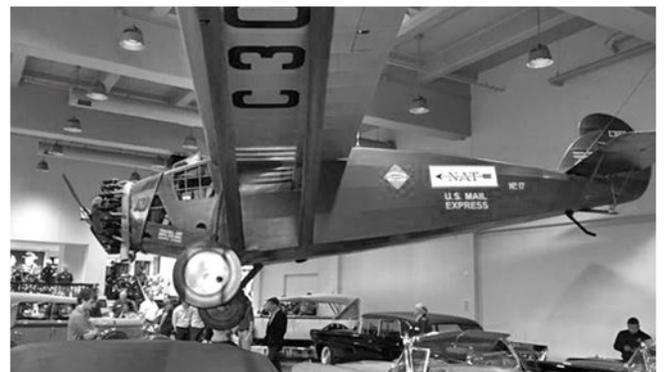
Harry with the restored aircraft

Back in 1927, the plane, which was dubbed "National Air Transport #17," was the first to bring passengers and mail service to the Dallas/Ft. Worth area, flying a regular route from Chicago to Meacham Field in Ft. Worth and Love Field in Dallas, with stops in towns along the way.

What Harry took possession of was little more than a rusted frame that had sat neglected on the Carter family farm for years. Over the next three-plus decades, he did some minor restoration work here and there, but it was really meant to be a retirement project.

After Harry hung up his uniform for the last time in 1999, he began the hard work of fabricating a new frame, installing new mahogany wings and refitting the fuselage with new fabric, slowly bringing the old bird back to its former glory.

A historian from the Ft. Worth Aviation Museum tracked it down in 2010 and approached Harry about adding it to their collection, and that's where it hangs today. Mike accompanied his dad to the dedication ceremony when the museum unveiled the fully restored aircraft and has since had the pleasure of taking his own son to see it.



“He thought it was amazing that his Pa Pa did that,” Mike said of his son’s reaction.

Mike and Harry are thrilled that this important piece of United’s heritage lives on so that others can enjoy it, and Mike is immensely proud that his father is the reason why.

“It was a labor of love for him,” said Mike. “We were always working on some airplane or another together, and he always had antique ones that we both flew. He’s the one who got me interested in aviation, and he’s the whole reason I’m here at the airline. I hope that this plane can serve as similar inspiration for others.”



Airline service quality hit a record high in 2017

By Phil LeBeau/CNBC

Despite a slew of headlines last year about airline customers having miserable, sometimes horrific experiences, a new report says the quality of airline service hit a record high in 2017. "I would have to say overall the airline experience is getting better for most people, although there are still people who are disappointed," said Dean Headley, a professor at Wichita State University. Headley and Dr. Brent Bowen from Embry-Riddle Aeronautical University are the authors of the Airline Quality Rating. For the last 26 years they have calculated the performance of carriers based on four factors measured by the U.S. Department of Transportation (DoT): Percentage of bags mishandled, on-time arrivals, denied boardings and complaints to the DoT. "Three out of the four things we look at actually got better this year," said Headley. While the percentage of flights on time last year, 80.2 percent, was slightly lower than in 2016, there were also fewer complaints from passengers. In addition, carriers posted record low numbers for mishandled bags and for passengers being involuntarily bumped from flights.

In fact, denied boardings were down last year compared to 2016, as airlines changed their policies after a passenger was dragged off of a United Airlines plane. Video of the incident was so bad, it prompted a public outcry for airlines to drop, or dramatically reduce, the practice of overselling flights. "We hope the industry got the message," said Headley. "It was a horrible message that we saw last spring. Certainly, from that point in time through the end of 2017, the industry as a whole cut its involuntary denied boardings."

The other area where airlines are improving is with luggage. On average, carriers mishandle 2.46 bags per 1,000 passengers, according to DoT data. The improvement is due to a number of factors, including passengers checking fewer bags to avoid fees. Meanwhile, airlines like Delta now route and track bags using RFID tags, which have tiny chips that communicate their location to scanners at airports. "We are probably seventy to eighty percent more efficient than we were five years ago," said Mike Kotas, who oversees baggage operations at Delta's hub in Atlanta. "The technology has helped us save seconds and minutes so our people are more efficient moving bags and getting them where they need to go."

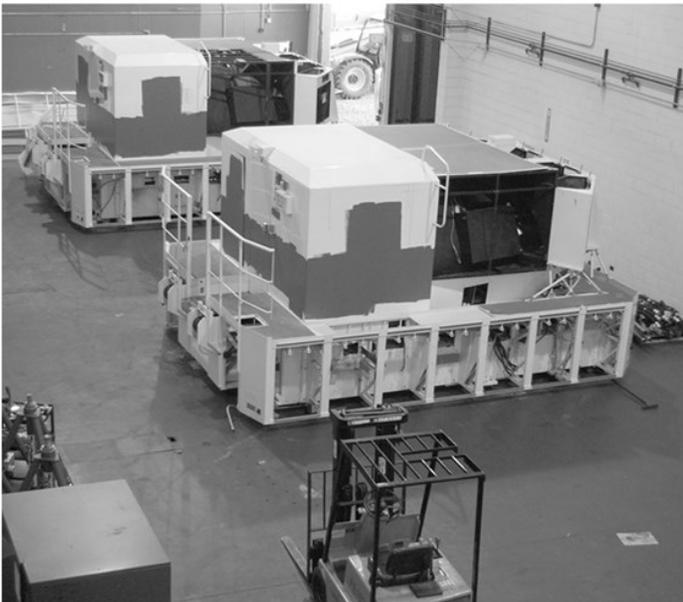
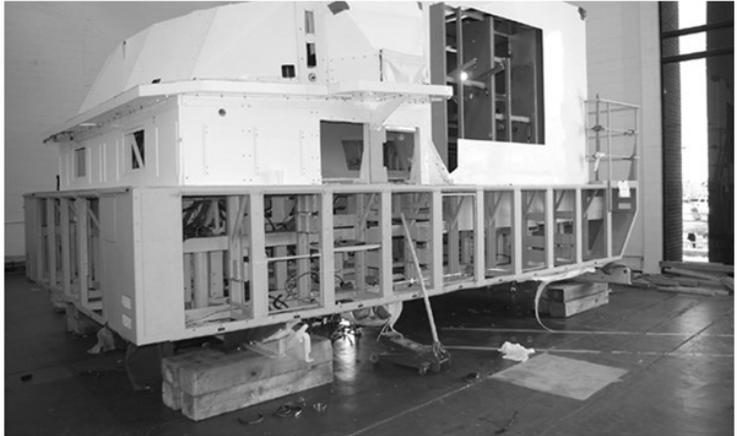
Among the four categories that make up the Airline Quality Rating, the top performances include Hawaiian Airlines having the best on-time arrival rate, and Delta bumping the lowest percentage of passengers. Spirit Airlines did the best job handling bags and Southwest had the lowest customer complaint rate with the Department of Transportation. By comparison, Virgin America had the worst on-time arrival rate last year, and Express Jet mishandled the highest percentage of bags. Spirit's record with denied boardings and customer complaints was the worst, according to the DoT.

While the data may show airlines doing better than ever, Headley admits the industry has a long way to go when it comes to changing the perception that flying is not enjoyable. One problem is the seemingly endless stories on social media from passengers who had a bad flight. "People have a tendency to want to relate their poor experience," he said. "Airlines don't seem to be doing a lot to change that pattern of behavior with people."



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



"Lookin' Dog-Gone Good" - A DENTK Simulated Movie. - *By Marvin Berryman DENTK Retired.*

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February 14, 2018

Mr. Leon T. Scarbrough, Jr.
The Retired United Pilots Association
PO Box 400
Vineburg, CA 95487-0400



Dear Mr. Scarbrough,

On behalf of West Chester University, thank you for your generous gift. Your support of WCU has a direct impact on our students' educational experiences.

As WCU's new mission states: *West Chester University is a community of educators that develops graduates to succeed personally and professionally and contribute to the common good.* WCU is committed to creating resilient, collaborative, life-long learners. Your support is vital to achieving these goals. Right now WCU is building programs, opportunities and infrastructure to support student achievement and the University's continued success. Just a few highlights of this growth include:

- **Over 14,000 applications** were received for fall 2017, with 2,550 new students enrolled! This brings WCU enrollment over 17,000!
- WCU's **Center for International Programs** prepares students to be global citizens, offering education abroad opportunities, providing services for international students, and assisting faculty, staff, and administrative international projects.
- WCU's **College of Business & Public Management** is now the third largest business school in the Philadelphia region, noted by *Philadelphia Business Journal*.
- WCU offers students **more than 225 student clubs and organizations** to enhance their learning experiences on campus, allowing students the opportunity to practice new skills, flex their knowledge and build contacts.
- Students contributed approximately **800,000 hours of volunteer service** to 200+ non-profit agencies.

Thank you for being an active member of a spirited community of alumni, parents and friends who are dedicated to the success of this great University. Go Rams!

With gratitude,

Susan Vanscovich, CFRE
Interim Executive Director

P.S. Please save the date for the WCU 35th Annual Presidential Scholarship Community Gala. Learn more when you visit www.wcufoundation.org/gala2017

Name:	Mr. Leon T. Scarbrough, Jr.	The Retired United Pilots Association
Gift Date:	2/5/2018	
Gift Amount:	\$1,000.00	Charitable Amount: \$1,000.00
Campaign:	Annual Fund 2018	
Fund:	Michael Horrocks Scholarship Endowment	

GIFT RECEIPT

In compliance with the Omnibus Reconciliation Act of 1993, West Chester University Foundation acknowledges that for the charitable amount listed above you have not received any tangible goods or services in exchange for this contribution, and this value may be deducted as allowed by law.



9-11 Memorial Garden of Reflection, Inc.
Remembrance Fund Endowment

March 26, 2018

Dear RUPA members:

Thank you very much for your generous contribution to the 9-11 Memorial Garden of Reflection "Remembrance Fund" endowment with your donation of \$1,000.00.

As the widow of Captain Victor Saracini, it warms my heart every time I see contributions coming in to *The Garden*. Although Victor's passing on 9/11/2001 was the most horrific event in my life, I know your brother in flight is smiling down on you all for your collective support of this amazing memorial.

The purpose of the Remembrance Fund endowment is to provide for the maintenance and upkeep of *The Garden of Reflection* in perpetuity. Our goal is to fund the endowment at \$2 million, and we're almost half way there! Once the goal is reached, interest from the endowment will pay for the annual maintenance without more funds being raised. For more information regarding *The Garden* and the Remembrance Fund endowment, please visit www.9-11memorialgarden.org.

I invite you all to visit *The Garden* in person for a memorial journey that takes one from tragedy to peace and remembrance. As engraved on steel end plates, After Darkness...Light, we honor all who were senselessly taken from us with a message of peace. We remember their smiles, not the act that took them from us, that they fly in our hearts forever.

Again, please accept my heartfelt gratitude for your financial donation and know I feel blessed with the support the pilots group has shown me and my daughters since September 11th. If you have any questions or comments, feel free to contact me at 609-977-7883 or ellensaracini@gmail.com.

Sincerely,

Ellen Saracini
Board Chair

An amazing story about planes flying to USA on 9/11

From a flight attendant on Delta Flight 15

On the morning of Tuesday, September 11, we were about 5 hours out of Frankfurt, flying over the North Atlantic. All of a sudden the curtains parted and I was told to go to the cockpit, immediately, to see the captain. As soon as I got there I noticed that the crew had that "All Business" look on their faces. The captain handed me a printed message. It was from Delta's main office in Atlanta and simply read,

"All airways over the Continental United States are closed to commercial air traffic. Land ASAP at the nearest airport. Advise your destination."

No one said a word about what this could mean. We knew it was a serious situation and we needed to find terra firma quickly. The captain determined that the nearest airport was 400 miles behind us in Gander, Newfoundland. He requested approval for a route change from the Canadian traffic controller and approval was granted immediately -- no questions asked. We found out later, of course, why there was no hesitation in approving our request.

While the flight crew prepared the airplane for landing, another message arrived from Atlanta telling us about some terrorist activity in the New York area. A few minutes later word came in about the hijackings.

We decided to lie to the passengers while we were still in the air. We told them the plane had a simple instrument problem and that we needed to land at the nearest airport in Gander, Newfoundland, to have it checked out. We promised to give more information after landing in Gander. There was much grumbling among the passengers, but that's nothing new.

Forty minutes later, we landed in Gander ... Local time at Gander was 12:30 PM ... that's 11:00 AM EST. There were already about 20 other airplanes on the ground from all over the world that had taken this detour on their way to the U.S. After we parked on the ramp, the captain made the following announcement:

"Ladies and gentlemen, you must be wondering if all these airplanes around us have the same instrument problem as we have. The reality is that we are here for another reason." Then he went on to explain the little bit we knew about the situation in the U.S. There were loud gasps and stares of disbelief. The captain informed passengers that Ground Control in Gander told us to stay put. The Canadian Government was in charge of our situation and no one was allowed to get off the aircraft. No one on the ground was allowed to come near any of the aircrafts. Only airport police would come around periodically, look us over and go on to the next airplane. In the next hour or so more planes landed and Gander ended up with 53 airplanes from all over the world, 27 of which were U.S. Commercial jets.

Meanwhile, bits of news started to come in over the aircraft radio and for the first time we learned that airplanes were flown into the World Trade Center in New York and into the Pentagon in DC. People were trying to use their cell phones but were unable to connect due to a different cell system in Canada. Some did get through but were only able to get to the Canadian operator who would tell them that the lines to the U.S. were either blocked or jammed.

Sometime in the evening the news filtered to us that the twin towers buildings had collapsed and that a fourth hijacking had resulted in a crash. By now the passengers were emotionally and physically exhausted, not to mention frightened, but everyone stayed amazingly calm. We had only to look out the window at the 52 other stranded aircraft to realize that we were not the only ones in this predicament.

We had been told earlier that they would be allowing people off the planes one plane at a time. At 6 PM, Gander airport told us that our turn to deplane would be 11am the next morning. Passengers were not happy, but they simply resigned themselves to this news without much noise and started to prepare themselves to spend the night on the airplane.

Gander had promised us medical attention, if needed, water, and lavatory servicing. And they were true to their word. Fortunately, we had no medical situations to worry about. We did have a young lady who was 33 weeks into her pregnancy. We took REALLY good care of her. The night passed without incident despite the uncomfortable sleeping arrangements.

About 10:30 on the morning of the 12th a convoy of school buses showed up. We got off the plane and were taken to the terminal where we went through Immigration and Customs and then had to register with the Red Cross. After that we (the crew) were separated from the passengers and were taken in vans to a small hotel. We had no idea where our passengers were going.

We learned from the Red Cross that the town of Gander has a population of 10,400 people and they had about 10,500 passengers to take care of from all the airplanes that were forced into Gander! We were told to just relax at the hotel and we would be contacted when the U.S. airports opened again, but not to expect that call for a while.

We found out the total scope of the terror back home only after getting to our hotel and turning on the TV, 24 hours after it all started. Meanwhile, we had lots of time on our hands and found that the people of Gander were extremely friendly. They started calling us the "plane people." We enjoyed their hospitality, explored the town of Gander and ended up having a pretty good time. Two days later, we got that call and were taken back to the Gander airport. Back on the plane, we were reunited with the passengers and found out what they had been doing for the past two days. What we found out was incredible.

Gander and all the surrounding communities (within about a 75 Kilometer radius) had closed all high schools, meeting halls, lodges, and any other large gathering places. They converted all these facilities to mass lodging areas for all the stranded travelers. Some had cots set up, some had mats with sleeping bags and pillows set up.

ALL the high school students were required to volunteer their time to take care of the "guests". Our 218 passengers ended up in a town called Lewisporte, about 45 kilometers from Gander where they were put up in a high school. If any women wanted to be in a women-only facility, that was arranged. Families were kept together. All the elderly passengers were taken to private homes. Remember that young pregnant lady? She was put up in a private home right across the street from a 24-hour Urgent Care facility. There was a dentist on call and both male and female nurses remained with the crowd for the duration.

Phone calls and e-mails to the U.S. and around the world were available to everyone once a day. During the day, passengers were offered "Excursion" trips. Some people went on boat cruises of the lakes and harbors. Some went for hikes in the local forests. Local bakeries stayed open to make fresh bread. As for the guests, food was prepared by all the residents and brought to the schools. People were driven to restaurants of their choice and offered wonderful meals. Everyone was given tokens for local Laundromats to wash their clothes, since luggage was still on the aircraft. In other words, every single need was met for those stranded travelers. Passengers were crying while telling us these stories. Finally, when they were told that U.S. airports had reopened, they were delivered to the airport right on time and without a single passenger missing or late. The local Red Cross had all the information about the whereabouts of each and every passenger and knew which plane they needed to be on and when all the planes were leaving. They coordinated everything beautifully. It was absolutely incredible.

When passengers came on board, it was like they had been on a cruise. Everyone knew each other by name. They were swapping stories of their stay, impressing each other with who had the better time. Our flight back to Atlanta looked like a chartered party flight. The crew just stayed out of their way. It was mind-boggling. Passengers had totally bonded and were calling each other by their first names, exchanging phone numbers, addresses, and email addresses.

And then a very unusual thing happened. One of our passengers approached me and asked if he could make an announcement over the PA system. We never, ever, allow that. But this time was different. I said "of course" and handed him the mike. He picked up the PA and reminded everyone about what they had just gone through in the last few days. He reminded them of the hospitality they had received at the hands of total strangers. He continued by saying that he would like to do something in return for the good folks of Lewisporte. "He said he was going to set up a Trust Fund under the name of DELTA 15 (our flight number). The purpose of the trust fund is to provide college scholarships for the high school students of Lewisporte. He asked for donations of any amount from his fellow travelers. When the paper with donations got back to

us with the amounts, names, phone numbers, and addresses, the total was for more than \$14,000! "The gentleman, a MD from Virginia, promised to match the donations and to start the administrative work on the scholarship. He also said that he would forward this proposal to Delta Corporate and ask them to donate as well.

As I write this account, the trust fund is at more than \$1.5 million and has assisted 134 students in college education. I just wanted to share this story because we need good stories right now. It gives me a little bit of hope to know that some people in a faraway place were kind to some strangers who literally dropped in on them. It reminds me how much good there is in the world in spite of all the rotten things we see going on in it today. This story confirms that there are still a lot of good people in the world and when things get bad, they will come forward.

How biometrics will transform passenger processing



Biometric technology is emerging as the top solution for airlines and airports to automate identity checks amid rising passenger numbers. This is according to *Biometrics for Better Travel: An ID Management Revolution*, a report published by SITA. It outlines how using biometrics to check passenger's identity will power faster and more secure self-service processes at airports as passenger numbers are set to almost double to 7.8 billion by 2036. Airlines and airports are already investing in various forms of biometric technology and SITA's report explores innovative ID management programs that are transforming the travel experience today. In the future, these will be more commonplace worldwide as 63% of airports and 43% of airlines plan to invest in biometric ID management

solutions in the next three years.

Sean Farrell, Director, Strategy & Innovation, SITA, said: "Across the world, airlines are required to check that passengers are who they say they are and that they have the right travel documents. This is a fundamental element of securing the travel process which cannot be eliminated. With passenger numbers set to double by 2036, airlines and airports need to be able to move passengers through these checks as securely and quickly as possible. Efficient identity management is essential for better security while at the same time improving the passenger experience. Biometrics is the technology that can deliver this."

The good news for airlines, airports and the various government agencies involved in passenger identity management, is that passengers are happy to use biometrics. This technology is becoming increasingly commonplace in people's lives. For example, by 2020 more than 75% of smartphones will have fingerprint sensors. This user acceptance can be seen among passengers too. SITA reports that the majority of passengers would definitely use biometrics on their next flight.

Farrell adds: "Passengers are ready and want to use biometrics. The easiest way for airlines and airports to make this happen is to use technology that integrates easily with their existing infrastructure – kiosks, bag drop, automated boarding gates. Moving to single token identity management where passengers can simply use their biometric, such as their face, at every checkpoint on their journey will speed passengers securely through the airport."

SITA's report outlines how airlines and airports must have a global consensus on how to securely resolve passenger identity issues as an integral part of the next generation of self-service systems. All industry stakeholders have a role to play to harness technologies that can make the processes better, faster and more secure. The air transport industry must collaborate across all stakeholders and across the globe with governments to ensure scalability and interoperability across borders.

Biometrics for Better Travel: An ID Management Revolution combines SITA's global research with commentary and cases studies from airports, airlines and global entities that are exploring and adopting biometric technology to transform the passenger experience. Those featured include Brisbane Airport, British Airways, JetBlue and Orlando International Airport along with industry perspectives from the International Airline Travel Association (IATA).

IATA's new program for safety of animals traveling by air



The International Air Transport Association (IATA) has launched a new standardized global certification program to improve the safety and welfare of animals traveling by air. The Center of Excellence for Independent Validators for Live Animals Logistics (CEIV Live Animals) provides stakeholders across the air cargo supply chain with the assurance that CEIV Live Animals certified companies are operating to the highest standards in the transport of live animals. For those shipping live animals the CEIV Live Animals program will provide a reliable quality benchmark. Just as CEIV Pharma helped provide quality standards for temperature sensitive healthcare shipments, the new program extends that expertise

to the important field of transporting and handling of animals,” said Nick Careen IATA’s Senior Vice President of Airport, Passenger, Cargo and Security.

Handling and transporting live animals is challenging. Each type of animal has its specific requirements—not limited to the physical. It is critical to take into consideration the emotional response of the animals when placed in a special-purpose, if unfamiliar, environment by trained professionals. These were prerequisites for the development of the CEIV Live Animals program which is based on the IATA Live Animals Regulations (LAR), the worldwide standard for transporting animals by air. The IATA LAR are based on professional and operational input from industry experts, including veterinarians, animal welfare experts as well as government agencies involved in the regulation of animal transportation and non-governmental organizations with an interest in animal transportation.

The CEIV Live Animals program increases the level of competency, operations, quality management and professionalism in the handling and transportation of live animals in the air freight industry while reinforcing training and compliance across the supply chain. Independent validators conduct training and onsite audits to ensure the animals’ safety and welfare when travelling by air across the world.

Understanding the complex needs of stakeholders involved in the handling and transportation of animals by air was also key in developing the program. The City of London’s Heathrow Animal Reception Centre (HARC) and Air Canada Cargo played a key role in helping to pilot the CEIV Live Animal program.

Robert Quest, Assistant Director, Port Health and Public Protection, HARC said, “Last year some 16,000 dogs and cats, 400 horses, 200,000 reptiles, 2,000 birds and 28 million fish travelled through HARC. Ensuring the safety and welfare of these animals is our main priority. So, partnering with IATA to develop the CEIV Live Animals program was important to us. We look forward to continuing to work closely with IATA to further enhance the program and support its worldwide adoption by companies across the supply chain in the pursuit of operational excellence in the handling and transport of live animals by air.”

CEIV Live Animals also focuses on the importance to comply with the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) requirements including the CITES Guidelines for the Non-Air Transport of Live Wild Animals and Plants available in the LAR. CITES is the legally-binding agreement with 183 Parties (182 States and the EU), regulating international trade in more than 36,000 species of animals and plants.

“Worldwide international standards and regulations govern the safety and welfare of animals being transport by air. The CEIV Live Animals program helps to ensure that any legitimately traded wildlife adheres to the IATA standards and CITES requirements and we welcome its development. It is through industry working cooperatively together that can we can most effectively implement these agreed standards and requirements, and also identify and tackle illegal trade in wildlife” said John E Scanlon, the Secretary General of CITES.

There’s an unspoken rule that when your pet is sleeping on you, you don’t move.

Air France says flying needn't be so miserable

By Zach Wichter/The New York Times



You open what looks like an in-flight care package to find 50 feet of Sudoku puzzles on a roll, Champagne-flavored gummy candies and a scratch-and-sniff patch that smells like boeuf bourguignon. In a time of low-cost airlines, where your ticket might not include a hot meal or free access to electronic entertainment, the box reminds you of what could be if you shell out a little more on Air France.

That's the idea behind the airline's new "Take a Chance or Fly Air France" campaign, which will begin showing up in American digital ad space this week.

"We want to remind our clients and our future clients that there is another way to travel, even in economy, where everything is included," said Dominique Wood, Air France's executive vice president of brand and communication. "You've got a very comfortable seat, you've got a hot meal and a full complement of entertainment, and if you can have it — if you're the right age — a glass of French Champagne."

The airline is seeing more competition, even on its trans-Atlantic routes, from mostly European carriers that advertise rock-bottom fares. (Air France also has its own low-cost option, listed online as a "light" fare, that does not include a checked bag. To keep its base fares more competitive, the airline charges a fee for seat selection on most economy tickets.) With cheap flights becoming increasingly popular, Air France's campaign offers an image out of another era. The airline wants to let travelers know that flying does not necessarily have to be a bare-bones experience.

And, Ms. Wood said, those ultralow fares are not always as cheap as they seem. "We are quite convinced that most of the low-cost carrier's clients don't know that they pay nearly the same price when they travel with the low-cost company because when they have the luggage, the meal, the drinks, the entertainment, at the end of the day it's very similar to the all-included price they could pay with Air France."

American low-cost airlines do not compete directly with Air France, but they use some of the same advertising techniques that its less-expensive international competitors do. "Obviously, we promote our low fares heavily — it's the price point that will be successful at getting attention," Tyri Squyres, the vice president of marketing at Frontier Airlines, said in an email. "And then we educate customers on all the options they have with us." She added: "Our goal is to simply let people get off the couch and go. Our low fares enable more people to travel and do it more often."

Fare-based advertising has been a popular tactic for decades, but as travelers have become more price conscious, in part because researching cheap tickets has never been easier, they sometimes gloss over the fine print. Many ultra-low-cost carriers charge extra fees for services like selecting a seat before departure, checking a bag and receiving onboard drinks and snacks. This, Ms. Squyres said, is where the company's branding becomes even more important. "The last thing we want to do is have a customer surprised at the airport," she said. "We have invested heavily in all of our touch points to ensure customers understand our product and all of their options." Frontier's website was recently overhauled to make the fee structure clearer.

Henry Harteveltdt, the founder of Atmosphere Research Group and a former marketer at a number of airlines, said Air France's and Frontier's marketing strategies were both good examples of how airline advertising has changed over the decades. "Airlines don't do a lot of advertising anymore," Mr. Harteveltdt said. "They focus a substantial amount of their media investment now in search engine optimization." He noted that American carriers were some of the least likely to advertise. "When you have four very large airlines, they don't have to market as aggressively as they once did," he added. That's a big change from a few decades ago. From T.W.A.'s "Up, Up and Away" to United's "Friendly Skies," commercial branding was central to an airline's image. One of Mr. Harteveltdt's favorite ads was British Airways' "Manhattan" commercial, which emphasized how each year the company flew more people across the Atlantic than the population of Manhattan. That kind of creativity can still be fun to see in retrospect, but it's no longer necessarily the best way to attract customers.

“The challenge is that an airline today, with its advertising, needs to think beyond just the media portion of it,” Mr. Harteveltdt said. “Will they be running the ads on price comparison sites and on social media? Those are critical now — to reach travelers of all ages, frankly — when people are in that phase of dreaming of travel before they have selected an airline.” And when carriers do choose to advertise more traditionally, they have to pick their message carefully. “Airlines have to strike the balance between image-based advertising and very hard-hitting retail or tactical advertising,” Mr. Harteveltdt said. But it makes sense, he said, for Air France to be investing more in advertising in the United States than some of its American competitors.

“The foreign-flag airlines tend to be more aggressive in advertising because they’re not as well known and in many cases are promoting destinations beyond their home market,” he said. The “take a chance or fly Air France” campaign stands out because of its emphasis on in-flight service.

“As airlines have unbundled their product, they almost don’t want to remind you of what it’s like to fly them,” Mr. Harteveltdt said. “What Air France is doing is a smart marketing move, but it’s also a brave marketing move.”

Why You Should Get the New Shingles Vaccine

By Jane E. Brody/The New York Times



I love my local YMCA for many reasons beyond my daily swim. Top of the list: the friendships and conversations in the locker room that are frequent sources of valuable information, connections and motivation. For example, I recently overheard a discussion about Y members and friends of members who had experienced devastating attacks of shingles, including one woman who nearly lost an eye and another who was left with unrelenting nerve pain.

That was the push I needed to end my procrastination about getting the new shingles vaccine, Shingrix, which was approved by the Food and Drug Administration last October after studies involving 16,600 people showed it to be far more effective at preventing this disease than the first shingles vaccine, Zostavax, which I had had a decade earlier. The Centers for Disease Control and Prevention recommends that people 50 and older, including those previously immunized with Zostavax, should now get the Shingrix vaccine.

The process was surprisingly simple and less costly than I had anticipated (list price is \$280 for the two-part shot without insurance). All I needed was a prescription from my doctor. I took it to my local pharmacy, where a staff pharmacist administered the vaccine. I’ll get the second part the same way in May. My Medicare Part D insurance covered it with a \$40 co-pay for each part. (The cost may be higher if the vaccine is administered in a doctor’s office, so check first.)

Many millions of Americans, especially those older than 40, are susceptible to an eventual attack of shingles, caused by the very same virus that causes chickenpox. Once this virus, varicella zoster, infects a person, it lies dormant for decades in nerve roots, ready to pounce when the immune system is weakened, say, by stress, medication, trauma or disease. One-third of Americans eventually get shingles, but the risk rises with age, and by age 85 half of adults will have had at least one outbreak of shingles.

Before the introduction of the chickenpox vaccine in 1995 in the United States, some four million cases of chickenpox, mostly in children, occurred annually. While you may not remember whether you had chickenpox as a child, chances are you did if you were never vaccinated against it. (The chickenpox vaccine is usually given in two doses, with the first dose recommended at age 12 to 15 months and the second at age 4 to 6. Those 13 and older who were never vaccinated or had chickenpox should get two shots at least four weeks apart.)

Studies have indicated that more than 99 percent of Americans aged 40 and older have had chickenpox even if they don’t remember it, according to Dr. Rosanne M. Leipzig, geriatrician at the Icahn School of Medicine at Mount Sinai in New York. The Centers for Disease Control and Prevention recommends that people 50

and older get the new shingles vaccine whether or not they remember having had chickenpox as a child. Those who never had chickenpox but did get the vaccine for it may also be susceptible to shingles because the vaccine contains a weakened live virus. However, the risk of shingles for those who had the chickenpox vaccine is much lower than for people who had the natural infection. If you are uncertain about your disease or vaccine history, you can get a blood test to check for immunity to chickenpox, though the result does not distinguish between protection via the disease or the vaccine. Thus, if the result is positive, Dr. Leipzig says you'd be wise to get the shingles vaccine because you could be harboring the live virus.

Lest you have doubts about the value of this vaccine, consider the effects of shingles. It is a painful infection of a single sensory nerve on one side of the body that can occur almost anywhere but most commonly involves the torso or face. Initial symptoms of tingling or burning pain within days develop into a red bumpy rash and very painful blisters. The blisters heal in a week or two to form crusty scabs that eventually fall off. But for about 15 percent of people, shingles does not end there. Instead, it leaves them with deep, searing nerve pain — a condition called postherpetic neuralgia, or PHN — that can last for months or years and has no treatment or cure. More than half the cases of PHN affect people over 60. Other possible complications of shingles include pneumonia, hearing problems, blindness and encephalitis.

That's not all. Although most people get shingles only once, it can happen again, especially if you have a weakened immune system, which most everyone does with advancing age.

If you're lucky you may detect the onset of shingles before the rash appears. Years ago, when I went to bed with what had been a daylong gnawing irritation on one side of my back, I awakened in the middle of the night with the thought, "I have shingles." First thing in the morning I got a prescription for the antiviral drug acyclovir, which halted progress of the disease.

Not willing to trust my luck a second time, I got the new vaccine. Here's how it compares to its predecessor Zostavax, which over all reduces the risk of shingles by 51 percent and of PHN by 67 percent. According to the C.D.C., Shingrix can protect 97 percent of people in their 50s and 60s and 91 percent of those in their 70s and 80s. It also reduces the risk of PHN by 86 percent, and it appears to be longer lasting than Zostavax, which starts to lose its protection after three years.

What makes Shingrix so much better is the inclusion of a substance called an adjuvant that boosts the body's immune response to the vaccine. Another difference is that Zostavax contains a live, weakened virus, making it unsuitable for people with poor immunity, whereas Shingrix contains a nonliving virus particle and may eventually be approved for those with compromised immunity, who are especially susceptible to a severe case of shingles.

I should tell you that the new vaccine is not exactly a walk in the park. The shot itself is painful and can cause a sore arm for a day or two. Some people develop immune-related side effects like headache, fever or an upset stomach that last less than three days, according to the manufacturer, GlaxoSmithKline. My only reaction beyond local soreness was an acid stomach for a day or two.

PICKLES | Brian Crane



Life After Your Death? Here's Why You Should Have a Trust

By Elizabeth Olson/The New York Times



Everyone needs a will, but, increasingly, estate planners say people also could benefit from setting up a trust while they are alive. That step would help assure that their assets are distributed more quickly, their bills paid promptly and continuously and personal information about property and other assets be kept out of the public eye.

Trusts have often been thought of as vehicles for wealthy people to dispose of their businesses, art work and other high-value items. But estate planners like Gerard F. Joyce Jr. of Fiduciary Trust Company International, the private wealth division of Franklin Templeton Investments, say certain types of trusts can be useful for those who are not ultrawealthy.

One of those is a revocable trust, which can be changed in a person's lifetime. "It is the workhorse of modern estate planning," said Mr. Joyce, who is also a lawyer. "A properly funded revocable trust can avoid the need for a public probate court proceeding after death that can take time and keep money from being immediately available." And "a trust makes sure that bills are paid during the person's lifetime even when the person is incapacitated," he said.

The number of people who may lack the capacity to control their own affairs is growing because people are living longer and the number of individuals who have dementia or Alzheimer's is rising, added Stacy K. Mullaney, chief fiduciary officer of Fiduciary Trust Company, a Boston-based wealth management company that shares a similar name but is an independent entity.

"We are seeing more situations where people need this assistance," said Ms. Mullaney. Currently, 5.5 million Americans are estimated to have Alzheimer's, and the disease is the fifth-leading cause of death for adults aged 65 and over, according to the Centers for Disease Control.

If assets that have been titled in one name are retitled in the name of the trust, the bills keep being paid without interruption in the person's lifetime," said Ms. Mullaney, who is also a lawyer. And that can apply to any situation where financial support is given to family members, she added. "Many grandparents, for example, pay for the college education of their grandchildren, but an incapacity can interrupt that. A trust would make sure that the tuition is paid."

Unlike an irrevocable trust, where assets are dispersed with a greater permanency, a revocable trust can be altered during the holder's lifetime if he or she decides to handle their assets differently. If a person's financial situation changes, or realizes he or she has simply made a mistake, the individual can close the trust and void the arrangement.

The trust "really does almost everything a will does, but it is more of a private document, and it is not subject to outsider review or approval," Mr. Joyce said. A will, he noted, can need approval from a court, and changes typically involve additional court scrutiny. Each state has its own laws and rules.

There can be catches to trusts, however. The trust is controlled by the person who sets it up, and often the person will choose one or more co-trustees to help manage the trust. That choice is where things can get tricky. Choosing a trustee is not just about someone you trust. Knowing how to invest is a key skill for a trustee, estate planners agree. "Probably the most important decision in picking a trustee is the ability to invest over the long term," Mr. Joyce said. "It's common to have a surviving spouse or a child, but it needs to be someone with the time and inclination to do that well."

While irrevocable trusts are often used for tax planning, Ms. Mullaney said, "revocable trusts are really about life planning."

Here's What You Need to Know About Trusts by Gerard F. Joyce Jr.

How does a will differ from a revocable trust? A will is a public document, and the probate process requires disclosure of assets, bank and other financial accounts and beneficiaries. Under a revocable trust, such information is usually not made public.

Is there income tax liability for the revocable trust? Tax returns for a revocable trust must be filed annually to the Internal Revenue Service. The fund's assets, at the owner's death, are subject to any applicable estate tax.

Can any lawyer set up such a trust? It should be an attorney specializing in trust and estates.

What assets are in a revocable trust? It can be a house or property, or bank and investment accounts.

Does a revocable trust end when the owner dies? Not always. Trusts can last after the original owner's lifetime usually for 90 years, but there are state variations.

Does a trust always have to stay in the state where it was established? No, it can be moved to a different state, and people sometimes do this to take advantage of more favorable laws in other states. Delaware and New Hampshire, for example, have laws that allow easier changes in trust provisions and exempts trusts from state income tax.

Do people set up trusts to protect assets from others? Yes, trusts can be set up for a wide variety of purposes, including protecting assets against claims in divorce, or to assure the long-term care of someone who is disabled.

When is a professional manager a better choice as a co-trustee than a family member or friend? That's a personal choice, but professionals are licensed and have long-term experience in investing and managing wealth across generations. There are also federal reporting requirements and sometimes state, although that differs state to state.

Some Good Advice

Many of us are between 65 and death, i.e. old. My friend sent me this excellent list for aging . . . and I have to agree it's good advice to follow.

1. It's time to use the money you saved up. Use it and enjoy it. Don't just keep it for those who may have no notion of the sacrifices you made to get it. Remember there is nothing more dangerous than a son or daughter-in-law with big ideas for your hard-earned capital. Warning: This is also a bad time for investments, even if it seems wonderful or fool-proof. They only bring problems and worries. This is a time for you to enjoy some peace and quiet.
2. Stop worrying about the financial situation of your children and grandchildren, and don't feel bad spending your money on yourself. You've taken care of them for many years, and you've taught them what you could. You gave them an education, food, shelter and support. The responsibility is now theirs to earn their own money.
3. Keep a healthy life, without great physical effort. Do moderate exercise (like walking every day), eat well and get your sleep. It's easy to become sick, and it gets harder to remain healthy. That is why you need to keep yourself in good shape and be aware of your medical and physical needs. Keep in touch with your doctor, do tests even when you're feeling well. Stay informed.
4. Always buy the best, most beautiful items for your significant other. The key goal is to enjoy your money with your partner. One day one of you will miss the other, and the money will not provide any comfort then, enjoy it together.
5. Don't stress over the little things. You've already overcome so much in your life. You have good memories and bad ones, but the important thing is the present. Don't let the past drag you down and don't let the future frighten you. Feel good in the now. Small issues will soon be forgotten.
6. Regardless of age, always keep love alive. Love your partner, love life, love your family, love your neighbor and remember: "A man is not old as long as he has intelligence and affection."
7. Be proud, both inside and out. Don't stop going to your hair salon or barber, do your nails, go to the dermatologist and the dentist, keep your perfumes and creams well stocked. When you are well-maintained on the outside, it seeps in, making you feel proud and strong.

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8. Don't lose sight of fashion trends for your age, but keep your own sense of style. There's nothing worse than an older person trying to wear the current fashion among youngsters. You've developed your own sense of what looks good on you – keep it and be proud of it. It's part of who you are.
 9. ALWAYS stay up-to-date. Read newspapers, watch the news. Go online and read what people are saying. Make sure you have an active email account and try to use some of those social networks. You'll be surprised what old friends you'll meet. Keeping in touch with what is going on and with the people you know is important at any age.
 10. Respect the younger generation and their opinions. They may not have the same ideals as you, but they are the future, and will take the world in their direction. Give advice, not criticism, and try to remind them that yesterday's wisdom still applies today.
 11. Never use the phrase: "In my time." Your time is now. As long as you're alive, you are part of this time. You may have been younger, but you are still you now, having fun and enjoying life.
 12. Some people embrace their golden years, while others become bitter and surly. Life is too short to waste your days on the latter. Spend your time with positive, cheerful people, it'll rub off on you and your days will seem that much better. Spending your time with bitter people will make you older and harder to be around.
 13. Do not surrender to the temptation of living with your children or grandchildren (if you have a financial choice, that is). Sure, being surrounded by family sounds great, but we all need our privacy. They need theirs and you need yours. If you've lost your partner (our deepest condolences), then find a person to move in with you and help out. Even then, do so only if you feel you really need the help or do not want to live alone.
 14. Don't abandon your hobbies. If you don't have any, make new ones. You can travel, hike, cook, read, dance. You can adopt a cat or a dog, grow a garden, play cards, checkers, chess, dominoes, golf. You can paint, volunteer or just collect certain items. Find something you like and spend some real time having fun with it.
 15. Even if you don't feel like it, try to accept invitations. Baptisms, graduations, birthdays, weddings, conferences. Try to go. Get out of the house, meet people you haven't seen in a while, experience something new (or something old). But don't get upset when you're not invited. Some events are limited by resources, and not everyone can be hosted. The important thing is to leave the house from time to time. Go to museums, go walk through a field. Get out there.
 16. Be a conversationalist. Talk less and listen more. Some people go on and on about the past, not caring if their listeners are really interested. That's a great way of reducing their desire to speak with you. Listen first and answer questions, but don't go off into long stories unless asked to. Speak in courteous tones and try not to complain or criticize too much unless you really need to. Try to accept situations as they are. Everyone is going through the same things, and people have a low tolerance for hearing complaints. Always find some good things to say as well.
 17. Pain and discomfort go hand in hand with getting older. Try not to dwell on them but accept them as a part of the cycle of life we're all going through. Try to minimize them in your mind. They are not who you are, they are something that life added to you. If they become your entire focus, you lose sight of the person you used to be.
 18. If you've been offended by someone – forgive them. If you've offended someone - apologize. Don't drag around resentment with you. It only serves to make you sad and bitter. It doesn't matter who was right. Someone once said: "Holding a grudge is like taking poison and expecting the other person to die." Don't take that poison. Forgive, forget and move on with your life.
 19. If you have a strong belief, savor it. But don't waste your time trying to convince others. They will make their own choices no matter what you tell them, and it will only bring you frustration. Live your faith and set

an example. Live true to your beliefs and let that memory sway them.

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

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

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

New home test shakes up colon cancer screening

By Marilynn Marchione

Starting today, millions of people who have avoided colon cancer screening can get a new home test that's noninvasive and doesn't require the uncomfortable preparation most other methods do. The test is the first to look for cancer-related DNA in stool. But deciding whether to opt for the test is a more complex choice than ads for "the breakthrough test that's as easy as going to the bathroom" make it seem.

On one hand, the test could greatly boost screening for a deadly disease that too few people get checked for now. On the other hand, it could lure people away from colonoscopies and other tests that, unlike the new one, have been shown to save lives. It might even do both.

"It looks promising," but its impact on cancer risk and survival isn't known, said Dr. Barnett Kramer, a National Cancer Institute screening expert. David Smith, 67, a retired teacher from Northfield, Minnesota, shows the test's potential. He has never been screened for colon cancer and his doctor ran through the options, including a barium enema or a scope exam. "He pulled out one of those really colorful brochures they have for all those procedures," Smith said, but he had suffered an infection from a prostate biopsy years ago and didn't want another invasive test. When the doctor mentioned the new DNA test, "I said, well, sign me up."

The test was approved by the Food and Drug Administration last month and will be offered by prescription at the Mayo Clinic in Minnesota, where it was developed, and soon nationwide. It's called *Cologuard* and is sold by Exact Sciences Corp. of Madison, Wisconsin. Mayo Clinic and one of its doctors get royalties from the test.

Here are some things to know about it: Many current stool tests look for blood that could suggest a tumor. *Cobguard* does this plus detects DNA that could be a sign of cancer or precancerous growths called polyps. People send a stool sample to a lab where it is tested. If the test is positive, the next step is a diagnostic colonoscopy. A thin tube with a tiny camera is passed through the large intestine and growths can be removed and checked for cancer. When this is done for screening and precancerous polyps are removed, it can prevent cancer, not just detect it. It requires drinking laxatives the day before to clean out the bowel.

A sigmoidoscopy is a similar scope exam but only looks at the lower portion of the bowel and does not require full sedation.

Cologuard costs \$599 versus about \$25 for current stool blood tests and "you don't know whether you need to take it every year - intervals have not been tested," Kramer said.

If you have the DNA test every three years, it would be \$1,800 - about the cost of a colonoscopy, which is good for 10 years unless polyps are found, he said.

Medicare covers the new test but private insurers aren't covering it yet.

LETTERS

How True It Is

Another year has passed
And we're all a little older.
Last summer felt hotter
And winter seems much colder
I rack my brain for happy thoughts,
To put down on my pad.
But lots of things that come to mind
Just make me kind of sad.
There was a time not long ago
When life was quite a blast.
Now I fully understand
About living in the past.
We used to go to weddings,
Football games and lunches.
Now we go to funeral homes,
And after funeral brunches.
We used to have hangovers
From parties that were gay.
Now we suffer body aches
And while the night away.
We used to travel often
To places near and far.
Now we get sore bottoms
From riding in the car.
We used to go out shopping
For new clothing at the Mall.
But, now we never bother.
All the sizes are too small.
We used to go to nightclubs
And drink a little booze.
Now we stay at home at night
And watch the evening news.
That, my friends is how life is
And now my tale is told.
So, enjoy each day and live it up
Before you're too darned old!

From the Editor!!!

Check it out, guys. We have 5 letters this month, and nine obituaries. I need more birthday letters. You can do better. *Ed*

BARNEY HAGEN—Santa Rosa, CA
19 years ago, in a Galaxy far, far away —no wait, it was in this Galaxy, I set that last parking brake and picked up that 25-pound brain bag and faded away into the sunset. And it has been an awarding 19 years. And I didn't really fade away.

I have been actively involved with the Pacific Coast Air Museum for all that time and still put in a few hours a week. I recently gave up stewardship of a DC-6B nose section that a few of us restored over a 6-year period. Bill Greene was the leader of the group. Check out the museum web site for a look at our collection. We are the proud displayers of the F-15 fighter first on site on 9-11, flown by one of our own, Tim Duffy.

If you are ever in the North Bay checking out our wonderful wines, take a side trip to the Sonoma County Airport and look the museum over.

Cheers and keep keeping the blue side up.
Barney

A Senior's Version of FACEBOOK

For those of my generation who do not, and cannot, comprehend why Facebook exists: I am trying to make friends outside of Facebook while applying the same principles. Therefore, every day I walk down the street and tell passers-by what I have eaten, how I feel at the moment, what I have done the night before, what I will do later and with whom. I give them pictures of my family, my dog and of me gardening, taking things apart in the garage, watering the lawn, standing in front of landmarks, driving around town, having lunch, and doing what anybody and everybody does every day. I also listen to their conversations, give them "thumbs up" and tell them I "like" them. And it works just like Facebook. I already have 4 people following me: 2 police officers, a private investigator and a psychiatrist.

BOB HARRIS—Virginia Beach, VA
Thanks for all the good work! RUPANEWS has always been and continues to be, SUPER! Enjoy it immensely!!!

Keeping busy in retirement:

Coaching tennis / instructing in Virginia Beach, VA.

Substitute teaching, middle / upper school.

Docent, Chrysler Art Museum, Norfolk, VA.

Grandpa, 9 grandchildren.

Golfing and hiking.

Thanks again, *Bob*

PETE MAURY—Florence, OR

April again???, How time does fly the older we get. Bea and I are busy every day. One of us seems to have Doctor's Appointments or some event to attend. Bea's healthy, I'm still bugged with Diabetes and Macular Degeneration, both are fairly well stabilized.

Not much news since last year, airport manager a few times a month, dancing at Elks on Fridays, helping at various functions around town. Bea sold her place in Palm Springs, first Thanksgiving in 25 years that she didn't have dinner at Melvin's, we did make the RURPA cruise out of Copenhagen, and first class on Air Canada was close to what first class on DC-8s used to be. 'Told you about getting

**Growing old is
hard work...
The mind says
"yes" but, the
body says "what
the hell are you
thinking"**

the "Wright Brother's Master Pilots Award," the Mayor introduced me as 'An international sex symbol.' I serve wine at church from time to time, I tell people that if they attend service, I'll give them two jiggers of wine, done this a couple of times, hard to keep s---eating grin off my face during this solemn occasion though. Other than that, we've been sticking around Oregon and enjoying one another. For me, it is unbelievable how good my life is, and how happy I am.

Rick still flying for American, president of Rock Hill, SC EAA chapter, flying his RV. He and a couple others bought a Citabria in Petaluma and flew it back to SC, he has a girlfriend in Phoenix and we went down to visit with them a couple weeks ago. Enjoyed it, flew coach on a CJ, nice ride.

Bob, grands and greats are doing fine.

Oh, I just joined "UFO" (United Flying Octogenarians)". Who else do you know who would join an organization that he can't pronounce or spell without a dictionary?

Thanks to Cleve and the rest of the bunch who work so hard to keep RUPA going.

We really enjoy it. *Pete & Bea*

JACK W. TAFFE—Marco Island, FL

Sorry to be late. I enjoy the magazine.

I'm still enjoying life here in sunny Florida. I've been retired here for 27 years, and it sure has gone by fast. However, I'm getting a little forgetful.

Sincerely, *Jack*

WAYNE WALCZAK—Leander, TX

Hi RUPArians, another year gone by making it twelve since setting the parking brake on the B747-400.

Last year I reported that I was employed by Flight Safety International as an instructor on the Cessna Citation. Still at it and just got TCE qualified, so I cannot only teach ground school and simulator, but can give check rides to returning pilots and those getting an initial type rating. Pay has improved after qualifying and has allowed me to have a bit more schedule flexibility. Only one regret, and that is noticing the quality of the pilots entering the door. Getting some of these folks qualified in the few days allowed is often a challenge. But I am

back doing something I have loved doing for the last 45 years.

Health is good, but still trying to lose those forever 10-15 pounds. Nani is still rehabilitating her knee which has not allowed her to go back to work, and so after 49 years with United, she is likely to retire at the end of May.

We are planning to take a cruise to Alaska using the ID90 travel discount, and hope to enjoy the scenery. That's about it for now. Aloha, *Wayne*

IN MEMORIAM

BRUCE M. BARTON

Bruce M. Barton, 87, flew west on March 16, 2018 after a short bout with pneumonia. He was born June 1, 1930.

Bruce was a Navy NAVCAD entering the Navy in 1949 and flew K Ship Blimps, F-6 Hellcat, TBM Avenger and the T-33.

After separation from service he was hired by United on June 1, 1954 and retired June 1, 1990. He flew everything from the DC-3 to the B-747 mostly out of LAX. When United bought Caravelles, he flew out of EWR for a couple years then returned back to LAX.

He is survived by 4 children, 11 grand-children and 16 great grand-children.

GEORGE M. LEGERE

George M. Legere (96) flew west March 12, 2018. He was born May 9, 1921 in Macomb, IL.

As the oldest child of ten, George grew up working on his parent's Kansas farm. This was hard work for little reward during the Great Depression. He told us that one day, while riding a tractor in the heat of the Kansas summer, he looked up and saw a biplane flying overhead and thought, "it's got to be so much cooler up there." He eventually found his passion which was flying; being a pilot defined who he was.

In 1943, George made his way to Texas where he joined the United States Marine Corps. During his time in the Marines, he became a pilot. George served in World War II and was called from inactive duty to serve in the Korean War in 1950.



George joined United Airlines In 1946. In 1957 George was recognized and received an award for "Outstanding Services to Flight Operations" for his help in investigating a crash that took place in the mountains near Colorado. The picture is of George receiving the award from Mr. Patterson. Towards the end of his 33-year career, George had enough seniority to bid the Seattle-Maui run. "Gentleman flying," he called it.

United Airlines' policy of mandatory retirement at 60 frustrated George and so the year of his retirement, he climbed Mt. Rainier to prove that the policy should not have applied to him. But retirement meant that George was free to enjoy other interests which included hiking, photography, kayaking and his first granddaughter, Sadie.

For more details, please visit <http://www.flintofts.com/obituary/George-M.-Legere/Seattle-Washington/1787424>

WESLEY C. KING

Wesley C. King, 84, passed away April 12, 2018. He was born in Shamrock, OH.

Wesley had been an Air Force Fighter Pilot for ten years. He joined United in 1966 and retired in 1993 after 27 years.

Wesley is survived by his wife of 63 years, Laurie, three children, eight grandchildren and four great-grandchildren.

He enjoyed trap shooting at Silver Dollar Gun Club and spending time with family. Wesley was loved by many friends and family.

CLYDE LEE LUTHER

Clyde flew west on March 30, 2018. He was born September 11, 1929 in Hooper Nebraska.

Clyde graduated from the University of Nebraska and went on to serve in the United States Air Force. He began his career as a pilot in 1956 with Capitol Airlines, which then merged with United Airlines, where he retired in 1989.

Clyde was a longtime volunteer Golf Rules Official, working numerous major golf events. He was on the USGA Junior Committee for 35 years, worked High school, NCAA and professional tournaments. His love of the rules of golf, also had him teaching the rules. This passion earned him numerous awards



including: The Joe Dey Award, The VSGA Presidents Award, David Wortman Citizen of the Year Award, Ike B Grainger Award, Golf Magazine's "Innovator Award." He was also inducted into the Middle Atlantic Golf Association Hall of Fame, Golf Coaches Association of America Hall of Fame and a member of the Inaugural class of the Virginia Golf Hall of Fame.

Clyde was a member of Springfield Golf and Country Club. This was his home away from home! He loved the friendships he developed over the 54 years of membership at SGCC.

Clyde is survived by his wife of 64 years, Claudette, four children, eight grandchildren and four great grandchildren.

In lieu of flowers a donation can be made to VSGA-scholarship fund (VSGA.org), or the Bobby Bowers Scholarship Fund C/O Springfield Golf & Country Club in memory of Clyde Luther.

STEPHEN W. PAHS

Steve passed away March 29, 2018. He was born June 8, 1928 in Denver, CO. Steve grew up in Denver and graduated from Cathedral Catholic High School in 1946. He was accepted at the US Merchant Marine Academy in Kings Point, NY. His maritime training began in San Mateo, California and in his second year he was assigned as a Midshipman to the destroyer tender USS SIERRA, where Steve realized his love of travel and experiencing other cultures with port calls in Fiji Islands, Australia, New Zealand, and Canada.

Steve graduated from the USMMA in 1950 as an Ensign with a Bachelor's of Science and accepted a commission as a 2nd Lieutenant with the US Air Force; he attended flight training at Goodland Air Force Base in Lubbock, Texas, and followed on training at Reese AFB, graduating flight school with Class 52A; ultimately earning his "aircraft commander" rating Mather AFB in California in TB-50s. In 1953, Steve served as an "instructor pilot" or B-47s at McConnell AFB. In 1955, he transferred from active duty to the Colorado Air National Guard [ANG] at Buckley ANG Base, where he flew the F-80, F-86 D & L and the F-100C. Steve joined United the same year and retired in 1988 on the DC-10.



Steve married Mary Jo Martin of Winterset, Iowa in 1970 and fathered one son—David. He integrated his love for numerous hobbies with his family life: repairing and driving classic cars; camping, hunting, fishing, and shooting skeet and trap. Steve enjoyed competitive indoor pistol shooting, coin collecting, and photography. He was an active and passionate member of multiple clubs, organizations and historical societies; most notably the Daedalians, Denver Posse of the Westerners Society, the American Legion, the Veterans of Foreign Wars, the Railroad Club and both the Moose and Elks Clubs. He and his family traveled extensively throughout the western United States visiting historical sites, re-enactments and living history museums. Soon after his retirement from United and the Air National Guard, Steve and his wife traveled throughout Europe to Germany, France, Italy, Spain, Portugal and Austria.

Steve is survived by his wife of 47 years, Mary Jo, his son and four grandchildren.

Steve's family has suggested that in lieu of flowers, some may wish to donate to the United States Merchant Marine Academy [Steve's his alma mater]. <https://www.usmmaaf.com/s/1175/hybrid/social.aspx?sid=1175&gid=1&pgid=385&cid=957&ecid=957>

CHARLES RON PEWTERBAUGH

Ron Pewterbaugh (85) passed away on August 9, 2017 at home in Brighton Colorado under the care of Hospice. His wife and family were with him at the time of his death. He had been diagnosed with Alzheimers, but until the month of July when he went into the hospital, he still traveled and led a very productive life.

Ron grew up in Wheat Ridge where he learned to fly at the age of 16 and after two years in the Air Force, he was hired by Capital Airlines in 1955. When Capitol merged with United, he continued to fly until 1992, when he retired as number 2 in the line. He flew the VC-700, VC-800, DC-3, DC-6, DC-7, DC-8, 9-707, B-720, B-727, DC-10 B-747. B-737 and B-747-4. During his 37 years with United, he worked in management and at one time was the Senior Flight Operations Manager of the entire 747 and DC-10 fleet. He flew his final flight as Captain on the 747-400 from Australia to Los Angeles with his wife and son on board.

Ron loved life and lived it to the fullest. He loved motorcycles, motorhomes, boats, cars, off road vehicles, homes, fishing, hunting and traveling. He lived a life so many only dream of.

Ron was so loved and will be greatly missed by his family and friends.

ROBERT H. PIKE

Robert H. Pike, 84, of Lake Elmo, MN Passed away April 4, 2018 due to a heart problem.

Bob was born in Jersey City, NJ Sept. 12, 1933. He grew up in Teaneck, NJ and graduated from the Englewood School for Boys in Bergen, NJ.



Bob said he remembers hanging off the airport fence when he was four years old and he learned to fly at Little Ferry Seaplane Base in NJ on the Hackensack River at age 16 in 1949. He graduated from Embry-Riddle Aeronautical University in Florida in aviation maintenance, and he bought and sold about 14 or 15 small airplanes in his lifetime. He started his airline career as co-pilot for troop transports and then at Capital Airlines, Washington, D.C., where he was a flight engineer, co-pilot and captain. Capital merged with United Airlines and he retired from United in 1993. In his final years he was Captain of 747s from O'Hare to Narita, Japan. He held a pilot license, instructor's license, A&P mechanics, and CFI. In his retirement he moved to Adams County in Wisconsin where he lived adjacent to the airport, and then moved to the twin cities after his marriage to Judy Gibson where they both worked on the Lake Elmo municipal library project.

He is survived by his wife, Judy Gibson, four children, seven grandchildren and three greatgrandchildren.

GREGORY A. PLENCNER

Gregory Arthur Plencner, 83, of Granite Shoals, Texas passed away April 6, 2018. He was born on November 13, 1934 in Saint Paul, Minnesota.

Greg proudly served his country in the United States Air Force for twelve years. He started his military career as a navigator and later a B-52 pilot. After his military days he joined United in 1965 and retired in 1994.

Greg loved the lakes, he enjoyed boating and spend-



ing time on the houseboat.

Greg is survived by his wife, Patricia, two sons and five grandchildren.

IVEY E. "GINO" WILLIAMSON

Ivey Eugene "Gino" Williamson, 83, passed away on April 4, 2018 in Surprise, Arizona. He was born in Wil-son County, NC on December 7, 1934.



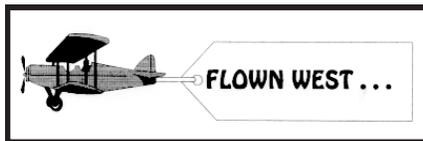
After graduating from North Carolina State University, Gino entered the U.S. Air Force and was stationed in Keflavik, Iceland. In 1962, he was awarded a flight training assignment at Moody AFB. Upon receiving his pilot's wings, he was assigned to McChord AFB with the mission of flying C-124s in and out of Vietnam. While in the Air Force, he met his future wife, Marlene Andersen, in San Francisco, who she was a flight attendant with TWA. After they were married, Gino joined Pan Am, flying B-707s and later L-1011s all over the world. While flying commercial-ly, he also flew with the Air Force Reserve in C-124s and C-130s. In 1984, he was part of the United's purchase of Pan Am's Pacific routes and L-1011s. He retired in 1995 as captain on the B-757/ B-76.

Gino was beloved for his fun-loving nature, easy laugh, his crooked smile and his wonderful sense of humor. According to Marlene, "Everywhere we went, no matter what city we were in, Gino would run into someone he knew. We were walking down the sidewalk in Buenos Aires once and suddenly he said, 'Look, there's Bob!' The next thing I know, he's introducing me to this person I had never seen before." Gino passed away the day before their 54th wedding anniversary. He was a world traveler, a runner and golfer, as well as an avid fan of Major League Baseball and Wolfpack sports.

Gino is survived by his wife Marlene Williamson, and a son.

A military service and interment is being planned for August 2018 at Arlington National Cemetery in Arlington, Virginia. In lieu of flowers, the family asks for donations to Wounded Warrior Project at www.woundedwarriorproject.org.





Clifford J. Alderson	Mar. 02, 2018
Bruce M. Barton	Mar. 16, 2018
*Joseph A. Hart	Mar. 05, 2018
*Wayne Icenhower	Feb. 14, 2018
Wesley C. King	Apr. 12, 2018
Clyde L. Luther	Mar. 30, 2018
*Peter Lyon	Mar. 27, 2018
F. Edward Meksto	Mar. 2018
*Paul I Olson	Mar. 21, 2018
Stephen W. Pahs	Mar. 29, 2018
Gregory A. Plencner	Apr. 06, 2018
*Galen J. Smith	Apr. 10, 2018
*Warren A. Wray	Feb. 06, 2018

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Pilots Retirement Foundation

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

May, 2018 Edition

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

Oregon

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

Washington

Seattle Gooney Birds (3rd Thursday 11:00AM)—*Airport Marriott*—360-825-1016

Washington D.C.

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