

rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Letter	Page 3	Articles	Page 27-49
Vice President's Letter	Page 4	Letters	Page 50-58
About the Cover	Page 5	In Memoriam	Page 58-62
Local Reports	Page 5-27	Calendar	Page 64

— OFFICERS —

President Emeritus: The late Captain George Howson
President: Bob Engelman.....954-436-3400.....rupapres@rupa.org
Vice President: John Gorczyca.....916-941-0614.....rupavp@rupa.org
Sec/Treas: John Rains.....802-989-8828.....rupasectr@rupa.org
Membership Larry Whyman.....707-996-9312.....rupamembership@rupa.org

— BOARD OF DIRECTORS —

President - Bob Engelman — Vice President — John Gorczyca — Secretary Treasurer — John Rains
Rich Bouska, Phyllis Cleveland, Cort de Peyster, Ron Jersey, Walt Ramseur
Jonathan Rowbottom, Bill Smith, Cleve Spring, Larry Wright

— COMMITTEE CHAIRMEN —

Cruise Coordinator.....Rich Bouska.....rbouska1@comcast.net
Eblast Chairman.....Phyllis Cleveland.....rupaeblast@rupa.org
RUPANEWS Manager/Editor.....Cleve Spring.....rupaeditor@rupa.org
RUPA Travel Rep.....Pat Palazzolo.....rupapasstravel@rupa.org
Website Coordinator.....Jon Rowbottom.....rowbottom0@aol.com
Widows Coordinator.....Carol Morgan.....rupawidows@rupa.org
Patti Melin.....rupawidows@rupa.org
RUPA WEBSITE.....http://www.rupa.org

— AREA REPRESENTATIVES —

Arizona

Phoenix Road Runners.....Ken Killmon.. flyawayk@cox.net
Tucson Toros.....Randy Ryan.....randyryan40@msn.com

California

Dana Point.....Joe Uдовч.....jjudovch@yahoo.com
Los Angeles South Bay.....Sharon Crawford.....captaincrawford@verizon.net
Monterey Peninsula.....Phyllis Cleveland.....one747czi@redshift.com
SAC Valley Gold Wingers.John Gorczyca..jsgorczyca@gmail.com
San Diego Co.....Mark Mayer..mark777maver@gmail.com
San Francisco Bay-Siders'.Larry Wright.....Patlarry@aol.com
San Francisco North Bay...Bob Donegan....fatherdon@aol.com
San Fransico East Bay Ruparians.....
Neil Dahlstrom 4tamdahl@sbcglobal.net
Rich Bouska rbouska1@comcast.net
The FAT Flyers.....Paul Nibur..p.nibur@gmail.com
Thousand Oaks.....Denny Fendelander ...dfend4@yahoo.com

Colorado

Denver Good Ol' Pilots.....Tom Johnston
Tom Johnston.....thomasjohnston2@hotmail.com
Stanley Boehm.....spboehm@comcast.net

Florida

N.E. Florida.....Lowell Johnston low1789@aol.com
The Ham Wilson S.E. Florida Gold Coast
October thru April,.....Lyn Wordell & Ned Rankin
Lyn Wordelllyndenw@aol.com
Ned Rankin.....nwrankin@aol.com
May thru Sept.....Jim Morehead & Art Jackson
Jim MoreheadMoreheadjames@aol.com
Art Jackson.....arthjacks@aol.com
S.E. Florida Treasure Coast Sunbirds.....Bob Langevin
.....BobL34997@aol.com
S.W. Florida.....Gary Crittenden.....gjcritt5@comcast.net
Tampa.....Matt Middlebrooks.....immbrooks1@verizon.net

Hawaii

Hawaiian Ono Nene's.....Larry Becker
beckerhi@hawaii.rr.com
Big Island Stargazers.....Linda Morley-Wells
Linda Morley-Wells.....lmwjet@earthlink.net
Beth Ann Raphael.....berapha@aol.com

Illinois

Greater Chicago Area Group
Bob Helfferich.....flybikebob@earthlink.net
Dick Kane.....Richaka4@aol.com
The Joe Carnes RUPA Group
Walt Fink.....ok3wire@joltmail.com

Nevada

Las Vegas High Rollers....Andy Anderson - larssona@cox.net
Reno's Biggest Little Group.....Gary Dyer - Lyle U'ren
Gary Dyergtdtahoe@att.net
Lyle U'ren.....captylej@aol.com

New York

New York Skyscrapers...Pete Sofman....psofman@gmail.com

Ohio

Cleveland Crazies.....Phil Jach...jach@gwis.com

Oregon

The Columbia River Geezers—Ron Blash—Tony Passannante
Ron Blash.....rblast@mac.com
Tony Passannante.....hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon
Bob Nicolls.....bnicolls@live.com

Washington

Seattle Gooney Birds...Henry P. Kerr.henrykerr41@gmail.com

Washington D.C. Area

Washington D.C.....E.K. Williams Jr...ekwjr@earthlink.net
Hampton Roads Area.....Jim Krasno krasnojm@earthlink.net

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

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

President's Letter

Hello everyone. I hope you had a great holiday season, and that we can look forward to a happy and healthy 2019.

The first thing on my mind as I write this is the loss of our friend and mentor, Captain Leon Scarbrough. I know all the other officers feel as I do. He was always there to bounce ideas off, and to offer advice anytime we needed it. Leon was a newhire classmate of former RUPA President Cort de Peyster, who has written a nice tribute to his close friend, which appears later in this issue.

Here are a couple of good deals that all pilots will like. First is for veterans. It's a website, www.shopmyexchange.com and you can quickly fill out a form and shop military exchanges right from that site. There are some excellent deals there.

Another is the United Perks. I signed up for it and I get periodic emails with graphic links to shop for services and items. I just bought a new Samsung soundbar, using a link right to the Samsung USA website, and got it for \$100 off. I closed that browser and went directly to the Samsung website and, sure enough, there it was for \$100 more than I got it through United Perks. Just log onto FlyingTogether at www.ft.ual.com and then go to Employee Services, My Discounts, or go right to <https://united.perkspot.com/>. There you quickly set up your account and start shopping. There truly are some great deals.

Then, one of our members told me about Hyatt Legal Services, which give United employees and retirees free wills, living wills and powers of attorney. I have no idea how good this service is. The reviews are mixed on line, but they're for other prepaid legal services and not the free ones we get. I called to verify it and we do get this free of charge, paid for by United Airlines.

Once again, I must write about a problem with Aetna. I have the United Airlines secondary coverage with them. The company sent them all the info about me and my wife for this year, but somehow Aetna lost my wife, so she wasn't shown as covered. It took days and many phone calls, first to Aetna customer service, then to United's Your Benefit Resource (which is Hewitt), who verified her coverage, then two conference calls back to Aetna. Finally, after a week of this, Aetna showed her as covered. I wish I could bill that company for all the hours I waste on them every year since United switched. I know BlueCross Blue Shield wasn't any better. If any of you have similar problems, don't give up. Keep at it until they straighten it out.

Welcome to the following new members:

Capt Jon Dueck (SFO) Littleton, CO
Capt Jim Prier (ORD) Dayton, OH
Capt Danny Cerna (SFO) Dixon, CA
Capt David Witter (SFO) Novato, CA
Capt Randy Slightam (SFO) Discovery Bay, CA
Capt Larry Lumpkin (DEN) Elkhorn, NE
Capt Abbas Reza (EWR) Medford, NJ
Capt Mark Coil (ORD) Gig Harbor, WA
Capt Gary Hrobuchak (DCA) Richmond, VA
Capt Keltie Morris (SFO) San Francisco, CA
Capt Gregory White (?) Mercersburg, PA

And another special welcome to United Flight Attendant Trudy Engeldinger (SFOSW) Rocklin, CA

There were a number of other new membership applications without their dues payment, and they haven't been mentioned here. Once their dues are in, they're considered members.

Our most excellent Secretary/Treasurer, Captain John Rains, has explained to me how much easier his workload is with the increasing number of members who are paying on line with a credit card. For a number of reasons, it makes keeping the books way easier, so I'm making a request to all of you to please go to www.rupa.org and pay your dues there. You can even select an annual, recurring payment so you don't have to worry about remembering to do it each year in your birth month. 'Nuff said.

That's all from sunny South Florida. **Bob**

Capt Steve Lerum (LAX) Solana Beach, CA
Capt William Rogalski (SFO) Meadow Vista, CA
Capt Larry Farnsworth (SFO) Florence, OR
Capt Charles Barnett (EWR) Bayport, NY
Capt Tom Killion (DCA) Port Yarmouth, MA
Capt Rob Reed (EWR) Virginia Beach, VA
Capt Ross Miller (IAH) Point Blank, TX
Capt Sandy Heely, Jr. (DEN) Auburn, AL
Capt Sal Salazar (ORD) Owasso, OK
Capt Herb Fischer (IAD) Gamaliel, AR

Vice President's Letter

I trust the RUPA Nation had a wonderful holiday which was full of cheer and laughter. It was an immensely fun time for my wife and me as we traveled the nation in the last month with stops in NYC, San Diego and lastly Pasadena for the Rose Bowl. I am happy to report that the college football team I support, the Ohio State Buckeyes, pulled out a victory in the Rose Bowl against those tremendously talented Washington Huskies.

And so, it is with great sadness that I also must add my condolences for the loss of our long time RUPA member, Leon Scarbrough. Leon was a longtime friend of Cort de Peyster. Cort and Leon met each other as new hire classmates with United Airlines. Their friendship transcends time as many others within the RUPA organization, United Airlines and his longtime friends in Sonoma, CA. He will be dearly missed. Cort will have more to say about this in a separate article.

I am happy to report that the new employeeRes system is rolling out very well. It may take a while to familiarize yourself with the intricacies, but it does seem to be an improvement. United announced the largest ever international network expansion from SFO. We even have flights to Tahiti. They also strengthened a flying partnership in a contract with ExpressJet. They will operate 25 Embraer 175-SC jets to support our network. United is also adding nearly 150 flights between our seven hubs and sun and ski destinations beginning in early 2019. This is good news for those beach goers and skiers. United Airlines has taking delivery of its first Boeing 787-10. We are the first North American carrier to take possession of the 787-10. Reportedly, it offers superior fuel efficiency and more customer comfort.

We would like to encourage continued applications for the RUPA editor position that is currently occupied by Cleve Spring. We all cannot emphasize enough the tremendous job Cleve has done in producing our RUPA magazines. These will be difficult shoes to fill but, I am convinced, we will find a great replacement. As I mentioned in my last letter, RUPA is willing to pay the prospective editor \$1,000 a month. Please contact Bob Engelman or any of the officers or Board of Directors if you have any questions.

Again, I would like to emphasize our RUPA cruise that we will be having in July of this year. Ladies and Gentleman, it is a Mediterranean cruise and you could not have a better cruise than floating through the warm waters of the Mediterranean Sea. It is a cruise of a life time and the price is just right. Rich Bouska is planning this in conjunction with our travel agent, Jerry Poulin. We will be traveling aboard the MS Koningsdam which is one of the ships owned by Holland Line. Wow, a 12-day cruise eastbound from Rome to include stops in Greece, Mykonos, Ephesus, Turkey, Rhodes, Santorini, Crete and Naples. Then there is the west bound direction of the cruise that will make stops in Cartagena, Gibraltar, Malaga, Barcelona, Marseille, Livorno, Monte Carlo and then return to Rome. If you are so inclined, you can cruise both directions. I guarantee a good time will be had by all. If you have any questions, please feel free to contact Rich Bouska about the time of your life.

Further, you will see a registration form in this edition of the *RUPANEWS* that will detail our upcoming RUPA Reunion in Dayton, Ohio scheduled for Oct 1 thru Oct 4, 2019. This will be another fun event to renew old friendships and make new ones. We will be staying at the Holiday Inn Fairborn and have tours of the Wright Brothers Museums, the Huffman Prairie Interpretive Center and the US Air Force Museum. The cost is \$111 per night plus tax which includes breakfast. The week will be topped off with a RUPA banquet/dinner with a guest speaker and entertainment. This will be a fabulous year with the RUPA cruise and the RUPA Reunion.

“To most people, the sky is the limit. To those that love aviation, the sky is home”.

Best wishes to all in 2019. Still Flying High, *John Gorczyca*

How to pay your RUPA dues

Go to our website www.rupa.org and pay your dues there with your credit card (Easy for you and for the Secretary Treasurer)

Or send your check to:

RUPA
PO Box 757
Stowe, VT 05672-0757

About the Cover

Airbus's Beluga XL

Airbus introduced a massive new cargo plane that looks like a whale and will play a key role in the company's future. It is the Beluga XL heavy-lift transport aircraft, which is an advanced version of A300-600ST (Beluga) Super Transporter (ST), to meet its future air transport capacity requirements.



Beluga XL has 30% more payload capacity than Beluga ST, which is based on Airbus A300-600 passenger aircraft. With the ability to accommodate a pair of A350 XWB aircraft wings, the new-generation aircraft will address the transport capacity needs for the ramp-up of A350 XWB.

Due to enter service in 2019, the Beluga XL will replace the current fleet of five Beluga ST aircraft operated by Airbus Transport International by 2025.

The five planned Beluga XL airlifters will be used to transport large components of Airbus aircraft from various production facilities across Europe to the final assembly sites located in Toulouse, France, and Hamburg, Germany.

The FAT Flyers RUPA Breakfast

The gang of old guys met for our 2nd Friday breakfast meeting on Jan 11th. As usual the talk was just a nice visit with old friends. The empty chair was where I was when not taking this picture. I chatted with Patti Manning – Patti loves to bust my chops because I'm a “conservative” and she isn't. But we are still friends. Pretty rare these days.



L to R: Patti, Ed Manning, Richard Jordan, Scott Gjerman, Dave Goudelock, Errol Mullins, Errol's guest from Virgin Atlantic, and Wayne Thompson, 95 and going strong.

Come join us anytime you're in the Central Valley. Call me at 559-289-2626. **Paul Nibur**

The Monterey Peninsula Lunch Bunch Christmas Party

For the eleventh year in a row we gathered at the Monterey Peninsula Country Club Beach House hosted by Carlos and Judy Quintana for our Annual Christmas Luncheon. It was a picture-perfect day with bright sunny skies. The views were spectacular, and the surf was crashing right outside the picture windows.

Sadly, Phyllis Cleveland reported that long time RUPA Secretary/Treasurer Leon Scarbrough passed away yesterday morning, December 11th. Leon was our Sec/Tres for over 10 years and was one of our most dedicated and effective leaders. He will be sorely missed.



Again, this year we welcomed visitors from the SFO Bay Area including Bob and Jill Ebenhahn, Karl and Jan Kastle, Bob and Ann Kibort and Cleve and Rose Spring. Craig and Cindy Julsgard traveled from Modesto to add to our party. SFOMD Dr. Bud Schwartz again joined us this year. Bud was a "Pilots Doctor" who is so respected by the SFO pilots because he was looking out for our careers first and foremost. The remainder of our gathering consisted of Ken and Cheryl Bohrman, Gary and Diane Brauch, Lee and Nancy Casey, Phyllis Cleveland, Mike and Mary Lynne Donnelly, Diane Emerson, Steve Filson and Terry Huggins, Sunee Jines and her son Mark, Rex and Mardell Lawson, Brett Morris, Diane Ellis, Linda Mackie, Ed and Pat Manning, Phil and Pat McClain, Sharon Nelson and her daughter Nicola Torchio, Carlos and Judy Quintana, Jon and Jane Rowbottom and Pete and Donna Walmsley.

As tradition plays on, Carlos entertained us during dessert with his Extreme Trivia questions. Before we began, Carlos called for a moment of silence for our beloved Leon Scarbrough. Carlos then followed with some real stumpers awarding a bottle of wine for correct answers. There were some interesting answers and lots of participation. In the end all the wine...and then some "miniatures" were awarded.

We closed out our lunch with recognition to Cleve and Rose Spring for all they have collectively done on behalf of RUPA. They will be moving to Medford, OR at the end of December. For those of you lucky to

have flown to Medford, their new home will be at the Manor, which we all passed off the right side on final approach landing North. In 1985, shortly are the Strike, on my first leg of OE as a newly upgraded 737 F/O with Wood Lockhart in the Left Seat, at 400 feet just past the Manor we experienced Wind Shear with a loss of 15 knots. I performed my first Go Around. All that Simulator Training kicked in glad to say. Cleve will be able to watch the aircraft flying by from his new home.

Judy Quintana has already booked the Beach House for December 11, 2019 so mark your calendar!

Our next luncheon will be the second Wednesday of January...the 9th...RSVP to Phyl by noon on the 8th...at Quail Lodge Edgar's. We wish all our RUPA family a Merry Christmas and Happy New Year and good health in 2019. *Jon Rowbottom*

The Monterey Peninsula (January) RUPA Lunch Bunch

January 9th was our first luncheon in 2019! Though very light in attendance we had a very interesting and spontaneous talk by retired UAL Captain Wayne Aleshire on his safety and organizational work (complete overall) of a Jakarta air service. Cultural issues, politics, and standard IATA/FAA/EASA aviation operations were all part of the review and upgrading of all divisions involving the air service. Jakarta operates both fixed wing and helicopters from many different manufacturers, including Russian. The Grasberg Mine (copper and gold) is the largest open pit mine in the world – the air service impart supplies the transportation to the remote 15,000 foot high mine. (See the internet for more details about the mine – fascinating!)

Those braving the weather were Jack Cowles, Diane Ellis, Brett Morris, Carlos and Judy Quintana, our host Pete and Donna Walmsley and myself.

Discussion followed concerning the Christmas Luncheon and plans for next year. Pete will be planning another golf tournament in September.

By the time you read this the new RUPA Directory will be mailed. Remember this publication is for RUPA members private use only and not for promotional use of any kind. Remember also that our website: www.RUPA.org has a wealth of information available to you.

Our next luncheon is Wednesday February 13th at Edgar's. As always please RSVP by noon the Tuesday before to either Phyllis or Pete. Cheers, *Phyllis Cleveland*

DCA RUPA (December) I-hop breakfast

It was a beautiful morning in Leesburg, VA... this morning of the 7th of December...the day that lives in Infamy. A good number of friends gathered at the I-Hop restaurant in Leesburg to tell a few "war stories" and have a few laughs about the "good ole days."



L to R: Bill Davis, Gene Couvillion, EK Williams, Gary Cook, John Gallagher, Bob Gilbert, Stokes Tomlin, Sim Stidham, "Bugs" Forsythe, Chuck Coltrin, and, finally, a new face in an older bunch, Ron May. Thanks! *Stokes Tomlin*

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

Well, a few of our Snowbirds are back but we're still waiting on a few more. The So. FL WX has been very good for a while now, the roads are getting busier (normal for November when our 'season' starts), Hurricane Season will Officially be over in about 2 weeks, and we've been fortunate enough not to have even ONE serious threat since June 1st (the Official beginning of Hurricane Season in FL), College and Pro Football is getting very interesting and of course, Thanksgiving is a week from today (as I write this) and then the CHRISTmas and New Year's hustle and bustle will start. Overall, it's been a terrific year and hope that it will finish that way.



(Starting left front - clockwise) - Ted Osinski, Ryan Fussle, Dave Damon, Don Onofrio, Dick Baese, Jim Dowd, Andy Lambert, Bob Langevin and Jack Boisseau.

Once again, our Luncheon at Shrimper's was terrific in every way - the WX, service by Lindsay, the many different conversations and food were all AWESOME. A few of the many subjects discussed were Comcast (Xfinity) TV problems, Dick Baese's (and Linda) recent All-Inclusive vacation in Cancun (his favorite, he's been 7 or so plus times to several different All-Inclusives); several guys discussed their experiences in how far DOWNHILL USAA Insurance has gone over the recent years :-(, discussions of the Long Range First Officer position flown by a couple of attendees and challenges shared by a few living on their boats in the Bahamas and commuting to their domicile to fly their trips.

RUPA Members that attended were: Dick Baese, Jack Boisseau, Ted Osinski, Andy Lambert, Dave Damon, Jim Dowd, Don Onofrio, Ryan Fussle (ORD was passing thru the Stuart area on vacation and he joined us for lunch - Thank you Ryan and hope that you'll stop by again in the future.....it was terrific to have you join our group) and myself, Bob Langevin. Cheers, Blessings, LOL and Adult Beverages for ALL,

Bob Langevin

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

Our final RUPA Luncheon for 2018 was held on Tuesday, Dec. 11th at The Prawnbroker Restaurant (in our own PRIVATE room) in Stuart, FL.

As is usual in December (and February in recognition of Valentine's Day) we try to make our Luncheon - SPECIAL (and upscale as well) in honor of the CHRISTmas Holiday and the fact that our wives - or - lady friends are invited to join us. This is the 1st time that we've had our own PRIVATE Room and it turned out to be SUPER. The tables were set up in a 'U' shaped formation and everyone was able to speak and talk with each other at will. Many conversations were exchanged and a GR8 time was had by all. The food was delicious, and the service was outstanding. After this terrific experience, we certainly will be returning there...many times in the future.

In January we will be returning to our normal location, Shrimper'swhich our members love as well. A 'phantastick' (primarily) seafood restaurant that sits on Manatee Pocket which has just about the most SPECTACULAR water and yacht view that you could imagine. Maybe some more of our Northern members will have returned by that time and will join us once again (and maybe a few of our FLL/Pompano friends will

come up for occasion as well). That would be terrific. ☺



Front Row (L-R) - Zsuzsa Starita, Skip LaRocque, Dick Baese, Denny Keast and Bob Langevin.

Back Row (L-R) - Dick Starita, Connie Falco & Sandy Ruggiero (BOTH are guests of Bob Langevin), Betsy & Dave Damon, Linda Collins (guest of Dick Baese), Ned Rankin, Heather & Evan Miller.

NOTE: Jack & Glenda Boisseau had to leave before the picture was taken.

As I mentioned above, our 1st 2019 Luncheon will be on Tuesday, Jan. 8th at Shrimper's at 11:30 AM. If any of our Members are traveling in or around the Stuart, FL area around that time, please join us - we'd love to have you.

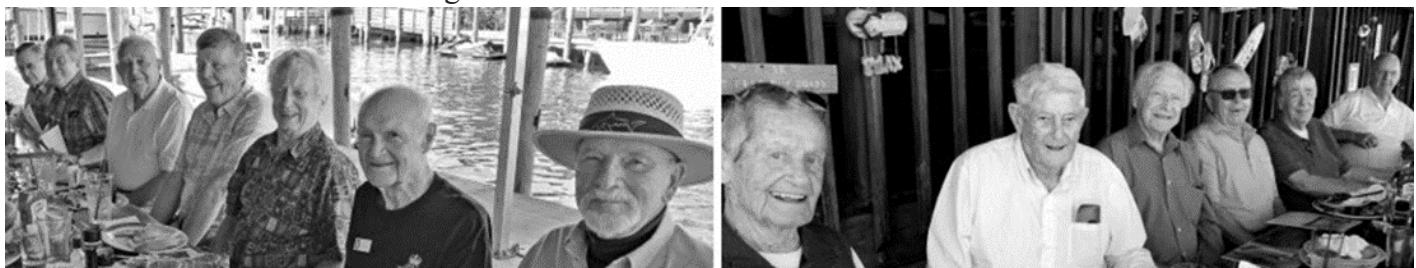
Until next year (sounds strange, doesn't it?) - I want to wish all of you and your families a very Merry CHRISTmas along with a Happy, Healthy, SAFE and Blessed New Year. I realize that you will not be reading this until sometime in February, 2019, but it's the 'thought' that counts.....Right? ☺

Cheers and Blessings for SE FL, **Bob Langevin**

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

Oh yeah, they're back.....at least some of them.....our Sunbirds (or Snowbirds as the case may be) that is.

Once again, we were back at Shrimper's and had 'phantastick' WX, an awesome view of the yachts, boats and Marina as we sat on the dock alongside the waters of Manatee Pocket.



Pic 1 R to L: Dave Damon; Kip Chaput (Canada & friend of Les Hare); Andy Lambert; Les Hare (Pres. of Ret. Airline Pilots of Canada - RAPCAN); Ted Osinski; Denny Keast (FLL-RUPA) and Ned Rankin (FLL-RUPA).

Pic 2 L to R: Jim Dowd, Bill Cole, Jack Boisseau, Ellis Swett (Naples, FL), Jim Good (Naples, FL) and John Pinter (Treasure Coast & CLE Krazy).

Picture 3 L to R: Bob Langevin, Jim Good (Naples, FL) and John Pinter (Treasure Coast and CLE Krazy).

We had 14 of us for a GR8 lunch and a terrific get together. As usual, the food was terrific and we were served very well by our Server, Amber. Many different conversations took place, a few of which were John Pinter's operation and healing process in his recovery from a Cancer on the very lower part of his left lung (he's looking and doing great BTW), Viking River Cruises in Europe (wonderful experiences and highly recommended), flying and layover stories and experiences and some history and background of RAPCAN (Retired Airline



Pilots of Canada)...to mention a few. One of our Wintertime regular attendees is Les Hare (from Toronto, Canada) who is the newly elected President of RAPCAN. Les took office on Jan. 1st and he proudly announced that he's been in Office 8 days and has been told that he hasn't screwed up - at least YET!!! Good Luck Les and glad to you have chosen to join us when you are in SE FL for the Winter.

Our Luncheon next month is special in that we will be at The Prawnbroker Restaurant (our own PRIVATE ROOM) at 3754 SE Ocean Blvd. in Stuart, FL on Tuesday, Feb. 12th at our usual time of 11:30AM. Our Feb. Luncheon is always Co-ed in recognition of Valentine's Day. So, should you choose to join us, your wife or lady friend is also invited however you are welcome to attend without a companion as well.

That's about it from here in SE FL for now but hope that everyone in our United family is doing well and experiencing a Happy and Healthy New Year. Cheers, *Bob Langevin*

Los Angeles South Bay RUPA Christmas Luncheon

We had a happy bunch of folks for lunch at the Tin Roof Bistro on the 6th of December even though it was the rainiest day of the season so far. Sometimes it does rain in Southern California! Ron and Mary Matsuda made the long drive in from Apple Valley to join the fun.



Dick Jones & Ellen Hunnell, Perry Cockham, Kathy Hesse, Hoener, Adrienne Short & Loyd Kenworthy, Bill Meyer, Dick McKay and Karl Fechner.



Bruce & Peggy Dunkle, Bill Meyer, Dick McKay, Karl Flechner, Arvi von Nordenflycht, Christina Lyons, Helena Reidt, Gary & Treva Forister, Mary & Ron Matsuda.



Susan & Eugene Biscailuz, Don & Sharon Crawford, Sue von Nordenflycht, Bruce Dunkle & Tom Reidt.

Assistant Chief Pilot at LAX Steve Hoehner chatted and told us about the latest projects and happenings at United. Fleet is planning to expand, and the market looks bright. We forgot to ask how the crew meals were developing.

Enclosed are some of the pictures from the lunch. Bruce Dunkle kindly captured some of the smiles, and I hope we have pictured most of the people. My apologies to any omitted, but happy holidays to all. *Sharon*

**“Accept the fact that some days you are the pigeon
And some days you are the statue.”**

The Intrepid Aviators of Southern OR (Nov.) RUPA Luncheon

Again, a hearty greeting from the Rogue Valley and the RUPA Southern Oregon group. Wow!!! Where did this year go? Wherever, it was all too quick in its movement.

For us in southern Oregon it was a summer of heat and smoke, all stoked by fires that surrounded us for months. The sky is now clear, there's a hint of snow on the mountains, the ski lifts are open at Mt. Ashland and the fall salmon are starting to run...yeh!!!!

Our November lunch was slight on folks with the warm weather folks having gone, some medical appointments etc. taking a toll plus a bit of travel. The result was but four at our lunch (and, unfortunately, I was among the missing) and thus our thanks to Harvey Saylor for the photo.



Gathering were Scot Lee, Leeann and Steve Fusco along with Harvey Saylor.

Our best wishes to all of RUPA for a wonderful Holiday Season and the very best of New Years!!!!!!
Cheers, **Bob Niccols**

The Intrepid Aviators of Southern OR (Dec.) RUPA Luncheon

Happy New Year to all of RUPA. So quickly the seasons and years pass....already 2019, and we look forward to another year of our group meeting and enjoying each other's company as we share our journey. And please, all, if in our neighborhood on any third Thursday...come join us at the Pony Espresso in Jacksonville. You'll definitely recognize us...we're all the young/old folks with arms waving as stories are told and with smiles ruling the table.

Our last gathering of the year we enjoyed the Pony Espresso once again and a noisy group it was.



Seated L to R: Marty Niccols, Chris (Banjo Bob's 'little boy'), Banjo Bob Keasbey, Steve Fusco, Jim Jaeger and Harvey Saylor.

Standing left to right are Bob Niccols, Leeann Fusco and Cheryl Jaeger. Our three cheers to 2019 and with it a very good year for all.

As I sit here the wind blows and with it, hopefully, rain and snow to follow, because we certainly still need it. Our valley and Southern Oregon remain well behind in precip which we definitely need. Good though is that we've had sufficient snow so that our Mt. Ashland ski area has opened. Quite an area where one can enjoy an hour or three steelhead fishing, a round of golf (most days) and then an evening of skiing, or perhaps take in a play at the Shakespeare Festival in a day. **Bob**

SAC Valley Gold Wingers RUPA Christmas Luncheon



L to R: John & Sharon Gorczyca, Lori Muir, Dave Ulm, Joan & Wayne Mooneyham, Bob & Kathy Lynch, Cheryl Greco, Viv Stolp, Julie McBride, Steve McBride, Debbie Alexander, Marv Alexander, John & Jenny Kallio, Jeff Greco.



L to R: Chuck Kolesar, Terry Betts, John Betts, Jerry Blalock, Ann Blalock, Gail Brandt, JC Brandt, Trudy Engeldinger, Lance Engeldinger, Margo Kolesar (partially blocked). *John Gorczyca*

SAC Valley Gold Wingers (January) RUPA Luncheon

We had a very sprite group of attendees to our luncheon. There was much discussion of our Christmas happenings. In fact, we had a Holiday/Christmas party at the beginning of December in which we had a fabulous turnout. We had asked for donations to the Sacramento Children's Home and we had many robust contributions. The Christmas dinner was a total success due to the efforts of Lori Muir, Kathy Lynch and Sharon Gorczyca. Our table decorations were provided by Mary Harty which were quite a hit. Unfortunately, Jim and Mary Harty could not attend as they were on a fabulous cruise through the Panama Canal Zone.



We had some very special guests today. Chuck Kolesar brought his 93-year-old Father who resides in Michigan but is making his way around the country on a trip. His first name is Bernard but prefers to go by

Bobo. To be very honest folks, if I look as good as he does when I am 93 years old, I will consider it to be a victory in life. It was such a pleasure to have him attend our luncheon. The other visitor but a long time RUPA member was Marv Becker and his daughter Sheri Becker. Marv has not attended many luncheons, but it was an honor to have him join us. Karl Winkelbrandt has recently had back surgery and was able to attend. He'll be ready to play golf before you know it. He brought his longtime friend, Joni Cordano. Kathy Lynch rolled in with her wheelchair and has been using it for several months now. Hopefully, she is on the mend. She has a great husband watching over her and, quite frankly, they have a tendency to watch over each other. I gave a presentation of various agenda items as I always do. Actually, no one fell asleep and I was amazed. We talked about the new employeeRes system in the United Flying Together web site. I, of course, talked about some of valiant aviators who have passed away including Leon Scarbrough. Such a tragic loss for all of us as he has accomplished so much for RUPA and United Airlines. I was happy to report that United has made the largest ever international network expansion from SFO. This is good news for all of us non-rev travelers.

Again, I might add, it is such a pleasure to be having lunch with some of finest aviators at United Airlines.

Still Flying High, *John Gorczyca*

San Diego North County RUPA Luncheon

It was a beautiful day for our monthly luncheon on Lake San Marcos at Decoy Restaurant here in San Diego. The usual gang showed up except Bob Bowman and his wife Ruth. Being 99 years old (?) Bob can't sprint to the meeting anymore, but we do miss seeing him and Ruth.



L to R: Scott Herman, Susan & Mark Mayer, Colin Winfield, Brad & Rhoda Green and Scott Becker.

No one traveled anywhere for the Christmas Holiday because we've all traveled quite often in our careers for work and, like the rest of the RUPA members, can attest to the hassle it can be. Everyone enjoyed a white Christmas here in San Diego so staying in the San Diego area was worth it.

Like most restaurants these days the food served was too much, but the quality was good as ever. The view of the lake isn't a bad either.

Not much else to report but next month I'll be reporting on future plans traveling this year by our members. With all the time off it's just a matter of choosing where to go for vacation.

I was informed the Dana Point RUPA Luncheon group disbanded and some of the group will be meeting with our San Diego North County RUPA Luncheon group. We welcome all new members.

We've also decided to change our meeting restaurant to The Landings at Palomar Airport. The restaurant is owned by Michele, a retired UAL F/A. Since we all used to work for UAL, including Michele, why not switch our meeting place to Michele's restaurant, The Landings? Same time. Different location.

Since the restaurant is located on an airport we also get to look at airplanes, not that we all haven't seen airplanes in the past.

That's about it for now. Until next month, *Mark*

**I Ordered a Chicken
And An Egg From
Amazon.**

I'll Let You Know.

SEA Gooney Bird (December) RUPA Luncheon

Sixteen Gooney Birds attended the December 13th lunch in a festive Christmas mood. Jackie and her Marriott wait-staff were attentive, and the fare was varied and delectable as usual.



L to R: Alan Black, Bill Records, Bob Howard, Chuck Westpfahl, Gerry Ackerson, Hank Kerr, Herb Marks, Jack Brown.



Jim Barber, John Bley, Larry Knechtel, Phil Scott, Rob Robison, Tom Smith, Carol Granley and Sylvia Baird.

Conversations included a wide variety of seasonal activities including family and otherwise. Jokes of the day were provided by Herb Marx, Jerry Ackerson, and Hank Kerr.

Several of today's group had also attended the United Pilot Wives Christmas lunch at the Seattle Yacht Club on Tuesday, 12/11, a first-class event in every regard. Gooney Birds were encouraged to attend next year's event if at all possible.

Our thanks to Bud Granley for handling the photographic chores.

SEA Gooney Birds wish all UAL retired pilots a happy, healthy 2019, and a special "thank you" to all the RUPA Officers, Directors, and Committee Chairmen. **Hank Kerr**

SEA Gooney Bird (January) RUPA Luncheon

Fourteen Gooney Birds and four wives met at the SeaTac Marriott for lunch today. Margie Reid provided the group with two varieties of her world class cookies and predictably, many were consumed before the main courses arrived.



Alan Black, George Johnson, Bob Reid, Alex Dunn, Bud Granley, Bob Howard, Chuck Westpgahl, Mark Gilkey and Dave Mosby.



Gerry Ackerman, Herb Marks, Jim Barber, Jack Brown, Hank Kerr, Carol Granley, Kathy Black, Jan Gilkey, The group became quiet when, upon request, Bud Granley described a few of his air show maneuvers and

discussed the upcoming performance schedule (see BudGranleyAirShows.com).

Since much of the conversation usually drifts back to the "old days" we have decided to include an old scrapbook photograph from a member along with a short paragraph of explanation each month. Our thanks to Alan Black for providing this month's picture and text. "Here we see Alan as a newly minted DC-6/7 F/O in 1965, having just arrived stateside from Viet Nam minus bullet holes in airplane or self. One DFC and many air medals along with indelible memories."



Predictably, politics, the Wall, football and Seattle traffic were hot topics and a good collection of jokes were told by Herb Marx, Gerry Ackerson, and Bob Howard and Alex Dunn.

Birds wish a happy and healthy 2019 to all RUPA members and an extra thumbs up to our Officers, Board of Directors, and Committee Chairmen. *Hank Kerr*

DCA RUPA (December) Ihop breakfast

It was a beautiful morning in Leesburg, VA... this morning of the 7th of December...the day that lives in Infamy. A good number of friends gathered at the I-Hop restaurant in Leesburg to tell a few "war stories" and have a few laughs about the "good ole days."



L to R: Bill Davis, Gene Couvillion, EK Williams, Gary Cook, John Gallagher, Bob Gilbert, Stokes Tomlin, Sim Stidham, "Bugs" Forsythe, Chuck Coltrin, and, finally, a new face in an older bunch, Ron May.
Thanks! *Stokes Tomlin*

Denver Good ol' Pilots' (December) RUPA Luncheon

On a beautiful December day 37 Good OL' Pilots and guests assembled for social hour and a catered lunch of salad, prime rib, accompanying vegetables and dessert. Most had arrived by 11:30 to enjoy lively discussions until lunch time.

Attending were: Darrel Ankeny, Rick Bebee, Yumper Black, Bob and Ann Blessin, Stanley Boehm and Marilyn Gifford, Ray Bowman, Ed Cutler, Jack Davis, Al and Judy Dorsey, Denis Getman, Bill Hanson, Nick Hinch, David Horwitz, Steve Jacques, Tom and Sue Johnston, Ron and Patty Juhl, Cliff Lawson, Jim Lee, George and Vesta Maize, Dave Mandolini, Judy Meyer, Bruce Munroe, Randy Phillips, Dan Romcevich,

Joe Rozic, Rob Schmidt, Rick Steele, Casey and Gail Walker, Ted and Rose Wilkinson.

After lunch Stan Boehm entertained with some humor. Next, we welcomed new member, Dave Mandolini. Dave was hired in 1993 starting as 727 Second officer working his way through all the seats and aircraft to retire as Captain earlier this year.

Stan Boehm spoke of his experience being hospitalized and treated with a stint for a dangerous artery aneurysm in his lower abdomen which was found on his annual physical by the medic detecting it listening through a stethoscope. The point of his report was it is a good idea to request such a check in your physical exams which is usually conducted using an ultra sound device.

Ted Wilkinson recounted an incident where his wife had purchased some liquor which she had in her

checked bag. TSA had opened it while checking out her bag but had not put the cap back on properly so when she arrived in Denver it had spilled and everything inside the bag was soaked in liquor.

Retired United flight attendant Judy Meyer, widow of retired United Pilot Fritz Meyer and current president of The Denver Chapter of Clipped Wings, attended our meeting. Your scribe, *Tom*

Denver Good ol' Pilots' (January) RUPA Luncheon

On January 8th twenty-six Denver Good Ol' Pilots and guests assembled at The Tin Cup Bar and Grill in Aurora for lunch and social/happy hour. Our caterer served a nice lunch of steak, pasta, vegetables, salad and dessert. As usual, most of our members arrived early for the hangar flying session. After lunch Ted Wilkinson provided some humor. The custom of our group is to have new attendees introduced and have them speak about their flying careers as a means of getting to know them. At this meeting we had three first time attendees Tom Bush, Doug Hill and Mike Lindsay.

Doug Hill spoke first. Doug comes from a longtime military family. Both his father and grandfather were career military men. Indeed, Hill Air Force Base in Ogden, Utah, is named after Doug's grandfather. After high school Doug enlisted and attended The Air Force Academy. After graduating and Air force flight training, he flew C-141s in the Air Force. He was hired at Continental in 1979. Before coming to United as a member of the 570 group, he had been walking the picket lines against Frank Lorenzo at Continental for two years. He started on the DC-10 at United, then worked at the training center for years. Along the way, he flew the DC-10, 737, Airbus and 777, retiring as 777 Captain. He currently works for The FAA but at the time of our meeting he said he was on "furlough."

Next we heard from Mike Lindsay. Mike is from Windsor, CO just north of Denver. He had an interest in Aviation from his earliest years piqued by seeing the memorabilia of his father who flew Hellcats in WWII. Mike related how he worked a warehouse type job as a youngster where 7 hours of work would purchase 1.3 hours of flight time. He worked his way up in General Aviation to flying charter and corporate. The last 7 years before coming to United in 1986 he flew business jets. At United he flew the 727, 737, 757/767 and Airbus. He spent time in the training center, worked as Standards Captain and spent 2 years working in the Denver flight office as Flight Manager with Chief Pilot, Joe Rozic.

Last, Tom Bush spoke of his flying career. After graduating from the University of Alabama in 1973, Tom attended Air Force flight training at Craig Air Force Base in Alabama. After graduating he was assigned as instructor pilot on the T-38 at Williams Air Force Base in Arizona. After active duty he was hired by TWA in 1978 only to be furloughed in 1979. He then reentered active duty with The Air Force where he flew C-130s at Pope Air Force Base in North Carolina. Recalled by TWA in 1985, he joined The Air National Guard in Charlotte flying C-130s. In 1992 he left TWA to work at United. In 1997 he moved to Denver to work in the training center as PI. At United he flew the 737, 727, 767/757, DC-10 and Airbus. He retired as Airbus captain in 2015. He is currently president of The Jason Dahl Scholarship Fund, established in memory of those crew members who lost their lives on 911 2001. Go to their website to learn more about this worthy cause.

Attending were: Rich Adams, Rick Bebee, Al Bielanski, Bob and Ann Blessin, Chris Bruce, Tom Bush, Ed Cutler, Denis Getman, Bill Hanson, Doug Hill, Nick Hinch, Steve Jacques, Tom and Sue Johnston, Cliff Lawson, Jim Lee, Mike Lindsay, Dave Mandolini, Mark McGurk, Joe Rozic, Rob Schmidt, Rick Steele, Tony Twardziak, Ted and Rose Wilkinson. Your Scribe, *Tom*

Pickles/Brian Crane



Big Island Stargazers (November) RUPA Luncheon

Beautiful autumn weather greeted our members as we gathered for our November meeting at The Fish Hopper restaurant. It was nice to see everyone back in town after their summer travels.



Left to Right: Don Diedrick, Linda Morley-Wells, Bill & Linda Hayes, David Carlson, Winfield Chang, Gerry & Joan Baldwin, Lex & Ebby Pinson, Al & Linde Rimkus. Walt Wells missed the photo op.

Talk story centered around members' recent European travels and international cruises, plus discussions about next year's adventures.

The holidays will soon be here and many of us are preparing for annual visits of family and friends. Al and Linde Rimkus graciously volunteered to host our 5th Annual Christmas Party.

Lex and Ebby Pinson recently flew back into town and it was great to see them at our luncheon.

If you decide to fly to the islands to take the chill out of winter, please join us for some great comradery on the third Thursday of the month on the waterfront in Kailua-Kona. *Linda Morley-Wells*

Big Island Stargazers (December) RUPA Luncheon

It was a beautiful evening in Kailua-Kona for our 5th Annual RUPA Christmas Party. Members brought fabulous pupus and libations to enjoy and, with glasses raised in honor of our friendships, we watched the golden sunset over the Pacific Ocean. We also gave thanks for no longer having to fly the line during the winter snowstorms.



L to R: Seated: David Carlson, Winfield Chang, Joan & Gerry Baldwin.

L to R Standing: Alvaro Redondo (Linde's nephew), Al & Linde Rimkus, Sam Wilson, Ebby & Lex Pinson, Walt Wells, Linda Morley-Wells, Don & Jennifer Diedrick.

Mahalo nui loa to Al and Linde Rimkus for hosting the event, and introducing us to Linde's nephew who was visiting from Spain. Recently The Big Island has been receiving some good press: The New York Times article, 36 Hours in Kailua-Kona, featured a complimentary report of the Kona Coast, and National Geographic Traveler magazine named us as the island vacation of choice for the United States. If your winter travel plans bring you to our island paradise, please join us on the third Thursday of the month down on the waterfront at The Fish Hopper Restaurant. *Linda Morley-Wells*

The Columbia River Geezer's (December) RUPA Luncheon

Tuesday December 11, 2018, a rainy Oregon afternoon with the winds a blowing also. Initially we had a total of 12 Columbia River Geezers at our table. However, two of our RUPA group, Mike Thomas and his wife Diana, had to leave early as they had a conflicting appointment.



L to R: Glenn Corey then Bill Park, Happy Wanderer Doug Howden, Ron Blash, Rich Warden, Ray Reed, Rusty Harrison, Rusty is recovering from ankle surgery in that he had a new ankle installed. Rusty shared with us some before and after surgery CAT scans of his ankle. The pictures were amazing as were the results of the surgery. Rusty says he now feels very secure on his new ankle. Next is Steve Barry, Jake Jacobsen and Lew Meyer. Tony Passannante was out flying.....in this lousy weather? He must be nuts?? You couldn't pay me enough! Actually, we all would probably do it for nothing. (?) However we would need to examine the duty rigs first.

All of us, here in the PDX and southern WA area want to wish all other RUPA members a Merry Christmas and the happiest of New Year, stepping into 2019. Hope you all stay HEALTHY and motivated to get out and exercise.

Our next get together is scheduled for the second Tuesday of next month on Jan 8th.

See you all then. Merry Christmas, Ron *Blash*

The Columbia River Geezer's (January) RUPA Luncheon

A cool and windy NW day found 8 of us meeting for lunch at the California Pizza Kitchen, Clackamas, Oregon.



L to R: Mike Thomas, Lew Meyer, Rich Warden, Jake Jacobsen, Tony Passannante, Dick Ionata, Doug Howden and G.P "Sam" Richardson.

Nothing really new to report and the several simultaneous conversations mostly covered "flying sea stories", regarding both airline and light aircraft operations, mostly humorous, with names of the guilty redacted in this communiqué.

Sam Richardson always has several narratives relating to his Idaho/Utah "back country" flight instruction,

which inevitably trigger lively talk about other flying adventures experienced by those around our table. While I have to speak for myself, I think I can speculate that for all of us, one of the more enjoyable aspects of these lunches, besides the simple conviviality, is the wide generational range almost always present, ranging from WWII USAAF (Walt Ramseur) all the way through the 1950's, 60's, 70's et cetera, to the present day, since a fair sized portion of our group are still active pilots, be it for fun, for work (and that's fun too, mostly) or, both. I suspect that the make-up of other local RUPA groups pretty much mirrors ours. Love it, and on that note, I'll close with best regards.

Columbia River Geezers meet the second Tuesday of every month at 1100, Clackamas Town Center California Pizza Kitchen, Sunnyside Road exit off I-205, drop-ins always welcome. **Tony Passannante & Ron Blash**

Dana Point (December) RUPA Luncheon

It once again turned out to be a beautiful day at Dana Point, but a smaller than usual group showed up. Whether Christmas shopping was responsible, or people had begun holiday travel early, it wasn't clear.

Our "Fearless Leader" Ted and Gwynne Simmons were not in attendance, possibly because of the after effects of his heart attack and back injury during rehab. Another recent regular, Bill Lucius, suffered a stroke, and Rusty Aimer visited him to report to us how he was doing, which was that he seemed to be improving rather well. And Corey Ferguson also wasn't with us because he was doing an IOE for his new flying job.

Those folks who were in attendance included only one wife, Peggy Dunkle, who may have been expecting other ladies, in light of their recent luncheon attendance; and so we gave her the choice of where we would eat, either Proud Mary's or our previous usual, Wind & Sea, she chose the latter, so we got back to having a good seafood luncheon.

The group today was, in addition to Peggy Dunkle, her husband Bruce Dunkle, Bill Stewart, Bob Fuhrmann, Denny Giese, Joe Udovch, and Ross "Rusty" Aimer. We had some flight and accident discussions about the Boeing 747SP which some of the guys had flown and had a good deal of knowledge about some of the problems encountered with this airplane.

We didn't include a picture of our group because of a change back to the Wind & Sea and the fact that the veranda was closed today. We'll get our act together once again as we plan to welcome all of our regulars (and wives) back for our next luncheon meetings.

Cheers, from your default sometime correspondent, *Joe Udovch*

Dana Point (January) RUPA Luncheon

Another patented beautiful day greeted us at the Wind & Sea in Dana Point, where 14 people gathered for our luncheon meeting.

We discussed and saluted Ted Simmons, who had flown West, and was so instrumental in setting up our Dana Point Luncheon group, and meetings at the beautiful Wind&Sea Restaurant with the great harbor views.

The group included Rico Santa Maria (still active), Ron Dye, Bill Stewart, Bill Rollins, Bob Fuhrmann, Butch Trembly, Corry Ferguson, Denny Giese, Jack Frisch, Jim Grosswiler, Joe Udovch with daughter Cathy Udovch, and John and Cheryl Arp. Our wait person, Shannon, took very good care of us. My daughter Cathy and I specifically came to partake of the salmon dish, which the Wind&Sea does so well, but I looked longingly at my neighbor's Calamari strips which is another of my favorites, and was also one of the dishes that Ted Simmons almost always had, because the W&S does such a good job in the preparation of it.



As Ted's wife, Gwynne Simmons, has said, it is nice for the wives to participate in the myriad of conversations, even as a non-pilot, and I'm sure that Cheryl Arp and my daughter Cathy can agree, because they heard a lot of this over the years, and were easily able to carry on discussions with the retirees in attendance.

Another thing which my daughter Cathy did at the luncheon was to make a presentation on cruising. She works as a Travel Agent, and is a cruise specialist, and I and my family have taken advantage of cruises which she has arranged and enjoyed them immensely. Specifically, she talked to the group about a cruise down to Baja California, with whale watching and a trip to see Copper Canyon, which is Mexico's answer to our own Grand Canyon. I arranged for her to talk with Rich Bouska, RUPA's Cruise Coordinator, because there seemed to be a great deal of interest from our local group for the Copper Canyon tour. When she talked to Rich, she found that RUPA had already done the Sea of Cortez and Copper Canyon trip a few years ago, and he didn't think the overall membership would book right now. But if there is the interest that Cathy found locally, she can certainly arrange a cruise for any size group that wishes to do so.

When we get our designated photographer, Bruce Dunkle, back to our luncheon meetings again, we'll try to provide a photo or pictures along with our luncheon summary.

Cheers, from your occasional correspondent, *Joe Udovch*

Williamsburg Patriots Rupa Luncheon

As we gathered together, we all shared memories of Captain Victor Schumaker. Some more recent and some spanned several decades but all were very special to us all. We will miss his wit and enthusiasm for all he was involved in.



L to R Seated: JoBeth Lynch, Marilyn Pasley, Richard Bowers

L to R Standing: Gean Rockhill and Paul Hotinger (ret UAL B727 Capt)

We welcomed retired UAL B727 Captain Paul Hotinger, 1963-1983. He was based in DCA and DEN. 20 years on the B-727 loving every flight he had. He told many stories of that era and many of the legend Pilots and Flight Attendants of DCA. He went to the Flying Circus down in Bealton, VA, and was asked by the preforming pilots "What was it like to fly with my Grandfather." We had lots of laughs over those stories. Our memories spanned from 1963-2010, but the common thread was we loved it all.

All former crew members are welcome to join us on the second Saturday of each month at 11:00 am at Victoria's in Williamsburg, VA. Great Food, Service and Fun. Look forward to seeing you next month *JB*.
RSVP krasnojm@earthlink.net

The Joe Carnes RUPA Luncheon Meeting

Our first area RUPA meeting of the New Year was held at the Golf Club Of Illinois in Algonquin. GCI Manager Terri Boeckh and her staff once again provided us with a great luncheon buffet and their usual great service.

We were treated to an entertaining presentation by our guest speaker, WW2 Marine Corps veteran Jack Taylor. Jack was stationed in the Pacific with a Stuart tank division and later with an anti-aircraft battalion, and after returning stateside was bitten by the aviation bug. Jack has a keen interest in aircraft of the First World War and is a member of the Cross and Cockade Society and the Society of World War One Aero Historians. His unique presentation, "Dogfights Over Hollywood" focused on the aircraft used in, and the making of, three of the all-time great motion pictures of that era: *The Dawn Patrol*, *Wings*, and *Hell's Angels*.



Jack told us about the making of the films and the aviation "tricks" involved, like "Wichita Fokkers" (actually Travel Air 2000's), the "crashes", the air-to-air photography, and little-known things like Garland Lincoln's purpose-built Nieuport lookalikes with more modern engines and features. His talk touched on the actors and actresses from those films too, such as Gary Cooper, Jean Harlow, and Erroll Flynn, as well as the moguls "behind the scenes", including Howard Hughes.

An award-winning model builder and an accomplished pilot with commercial and seaplane ratings, Jack owned a 1947 Super Cub for 44 years and flew her all over the U.S., using the "map on the lap" method of navigation as befit the aircraft and the era of its birth.



RUPArians and guests who were present included LeRoy & Eva Bair, Jim and Corrinne Boyer, George Bracke, Larry and Pam Cabeen, Bruce Carey, Bill Cherwin, Barry Davidson, Jim Downing, Carl Eberle, Clark and Nancy Farrell, Don and Joyce Fett, Walt and Jan Fink, Jan Gawenda, Art Giovannoni, Mac Gregory, Dave Harris, Bob Helfferich, Tom Helms, Denny Holman, Steve Jahnke, Warren Jepson, Bob and Carolyn Kelly, Ben Kalom, Chip and Cindi Little, Karol Marsh, Tom McFadden, Dick Murdock, Marj and Howard Nelson, Warren Nelson, Claude Nickell, Pete Novak, John and Miriam O'Connell, Phil and Martha Pignataro, Resa Riess, Dick and Dave Schultz, Gene Stepanovic, Dave and Linda Strohm, Jack Taylor, Jim Trosky, Gus Tuit, Ken Voelker, Mike and Diane Webb, Dave Wege and Ron Wilson.

Our next luncheon will be held Tuesday, May 14th, 2019, at the Golf Club of Illinois. Retirees, active pilots, spouses, and guests are invited to attend. Respectfully scribbled, *Walt Fink*

Manassas (December) RUPA Breakfast

We wish you joyful Holidays and a Happy New Year from the Manassas group.



Left clockwise: Jim Foster, Gene Couvillion, Bill Davis, Hal Cockrill, Sim Stidham, and Don Rhinhart.
Gene

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

We held our luncheon on lucky December 13th and had a good turnout. Art Jackson asked the group about making the group COED year-round like almost every other RUPA group. It was a resounding YES and the other extreme was it was fine with me! Friends, neighbors, people from other airlines and wives and girlfriends are welcome to attend. We also have retiring female pilots now, so all are welcome.



L to R: Bob Engelman, Art Jackson, Ham Oldham, Ed Wheeler, Paul Livingway, Murray Warren, Ned Rankin, Denny Keast, Ed Plants (PAA), Stan Baumwald (NWA), Mike Warde, Jim Good, Rick Valdes, Bill Garrett, Mark Strasfeld, Jim Morehead. (In the picture on the right are Capital Airlines' pilots still living, Ham Oldham, Ed Wheeler, Paul Livingway, Murray Warren, Ned Rankin. South Florida may be the largest number of Capital guys south of DCA where Capital had its headquarters. The merger was in 1961, so that was 57 years ago and each one was at least 20+ years of age. They are still complaining about the Mainliners!!!)

Our next two lunches will be January 10th and February 14th (Valentine's day). It is always the 2nd Thursday at Galluppi's. *Jim Morehead and Art Jackson*

San Francisco East Bay Ruparian's December) Luncheon

We had a good turnout for our December luncheon with our very own B.S. Smith as Santa.



L to R: Harry and Danielle Stonelake, Georgia Bouska, Shirley Francis, B.S. Smith, Lee Francis, Rich Bouska, Tammy and Neil Dahlstrom.

There was a lot of discussion about cruises. Lee and Shirley Francis are going on an Oceania Caribbean cruise for Christmas. B.S. Smith talked about the Regent cruise he is taking with his family after he departs

the RUPA Mediterranean cruise next July. Harry Stonelake was interested in taking the RUPA cruise and wanted more information before he makes his reservation.

There were several questions about the very fine letter Neil Dahlstrom wrote for the December *RUPANEWS*, about his bailing out of a Navy F-9 in 1962. If you haven't read it, look it up.

I told the group about the RUPA Reunion we are planning to have the first week of October next year. John Gorczyca was once based at Wright Patterson AFB and has planned some excellent tours for our enjoyment. So, save the dates, talk it up among your self's and lets all make a date for the reunion. Registration information will be forth coming in the next issue of the *NEWS*. Seated clockwise around the table: Harry and Danielle Stonelake, Georgia Bouska, Shirley Francis, B. S. Smith, aka Santa, Lee Shirley, Rich Bouska, Tammy and Neil Dahlstrom. Submitted by Rich

We covered all the usual topics again; we never seem to get enough of our time with United. I think the general consensus is we were lucky to have flown during some pretty good times. We didn't seem to have enough information about the Lion Max 8 accident and the fact that Boeing withheld information about a new safety feature implicated in the crash. I'm sure more information will be forthcoming soon.

B.S. just returned from two long trips back to back; one to Luxor Egypt and another to China. He says never to Egypt again, though Egypt Air was good and the people in China took very good care of him. I wasn't able to hear much from the other end of the table, but there was a lot going on there.

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

San Francisco East Bay Ruparian's (January) Luncheon

It was a great luncheon to start the New Year! The weather was overcast, threatening rain, but that's OK; we need all the rain we can get here in California.



Sitting around the table, clockwise, are Rich and Georgia Bouska, B.S. Smith, Steve Filson, Jerry Udelhoven, and Tammy and Neil Dahlstrom.

It was most enjoyable to sit around the table and chat for the hour or so after lunch. It seems all our conversations revolve around flying, past and future, but isn't that natural, that's what we did for most of our adult life's.

Steve Filson showed off his new ring, congratulations to Terry and Steve. They will be moving out of the area, but Steve promises to return for our luncheons every now and then. I gave a little advanced information about the upcoming RUPA reunion. I hope all of you consider attending next October in Dayton. All the information about the reunion and the registration form are elsewhere in this issue.

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

Phoenix Roadrunner RUPA (November) Luncheon

We had our luncheon November 13th at our usual place the Bobby Q restaurant.



L to R: Tom Libuda, Rene Libuda, John Baczynski, Frank Soare, Jeanette Soare, Myself, Mary & Gary Dyer, Dennis Leahy, Dave Specht, and Mike Clements.

We had the usual stories of previous flying along with some jokes. Was nice to see all who came as lately interest in our luncheons has seemed to be decreased. Maybe it will pick up soon. *Ken Killmon*

Phoenix Roadrunner RUPA (December) Luncheon

Our December luncheon was held at the Bobby Q restaurant which is our normal meeting place. Present were Werner and Cindy Schmid, Dennis and Darlene Leahy, Jerry and Mary Beth Smith, Tom and Rene Libuda, John Baczynski, Frank Soare, Mike Clements, Dave Specht and myself. Good to see some of our group back again after such a long time since they had joined us.

We had discussions on bases flown out of, Old acquaintances. We talked also about some of the older places that we had used for our luncheons.

Our next meeting will have been done already by the time this is published, but we meet the second Tuesday of each month from Fall to Spring. *Ken Killmon*

Phoenix Roadrunner RUPA (January) Luncheon

Our January luncheon was held at the Bobby Q restaurant which is our normal meeting place.



L to R: Werner Schmidt, Cindy Schmidt, Frank Soare, Pat McCormick, Dick McCormick, Tom Libuda, Rene Libuda, Mary and Gary Dyer, Darlene and Dennis Leahy. I was not in the picture as I was on sick leave and had Frank Soare run the luncheon for me.

According to Frank everyone had a grand time discussing the normal things pilots do. Our next meeting will be on February 12th. *Ken Killmon*

San Francisco Bay-Siders' (December) RUPA Luncheon

As expected, the Hofbrau was all decked out for the holiday season with a beautiful Christmas tree and festive decorations throughout the building.

Twenty-three attended: Rich & Georgia Bouska, Gerry & Sheila Delisle, Rich & Cyndi Erhardt, Carol Gillett, Barry Hamley, Dick Hooning, Jeri Johnson, Bob Kallestad, Bill Klett, Ed & Pat Manning, Keltie Morris, Bob Norris, Craig Norris, Bill O'Connell, Cleve & Rose Spring, Isabell Traube, Larry & Pat Wright.

We are saddened to learn of the passing of Kal Kalpin on November 24. Kal and his wife were at their cabin over Thanksgiving and on Saturday, he collapsed and died. Services have been held.

We had a firsthand account of the Camp Fire in Paradise from our own Dick Hooning. As far as Dick was concerned, it happened all very innocently. He had an appointment that morning to have his car serviced. As he was leaving, he looked out to the East and saw the smoke and thought they will have that taken care of shortly. It was a quiet drive down the mountain and while he waited for the car to be serviced more news of the immensity of the fire was displayed on the TV at the dealership. By the time his car was released from service, there was a mass evacuation of the area going on and he was unable to return home. Since he couldn't return home, he sought shelter in the Bay area. It was several weeks before he learned his house had been spared. It was another week before he was allowed back into the area to make his own observations. Fortunately for Dick, he has a very large lot with open space in the direction from which the fire came. This allowed the firefighters a defensible space and they were able to save his house. Many of his neighbors were not so fortunate. Dick has electricity and water at his home but no gas service. He is unable to cook or heat in the house and it looks like it will be another three weeks before service will be restored so he remains in the Bay area.

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*

San Francisco Bay-Siders' (January) RUPA Luncheon

Although our turnout was modest, there was certainly no shortage of spirited conversation among our attendees. "Did you have a nice Christmas" the big topic and what is happening with Cleve and Rose. They were not in attendance, and the latest word is that they will be moving the 19th of this month. Rose usually brings themed decorations/ornaments and candy. Her absence and the lack of candy was duly noted. When I collected our nametags there were more than one that questioned, "Where's the candy?" Cleve and Rose, we will miss you and wish you well in your new adventures.



L to R: Jeri Johnson, Georgia & Rich Bouska, Cyndi & Rich Erhardt, Bill & Bonnie Klett and Keltie Morris, Pat Wright, Gerry Delisle, Bill Madsen, Bill O'Connell, Craig Norris and Bob Norris.
Jerry Terstiege and Larry Wright are not shown in the pictures.

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*

United Airlines Pilots Retirement Foundation

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

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

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

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

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

Ohio Cleveland Crazies (December) RUPA Luncheon

The Cleveland Crazies December RUPA meeting was well attended with nineteen members, wives and friends. Our lunch at TJ's in Wooster was excellent, as usual, and we were served by our favorite waitress Shayla. We formally recognized Shayla with a card signed by all present with a Christmas gift enclosed. She informed us that she has accepted a position at a local bank and will be leaving us in January. We are excited for her and at the same time sad that we will be losing her as part of our group.



Standing L to R: Phil Jach, Linda Jach, Harvey and Pat Morris, John Hochmann, Jim Burrill, George Bleyle, Monica Burrill, John and JoAnn Pinter, Gene and Judy White, Bob Olsen, Mary Lou and Dick Sanders.
Seated L to R: Vickie Getz, Ken Wheeler, Joe Getz, Diane, Ken's helper, and our server Shayla.

We heard from four members about their recent involvement with medical problems either personally or within their family. Dick Sanders read us letters from the flight attendant who we helped financially after she lost everything in a home fire. Phil reviewed and remembered the six Cleveland Crazies who have Flown West in 2018. Several members provided us with jokes that kept us all laughing, and Pat Morris treated us to wonderful chocolates for our dessert. Cheers, *Phil*

San Francisco North Bay (December) RUPA Luncheon

One more time, on another glorious Sonoma County day, the North Bay group gathered at our favorite eatery, the Sheraton Tolay at the Petaluma marina. The turnout was on the light side but with a few surprises. Bob and Doris Donegan put in a short appearance to wish us all well and the best of the season but could not stay as Bob was a bit under the weather. Doris brought us a card for our favorite waitress Wendy, and we all contributed to a Xmas bonus for her for being so nice to us. She has been tending to our needs for the past ten years.



L to R: Don Madson, Dick Hanna, Mickie and Sam Orchard, Bill McGuire, Jules Lepkowsky, Bill Greene, Dave Witter, Larry Whyman and still out of sight, the scribe and foto guy, me, Barney Hagen.

We have a new member as Captain Dave Witter has hung up his spurs and will be a welcome new member to the group.

Don Madson is a member of a 70-person choral group that is putting on a Christmas Concert in Healdsburg and he invited us to attend. T's the season.

The table chatter was its usual lively self and that is what makes these gatherings so enjoyable.

On a sad note, as I write this, we have just learned of the passing of one of our staunchest members, Leon Scarbrough. Leon was a great friend to many of us and a hard working member for the RUPA organization. He will be missed.

We meet the first Wednesday of the month at the Sheraton Tolay restaurant at the Petaluma Marina. Meet at 12:00, sit down at 12:30, out the door at 2:30ish. If you are in the area do come and join us.....

Per Ardua, **Barney**

San Francisco North Bay (January) RUPA Luncheon

The North Bay RUPA gang got a good start on the NEW YEAR with another wonderful luncheon meeting on the 2nd of January at our favorite watering hole, the Sheraton Tolay restaurant at the Petaluma marina. A small turn out but with us all at one table the conversation was lively and enjoyable.



L to R: Larry Whyman, Jules Lepkowsky, Mike Tar, Bob Grammer, Dick Hanna, Barney Hagen, "Bones" Bride, Galen Wagner, Bill McGuire, and Dick Lammerding.

Our spiritual adviser, Father Bob, was unable to attend but did send his best wishes, and we all look forward to seeing him with us again, soon. Also, unable to attend but sending us best wishes, JR Hastings and Bill Smith.

We meet the first Wednesday of the month at the Sheraton Tolay, Petaluma marina, 12:00 noon and sit down at 12:30. Done by 2:00ish. Come join us. Per Ardua, **Barney**

United re-launches updated app for United MileagePlus members



United Airlines is introducing the relaunch of the United MileagePlus X app today. The updated app offers United MileagePlus members a unique opportunity to earn award miles for everyday purchases. The app has been refreshed to integrate additional programs to make it even easier for members to accumulate miles. Additionally, the app features the launch of United Visa Rewards with offers from merchants like Sam's Club, Wayfair, and StubHub, offering United Chase Visa Cardmembers even more ways to earn miles.

"We are excited to launch the new MileagePlus X app, which allows MileagePlus members to earn and redeem award miles in real time for their everyday purchases at hundreds of merchants across the U.S., matching the increased benefits our UnitedSM Explorer Cardmembers received with the new credit card last summer," said Luc Bondar, president of MileagePlus Holdings and vice president of loyalty at United Airlines. "As mobile payments become more commonplace, it was a natural tie for United to update the features, enable members to make purchases and earn and use miles on the go."

"Visa and United have been working together for over 20 years," said Terry Angelos, SVP, loyalty & offers, Visa. "As digitally-savvy individuals continue to help shape the future of digital commerce, Visa continues to work with United and Chase to bring new ways to reward consumers for their loyalty. At the same time, participating merchants will benefit from Visa Commerce Network's ability to deliver custom solutions that will help increase their customer base and loyalty, ultimately helping them continue to grow their business."

Global protest over United Airlines staff cuts



From Honolulu to Tokyo, to London and Washington DC, United Airlines flight attendants are protesting staff cuts at airports all around the world in December at 16 airports around the globe.

The flight attendants want management to not only stop planned cuts but to increase staffing. They are also demanding that United fix payroll issues and ensure that hotels are available for them when there are irregular operations and severe weather.

Picketers were seen carrying signs that read:

- We're an airline, not a hedge fund
- Fewer jobs – less service
- Profits over people
- Staffing cuts affect safety and service
- Sick of getting cored

Other protests took place at airports in Frankfurt, Germany; San Francisco, California; Chicago, Illinois; Houston, Texas; and Newark, New Jersey, along with seven other locations around the world.

Contract negotiations will begin again next year, and if this issue isn't resolved, more picketing could take place said Kailua-based LEC President of United Airlines Council 14 Kevin Batey.

According to United Airlines, these protests should not affect any flights, however, passengers are encouraged to check their flight status before heading to the airport.

United Airlines expands partnership with Copa and Avianca



United Airlines reached an agreement with Compañía Panameña de Aviación S.A. (Copa), Aerovías del Continente Americano S.A. (Avianca) and many of Avianca's affiliates, for a joint business agreement (JBA) that, pending government approval, is expected to provide substantial benefits for customers, communities and the marketplace for air travel between the United States and 19 countries in Central and South America.

By integrating their complementary route networks into a collaborative revenue-sharing JBA, United, Avianca and Copa plan to offer customers many benefits, including:

- Integrated, seamless service in more than 12,000 city pairs
- New nonstop routes
- Additional flights on existing routes
- Reduced travel times

The carriers expect the JBA to drive significant traffic growth at major gateway cities coast to coast, which is expected to help bring new investment and create more economic development opportunities. Further, the JBA is expected to provide customers with expanded codeshare flight options, competitive fares, a more streamlined travel experience and better customer service, resulting in significant projected consumer benefits. Additionally, allowing the three carriers to serve customers as if they were a single airline is expected to enable the companies to better align their frequent flyer programs, coordinate flight schedules and improve airport facilities.

"This agreement represents the next chapter in U.S.-Latin American air travel," said Scott Kirby, United's president. "We are excited to work with our Star Alliance partners Avianca and Copa to bring much-needed competition and growth to many underserved markets while providing a better overall experience for business and leisure customers traveling across the Western Hemisphere."

"Our analysis shows that a metal-neutral JBA among United, Copa and Avianca will provide substantial benefits to consumers traveling between the relevant countries," said Dr. Darin Lee, executive vice president of economic consulting firm Compass Lexecon and airline industry expert. "This JBA will enable United, Copa and Avianca to compete more effectively, offer competitive fares, and increase service, encouraging innovation and establishing a more robust and vibrant marketplace."

To enable the deep coordination required to deliver these benefits to consumers, communities and the marketplace, United, Copa and Avianca plan to apply in the near term for regulatory approval of the JBA and an accompanying grant of antitrust immunity from the U.S. Department of Transportation and other regulatory agencies. The parties do not plan on fully implementing the JBA until they receive the necessary government approvals. The JBA currently includes cooperation between the U.S. and Central and South America, excluding Brazil. With the recently concluded Open Skies agreement between the U.S. and Brazil, the carriers are exploring the possibility of adding Brazil to the JBA.

United deploys 787-10 in battle for lucrative cross-country travelers



The Boeing 787-10 can fly for more than 6,400 miles without needing to refuel. United Airlines is deploying it for a route that's less than half as long.

United debuted its brand-new Boeing 787-10, the largest of the Dreamliner jets, on one of its flights between Newark and Los Angeles. It hopes that serving the route with the 787, which airlines more commonly use on long international flights, will give it a leg up in the battle for lucrative cross-country travelers. In February, it will start offering a flight between Newark and San Francisco using another 787-10. The airline ordered 14 of the planes. Others will be used on routes to Europe.

In United's favor, the new plane is more fuel efficient and holds more passengers than most other planes it flies cross-country. Airlines have been racing to improve cross-country service, going after high-paying business travelers in big cities like Boston, Seattle, San Francisco, Los Angeles and New York.

Delta Air Lines, for example, started offering its Delta One cabins on domestic routes last April, including from Boston to Los Angeles, and New York to Los Angeles, San Diego and Seattle. The cabins feature lie-flat beds and Tumi amenities kits. Travelers also can book meals ahead of time. JetBlue Airways has expanded its Mint business-class service to four West Coast cities from Boston and New York's John F. Kennedy International Airport. American Airlines operates a three-class cabin — first, business and coach — on its transcontinental service between New York and San Francisco and New York to Los Angeles. It's adding more flights with that configuration from Boston to Los Angeles this spring.

So why is United starting with Los Angeles? Los Angeles International Airport is the most competitive of all large U.S. airports — no single carrier has more than 18 percent of the seats flown, according to consulting firm ICF. By comparison, American Airlines has 90 percent of the capacity in Charlotte, North Carolina. "It's a very valuable route, one of the only routes in the country where there is meaningful paid first-class demand," said Samuel Engel, head of the aviation practice at ICF. He estimates that revenue per passenger on flights from New York to Los Angeles and San Francisco and similar routes from Boston are 5 to 10 percent higher than others of a similar distance.

In mid-April, United had 11 nonstop departures from Newark to Los Angeles and the remaining 10 are slated to be operated by a Boeing 757, a smaller jet. United is also using a Boeing 777, its largest Boeing jet, to fly from Newark to Los Angeles.

The 787-10s will be outfitted with 318 seats, including 44 Polaris seats — their highest class of services — and 21 in the premium economy section. It's United's first scheduled service with premium economy tickets, but perks like the amenities kits and special dining service won't start until March, a spokesman said.

American and United each have used 787s on other routes around the country, but the service will be the first scheduled nonstop transcontinental service using the planes.

Travelers can search for the type of plane on the route when they book, but aircraft can always change due to mechanical or other issues.

As a kid, did you ever knock on people's doors and run away before they could answer? Well, guess what...we are hiring



United strengthens its flying partnership with ExpressJet



United awarded its regional flying partner ExpressJet a contract for some additional United Express flying following a competitive bid.

Under the new agreement, ExpressJet will operate all 25 of the Embraer 175-SC (special configuration) aircraft that United has on order, flying them under the United Express banner. These 25 aircraft will feature a different seat configuration than the E175 aircraft currently flying for United, including an increased seat pitch throughout and a much larger Economy Plus® section. The 175-SCs will have 70 total seats – 12 in United First®, 28 in Economy Plus®, and 30 in United Economy – versus the 76-seat E175 configuration with 12 in United First, 16 in Economy Plus and 48 in United Economy.

These E175-SC aircraft are replacing other, older regional jets flying in our system. We expect that ExpressJet will begin operating the E175-SCs beginning in the second quarter of 2019.

This agreement is in full accordance with United's labor contracts and does not impact pilot career path programs at our regional flying partners or other hiring activities at United.

ExpressJet won this bid based on a variety of factors, especially its proven track record as a top-performing and efficient regional flying partner.

Also announced was the sale of ExpressJet from SkyWest, Inc. to ManaAir, LLC, in which United will take a minority interest. The award of the E175 aircraft is contingent on close of the sale of ExpressJet to ManaAir, LLC. This does not change any long-term plans for our other 50-seat operators.

"In our efforts to run a safe, caring, dependable and efficient operation for our customers and build on our record-breaking success in 2018, we're excited about expanding our flying partnership with ExpressJet," said United Express Senior Vice President Tracy Lee. "This move will help us further streamline and improve our United Express service for our customers, employees and everyone we serve."

State-of-the-art TSA scanner installed at ORD



In an effort to expedite the screening process for our customers without sacrificing security, we recently partnered with the TSA to install a new computed tomography (CT) scanner in ORD's Terminal 1. This technology allows TSA agents to view a three-dimensional image of a passenger's carry-on bag and focus in on specific items, such as liquids or laptop computers, that require additional attention.

The idea is that this will eventually completely eliminate the need for customers to remove those items from their bags, thereby reducing wait times.

Currently, customers don't have to take out their laptops when sending their carry-ons through this type of scanner, but they must still remove liquids, at least for now.

CT scanning technology was first tested at PHX (Phoenix) and BOS (Boston) last year and is now in use at nearly two dozen airports. ORD was chosen because it provides an ideal setting in which to give the equipment a trial run, and we were eager to work with the TSA to implement it in one of our busiest hubs. As of today, the ORD scanner is fully operational and TSA agents are trained on using it, meaning our customers can take advantage of it during this holiday travel season.

Though the ORD scanner isn't the first of its kind, the checkpoint at which it is used is the first to combine CT technology with the automated security lane bin system that was unveiled in 2016. To date, we have helped introduce automated security lanes at five of our seven hubs – ORD, LAX, SFO, EWR and IAH. It's all part of our broader strategy to work closely with the TSA to make the travel experience more customer-friendly.

Service and emotional support animal policy changes



To further ensure the well-being of our employees and customers while accommodating customers with disabilities, we are adjusting our existing policy regarding emotional support animals, service animals and in-cabin pets.

Starting January 7, we will implement the following policy changes:

- We are limiting emotional support animals to flights under 8 hours. We have seen increases in onboard incidents on longer flights involving these animals, many of

which are unaccustomed to spending an extended amount of time in the cabin of an aircraft.

- We will no longer accept kittens or puppies under four months of age as emotional support animals, in-cabin pets or service animals on any flight, regardless of length. Animals under the age of four months typically have not received the necessary vaccinations that help ensure the safety of our employees and customers.

- We are limiting acceptance of emotional support animals to dogs and cats. Additionally, we are limiting acceptance of service animals to dogs, cats and miniature horses.

We will honor reservations made prior to January 3 under the previous policy with the approved documentation, if required. We will continue to support customers with disabilities, including those traveling with service or emotional support animals, through our 24/7 Accessibility Desk, which is in place to provide service and care for our customers.

IATA's new program helps airlines avoid turbulence



International Air Transport Association announced the roll-out of its new program that will assist airlines with avoiding turbulence when planning the flight routes. The new data resource named Turbulence Aware, expands air carrier's ability to forecast and avoid turbulence by pooling and sharing (in real time) turbulence data generated by participating airlines.

Today airlines rely upon pilot reports and weather advisories to mitigate the impact of turbulence on their operations. These tools—while effective—have limitations due to the fragmentation of the data sources, inconsistencies in the level and quality of information available, and the locational imprecision and the subjectivity of the observations. For example, there is no standardized scale for the severity of turbulence that a pilot may report other than a light, moderate or severe scale, which becomes very subjective among different-sized aircraft and pilot experience.

Turbulence Aware improves on the industry's capabilities by collecting data from multiple contributing airlines, followed by a rigorous quality control. Then the data is consolidated into a single, anonymized, objective source database, which is accessible to participants. Turbulence Aware data is turned into actionable information when fed into an airline's dispatch or airborne alerting systems. The result is the first global, real-time, detailed and objective information for pilots and operations professionals to manage turbulence.

"Turbulence Aware is a great example of the potential for digital transformation in the airline industry. The airline industry has always cooperated on safety—its number one priority. Big data is now turbocharging what we can achieve. In the case of Turbulence Aware, the more precise forecasting of turbulence will provide a real improvement for passengers, whose journeys will be even safer and more comfortable," said Alexandre de Juniac, IATA's Director General and CEO.

The challenge of managing turbulence is expected to grow as climate change continues to impact weather patterns. This has implications for both safety and efficiency of flight. Turbulence is the leading cause of injuries to passengers and crew in non-fatal accidents (according to the FAA).

As we progress to having accurate turbulence data available at all flight levels, pilots will be able to make much more informed decisions about higher flight levels with smoother air. Being able to climb to these altitudes will result in a more optimal fuel burn, which will ultimately lead to reduced CO₂ emissions.

Future Development: Turbulence Aware is already generating significant interest among airlines. Delta Air Lines, United Airlines and Aer Lingus have signed contracts; Delta is already contributing their data to the program.

"IATA's collaborative approach to creating Turbulence Aware with open source data means that airlines will have access to data to better mitigate turbulence. Using Turbulence Aware in conjunction with Delta's proprietary Flight Weather Viewer app is expected to build on the significant reductions we've seen already to both turbulence-related crew injuries and carbon emissions year-over-year," said Jim Graham, Delta's Senior Vice President of Flight Operations.

The first operational version of the platform will be developed by end of 2018. Operational trials will run throughout 2019, with ongoing feedback collection from participating airlines. The final product will be launched in early 2020.

Largest aircraft deal ever for African continent announced



Boeing and Lagos-based Green Africa Airways announced a commitment for up to 100 737 MAX 8 aircraft, evenly split into 50 firm aircraft and 50 options, as the airline gears up to begin commercial operations. The total deal carries a list-price of \$11.7 billion, the largest aircraft agreement from Africa, and will be reflected on Boeing's Orders and Deliveries website once finalized.

"Today is a historic day for the Nigerian and African aviation industry," said Babawande Afolabi, Founder & CEO, Green Africa Airways. "This landmark deal takes us much closer to our long-held dream of building a world-class airline that will unlock a new realm of positive possibilities for millions of customers. Broadly speaking, this deal is a bold symbol of the dynamism, resilience and soaring entrepreneurial drive of the next generation of Nigerians and Africans."

Green Africa Airways, a value airline based in Lagos, Nigeria aims to offer safe, quality and affordable air travel and be a significant contributor to the economic development of Nigeria and the African continent. The new airline has received its Air Transport License from the Nigerian government and is anchored by a group of senior industry leaders led by Tom Horton, former Chairman and CEO of American Airlines, William Shaw, Founder and former CEO of VivaColombia and Virasb Vahidi, former CCO of American Airlines.

"Nigeria is uniquely positioned to be the home of the next major value airline. The strategic partnership with Boeing positions Green Africa Airways to expand and improve air travel for customers in Nigeria, and further strengthens the relationship between the United States, Nigeria and Africa," Vahidi said.

The airline initially plans to develop the Nigerian market and then build a strong Pan African network. According to Boeing's 20-year Commercial Market Outlook, airlines in Africa will require 1,190 new airplanes as the continent boosts both intra-continental and intercontinental connectivity over the next couple of decades.

"The growth potential for air travel across Nigeria and Africa is extraordinary with the airplane fleet expected to more than double over the next 20 years. We are delighted that Green Africa Airways has selected the 737 MAX to serve this expanding market," said Ihssane Mounir, Senior Vice President of Commercial Sales & Marketing, The Boeing Company. "We look forward to Green Africa Airways building their fleet with the MAX and taking advantage of the jet's efficiency and dependability to open new options across Nigeria and the African continent. Boeing will be a trusted partner to Green Africa Airways as the MAX is introduced into their operations and through their long-term success."

The RUPA Widow's Coordinator – How the role began

Many years ago, perhaps as many as 25, Jackie Able, retired stewardess and married to UAL Capt. Lou Able, saw the need for new widows of RUPA pilots to have help with the mounds of paper work involved with the loss of a loved one - both through United and elsewhere. Jackie presented her idea to RUPA and the process began. When illness prevented Jackie to continue, she asked for help through *Clipped Wings*. Carol Morgan (wife of Capt. Tom Morgan) stepped in, and shortly after Patti Melin (widow of Capt. Mike Melin) joined Carol to share responsibilities. They've been sharing the role now for over 10 years.

John Rains, RUPA Secretary, informs Carol and Patti of obituaries and death notifications and they, in turn, send a sympathy card from RUPA and include their personal emails and phone numbers with the offer of any further assistance. They also include a copy of the RUPA *Survivor Information Checklist* which has the many phone numbers of who to contact within United Airlines, the most helpful being the United Airlines Benefit Center. They can provide and answer what is immediately necessary to help a spouse of a RUPA member.

The calls Carol and Patti receive are usually of thanks for being there when so needed. Most questions are about continued travel benefits and health insurance. The sincere and grateful notes received also add to the assurance that Jackie Able had a wonderful idea and RUPA is pleased to be able to continue her legacy.

Note: From Carol and Patti – It is our heartfelt pleasure to fulfill this need. We know the kinship.

Airbus ready to roll out Pilot Cadet Training



Airbus and the French Civil Aviation University, ENAC, have obtained EASA certification for a co-developed Pilot Cadet Training Program that will be used by a worldwide network of partner flight schools, starting with the first customer Escuela de Aviacion Mexico in Mexico City early 2019. Pilot Cadets worldwide will now be able to benefit from a complete and fully integrated Airline Transport Pilot License program built upon Airbus' high safety and reliability standards and extensive experience in pilot training.

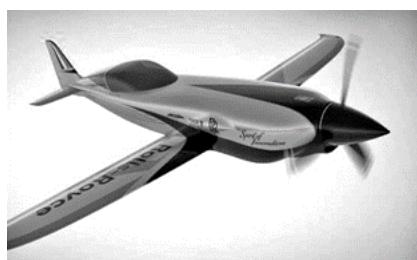
The Airbus Pilot Cadet Training Program aims to equip cadets with the skills and mind-set required to become an “operationally-ready pilot” focusing on the all-important development of key pilot technical and behavioral competencies. The program reflects, not only Airbus’ commitment to supporting the safe operation of all its aircraft, but also supports airline customers in contributing to the long-term availability of qualified pilots, helping to meet the growing demand forecast for more than 500,000 pilots over the next 20 years.

The program will be open to young people over 18 years old who have graduated from high school. Candidates will undergo online and on-site screening tests before being eligible for training, which will include 750 hours of ground school, plus 200 hours of flight training.

Airbus has been offering training courses since its creation some 50 years ago and has always taken a comprehensive and innovative approach via its unique cockpit commonality concept and the regular introduction of the latest technologies or learning concepts.

Airbus tripled its training locations worldwide in the last few years. With an extensive and growing global network, Airbus has created a complete flight training package, allowing its customers to benefit from its training expertise closer to their home base, ensuring a wider range of competent candidates make it to the cockpit.

Rolls-Royce developing an all-electric plane



Rolls-Royce is leading a highly specialized challenge to build the world's fastest all-electric aircraft.

This zero-emissions plane is expected to make a run for the record books with a target speed of 300+ MPH (480+ KMH), with a range of over 200 miles (London to Paris, Nairobi to Mombasa or Johannesburg to Durban). It has the most powerful battery ever flown. Three lightweight e-motors. Generating 750kW, enough power to fuel 250 homes, and 1,000 horsepower which is roughly the equivalent of a F1 race car (but without the emissions). Rolls-Royce will make history when this first fully electric aircraft with a wingspan of 24ft takes to the skies in 2020 after 24 months of development.

As part of Rolls-Royce's strategy to champion electrification, the “Accelerating the Electrification of Flight” project ACCEL is Rolls-Royce's initiative to build, test, and commercialize a specially designed aircraft powered entirely by megawatts.

Rolls-Royce and its partners, ElectroFlight and YASA, intend the single-passenger aircraft to break a series of speed, performance, and development records. ACCEL's overarching mission is to develop the requisite technology and supply chain knowledge to spur development of future aircraft concepts.

“ACCEL is nothing less than a revolutionary step change in aviation,” says Matheu Parr, manager of the ACCEL project for Rolls-Royce. “This plane will be powered by a state-of-the-art electrical system and the most powerful battery ever built for flight. In the year ahead, we're going to demonstrate its abilities in demanding test environments before going for gold in 2020 from a landing strip on the Welsh coastline.”

With a heritage rich in innovation and world-firsts, Rolls-Royce is no stranger to such ambitions. The current record for an all-electric plane, set by Siemens in 2017, is 210 mph.

To break the record Rolls-Royce will require overcoming a series of unique challenges. They'll need to build an immense battery that's powerful enough to beat a series of speed and performance records, light enough to fly, and stable enough not to overheat.



2019 Rupa Reunion Information & Registration

It has been more than ten years since RUPA held a national event. We have decided it's time to get together once more to renew old friendships and, perhaps, make new ones. We are going to meet in Dayton Ohio, Tuesday October 1st thru Friday October 4th of this year.

We will be staying at the Holiday Inn Fairborn, 2800 Presidential Dr., Fairborn, OH. We have a room rate of \$111 per night plus tax, which includes breakfast. Call the hotel directly to the reservation department at (877) 390-5931 to make your reservation. You must identify yourself and request the group rate for RUPA, (Retired United Pilots Association.) This will insure that you will receive the correct rate and that the Association receives credit for your room in our block of rooms. This rate can apply three days prior and/or three days after the reunion with advanced reservations and which also includes complimentary parking. (Your spouse or significant other is welcome to attend. Additionally, if you would like to bring a family member or friend, they are also welcome.) The cutoff date for rooms at the hotel is 09/01/2019.

Oct 1: Registration and Welcome Reception.

Oct 2: Breakfast at the hotel. Board the bus to visit the Wright Brothers Museums, to include the Wright Cycle Company and Visitors Center, Wright Company Factory, The Wright Brothers Aviation Center and the Huffman Prairie Field Interpretive Center. Lunch will be on your own at the Carillon Brewing Company featuring food and beverages that were popular in the Dayton area during the 1800's. Dinner will be on your own.

Oct 3: Breakfast at the hotel. Board the bus to visit the United States Air Force Museum. There is so much to see here, one day will hardly do it justice. Free guided tours are provided. Lunch will be on your own at the museum. That evening will be the RUPA banquet/dinner. It will be held at the Holiday Inn Fairborn in the Lindbergh/Earhart Room. Entertainment will be provided as well as a guest speaker and group photo.

Oct 4: Breakfast at the hotel and farewells.

Now, for all of this to work we need your cooperation. First, we would like you to register as early as possible so that we know if we have enough rooms in our block for everyone who wishes to attend. Second, we need to know how many of you will be going on the tours, so we have enough buses for all. And third, we need to know how many will be attending the banquet/dinner. At the present time we have a Banquet Room reserved for 120 people, and that is a tight fit. A larger room is available, but we have to know before it is spoken for.

If you plan to attend, please forward the registration form to John Gorczyca. Thank you in advance for attending. This reunion should be a wonderful experience for us all and we know you will have a great time.

Rich Bouska, and John Gorczyca, Co-Chairman

RUPA Reunion Registration Form

Name of attendees: _____

Your Address: _____

Your Email address: _____

Your Phone number: _____

Emergency contact Information: _____

Emergency phone number and email: _____

Wright Brothers Museum Tour:
(Include number of attendees) number _____ x \$10 = _____

Air Force Museum:
(Include number of attendees) number _____ x \$10 = _____

Banquet/Dinner:
(Include number of attendees)

Entrée Selection:
Seared Salmon Filet number _____ x \$34.00 = _____
8oz. Slow Roasted Prime Rib number _____ x \$34.00 = _____
Total = \$ _____

Enclose your check for the total amount made out to "John Gorczyca".

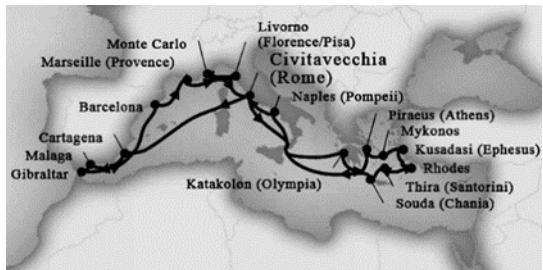
Please forward the completed registration form to:

John Gorczyca
4080 Errante Dr.
El Dorado Hills, CA 95762.

Thank you in advance for attending. This reunion should be a wonderful experience for us all and we know you will have a great time.

John Gorczyca, Co-Chairman
Rich Bouska, Co-Chairman

2019 RUPA Cruise



The next RUPA cruise will go around the Mediterranean in July of 2019. We did a cruise similar to this nine years ago and it was very popular. Many things began in the lands that rim the Mediterranean, from the start of democracy to the Italian Renaissance to Western civilization itself.

This cruise is broken down into three options. The first option, to the east of Rome, is a 12 day cruise from Rome to Greece for stops to visit Olympia, a 2 day visit to Athens, and then on to the island of Mykonos. The ship then continues to Ephesus, Turkey before returning to the islands of Rhodes, Santorini, and Crete. There will be a stop in Naples to visit Pompeii on the return back to Rome. (*This is a slight change to the original Itinerary as the ship will no longer stop at Sarande, Albania and will instead stop at Ephesus, Turkey*). The second option, to the west of Rome, is a 10 day cruise that departs Rome for Cartagena Spain, then on to Gibraltar British Territory. It then continues to Malaga and Barcelona Spain, Marseille France, Livorno Italy (Florence/Pisa), and Monte Carlo, Monaco on the return to Rome. The third option is to put the two together for a 22 day cruise. This itinerary has a lot going for it. You will be able to visit the Acropolis, wander through Rome, visit the Pantheon and the Colosseum, enjoy the view from the top of the Rock, and walk the pristine beaches of the Greek islands. The biggest advantage of a cruise is your hotel room goes with you, no packing and unpacking as you travel from city to city with all your meals and entertainment included. We will be traveling aboard the MS Koningsdam, one of the newer and larger ships of the Holland America Line. The ships of the Holland Line are considered mid-size and the Koningsdam is nowhere near the size of mega ships on other cruise lines.

The reason for the timing of this announcement at this time is many of us like to make our vacation plans a year in advance. As has been said before, the early bird gets the worm. In the cruise industry, many of the better cabins are snapped-up well before the sailing date. On our last cruise to Normandy, several of our members were unable to go because they waited too long to sign up.

Sample pricing per person for this cruise is as follows

For the 12-day cruise to the east of Rome departing July 7, 2019:

Category: SA=\$5,999 SS=\$4,599 VD=\$2,799 D=\$2,439 J=\$1,999 Port charge \$110pp

For the 10-day cruise to the west of Rome departing July 19, 2019:

Category: SA=\$4,899 SB=\$4,599 VD=\$2,299 C=\$1,959 J=\$1,599 Port charge \$160pp

For the 22-day cruise departing July 7, 2019:

Category: SA=\$10,349 SB=\$9,779 SC=\$9,199 VD=\$4,799 E=\$4,099 L=\$3,459 Port Charge \$270pp

Other categories are available. Once again, we are working with Jerry Poulin at Jerry's Travel Service. If you have questions, please call him at 1-800-309-2023 ext. 33 or 508-829-3068 or gpsp@aol.com for the latest prices and information. If you sign up for either the 10 or 12-day cruise he will give you a \$100 onboard credit per cabin; for the 22-day cruise he will give you a \$200 onboard credit per cabin and a Pinnacle Grill Dinner. We will have a cocktail party near the beginning and near the end of the cruise.

For All: A deposit of \$600 pp is due at time of booking and the final payment is due by April 23, 2019. The deposit is fully refundable up to the time of the final payment. If lower prices become available, you will be rebooked at the lower rate. Prices are subject to availability and subject to change until booked. Everyone is encouraged to look into trip insurance. If you are unfamiliar with cruising, Category refers to the type and location of the cabin on board the ship. To check the various categories, go to hollandamerica.com, click on the "Experience" on the home page, then click on "Our Ships", scroll down to Koningsdam, click on "View ship details" and scroll down to "Deck plans." The deck plans show the layout of the ship and location of the cabins by category and cabin number. Submitted by: Rich Bouska

Additional Cruise information

From time to time Holland offers specials that become available, but it is difficult to list them due to the submission and publication dates of each issue. For this reason lower prices may be available than those published. Call Jerry for the best up to date prices. He will always reprice current bookings if lower prices become available.

I would like to highlight some of the points of interest that will be available along the route of this cruise. First of all is Rome, if you haven't been to Italy, Rome is a must see. You will have three opportunities to visit the city; arrive a day or two early to adjust to the time zone and see the sights, the mid cruise break when the ship returns back to Rome for a day after the first twelve days of the cruise, and after the cruise is completed. Rome is virtually one large outdoor Roman architectural museum. One should at least see the Colosseum, the Roman Forum, the Pantheon, the Arch of Constantine, and St. Peter's Basilica. You may also want to visit the Spanish Steps, Trevi Fountain and several Gelato shops to keep your energy up.

The first port of call in Greece is the small fishing village of Katakolon, the closest port to Ancient Olympia. Here you can step back in time, 2,000 years into the past, to the days of the original Olympic Games. Temples, treasury, porticoes and statues, as well as the Temple of Zeus with its forty foot statue all stood here. You will be able to see all the ruins and fill in the gaps with your imagination. Near the pier at the port is the Museum of Ancient Greek Technology. It holds 200 operating reconstructions of mechanisms and inventions of the ancient Greeks.

No modern metropolis is more steeped in myth than Athens, Greece. From the gritty port of Piraeus, gateway to Greece's fabled isles, to the Parthenon, eternal symbol of Western civilization; Athens has attracted scholars and visitors for centuries. This heritage is still very much alive for modern visitors to Athens. Ancient stadiums and temples stand alongside apartment blocks while modern performances are staged in the marble amphitheaters where Greek drama was born. All this and millennia-old monuments are scattered in the archaeological park that circles the Acropolis.

From ancient wonders to holy sites, there are few ports in the Mediterranean as magical as Kusadasi Turkey. It is the gateway to one of the most legendary cities of the ancient world: Ephesus, a UNESCO World Heritage Site. St. Paul preached in its Great Theater, while the façade of the Celsus Library survives as a testament to the city's role as a center of learning and culture. You will be able to walk the streets amongst the ruins of this once great city. Not far from Ephesus, the Temple of Artemis (also known as the Temple of Diana), one of the Seven Wonders of the ancient World, once stood. While it no longer stands, it is possible to walk amongst its foundations and the remains of its towering columns. Other historic sites can also be found nearby: The House of Mary is believed to be the home of Jesus's mother at the end of her life, and the Basilica of St. John, constructed in the 6th century, marks the location of his tomb. (Like Mary, he spent his final years in Ephesus.) A day here is a day spent in the company of some of antiquity's greatest figures.

Cartagena is home to the second-largest Roman amphitheater on the Iberian Peninsula. The amphitheater was discovered in 1988 during the clearing of rubble and has been restored to its former magnificence. The city is much more than just spectacular ancient ruins; there are striking Art Nouveau buildings, neoclassical churches and ultramodern edifices throughout the city. Here you will find many opportunities to shop for local and regional artisan wares or to sample the friendly tapas bars, or if you are so inclined, Paella is widely available and worth a try.

Gibraltar, British Territory: we all know of the strategic value of Gibraltar, generally known as the "Rock". But did you know it offers a fascinating mix of cultures that include Moorish, Spanish, Italian, Portuguese and English influences (among others)? This tiny British Territory is most famous for the giant Jurassic limestone rock soaring above the territory's main commercial and residential areas. The Rock contains an abundance of history (military and otherwise), not to mention significant flora and fauna, and a labyrinth of caves and tunnels which can be visited. Venture into Gibraltar's densely populated streets for Spanish, British, Middle Eastern and Italian cuisine, as well as tax-free shopping on everything from luxury brands to handmade arts and crafts and artisanal edibles. There are also historic and holy places in Europa Point, and the Museum of Gibraltar provides an opportunity to learn about the region's history and prehistory.

It's difficult to point out highlights on a cruise like this one when the whole cruise is a Highlight. I hope you are able to find your own particular favorite.





United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

In 1948 the DC-6 "300 on Wheels" (below) was updated from the DC-4 "230" mobile training unit of the previous year. The "230" training unit had toured the United system and provided over 6,500 hours of training to United Maintenance personnel.



4,500 pounds of mockups and other training aids were transported in this Fruehauf-built 28-foot "moving van". Four roll-around units contained working mockups of nine "Mainliner 300" Operating Systems. One unit dealt with Heating & Ventilation systems, a second with the two Automatic Pilot systems (both the "230" and "300" for comparison). A third unit dealt with Fuel Quantity, Cowl Flap & Oil Cooler Door mechanisms and the Takeoff Warning system. The fourth unit dealt with Cabin Pressurization, Airfoil Anti-Icing and Generator Control systems.

The Mobile Unit also included large Charts, a Blackboard and cut-away Models of various plane parts.

In 1945 United installed Sperry Electronic Automatic Pilots in the "230" (DC-4) planes replacing Hydraulic Automatic Pilots used in the past.

When combined with Automatic Landing Controls, landings were possible under substantially lower weather minimums, increasing schedule reliability and safety.

"Entering this new era of air transportation and automatic flight, does not mean we are going to dispense with human pilots", said "Pat" Patterson.

Marvin Berryman DENTK Ret. - from the "United Air Lines News". NOTICE: UAHF Will continue accepting your tax-deductible monetary (\$) contributions which can be mailed to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. - Please visit our website at www.uahf.org



555 airline passengers died in 2018: Is this good news?



Last year 555 airline passengers died in plane accidents. This is the worst year according to a report by BBC.

The good news is with 4.5 billion airline passengers traveling on 45 million flights in 2018, the year was still the ninth safest in aviation history.

The worst accident was a Lion Air crash in Jakarta, Indonesia. This crash killed all 189 people on board the Lion Air flight. It opened a discussion on the safety of Boeing Max and resulted in a number of canceled orders for the U.S. plane manufacturer. Lion Air also canceled all remaining Boeing Max orders.

There was a total of 15 fatal airliner accidents in 2018, according to ASN.

Human error was blamed for a plane crash in Cuba that killed 112 people in July. Another fatal crash occurred when a plane was landing at Nepal's Kathmandu airport in March, killing 51 people.

Saratov Airlines Flight 703 crashed in February just outside Moscow, killing all 71 people on board the passenger flight.



RUPA DAY RUPA DAY RUPA DAY RUPA DAY THURSDAY 4 APRIL 2019 LAKELAND LINDER REGIONAL AIRPORT

Lakeland, FL

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

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

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

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

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

ALL WELCOME – A FRIENDLY PLACE FOR EVERYONE! SEE YOU THERE!

Blue Angels on the schedule this year

Point of Contact: Dot Prose, phone (941) 966-4538 or (941) 350-3343

Email: proseda@yahoo.com

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

RUPA Pass Travel Report February 2019

Captain Pat Palazzolo
rupapasstravel@rupa.org

Employee Travel Center (ETC)
+1 (877) 825-3729
etc@united.com



Hello fellow aviators,

Due to the wonders of technology, only the first paragraph of December's important column on the new eRes system was printed. So, we're reprinting it this month.

But first an update on our year end imputed income tax issues. By the end of January, we will be issued a W-2 showing how much imputed income we received in 2018 from allowing enrolled friends and certain others to use our pass benefits. The W-2 will also show how much tax we've paid to United during the year. As a result, you may not owe further taxes, or you might be eligible for a refund if you paid too much, or you may owe more on your tax return if you didn't pay quite enough.

The W-2 will be paperless and after it's been released it can be found on Flying Together. Once logged on, enter "W-2" in the search box and it should take you to the right place.

A new and improved employeeRes, called **eRes**, is now online. A group of retired and active employees have been beta testing the new system and providing feedback. I'll give you my two cents worth after I describe the new features. Four new features can be quite handy.

1. A new "**Flight Watch**" feature that allows you to watch up to 10 different future flights to multiple destinations without creating a listing.

2. You wanna get away for a few days, but not sure where? A new feature called "**Open Search**" allows

Location	Total flights	AVAILABLE SEATS			
		Before 11AM	11AM-5PM	After 5PM	
Washington, DC (DCA - National)	8	141	133	100	View flights >
Raleigh/Durham, NC (RDU)	4	N/A	180	73	View flights >
Pittsburgh, PA (PIT)	5	N/A	146	94	View flights >
San Francisco, CA (SFO)	9	18	162	50	View flights >
Los Angeles, CA (LAX)	8	97	89	37	View flights >
Columbus, OH (CMH)	8	151	17	36	View flights >
Washington, DC (IAD - Dulles)	4	45	51	101	View flights >

you to see those city pairs to or from any city you choose which have the most open seats on any particular date.

In this iPad screenshot, it shows that for tomorrow's date, the most seats available out of Chicago are to DCA, the second most are to RDU and so forth. And they're broken down into three columns by time of day departure.

You can also click on "**View flights**" to see details of each city's flights.

Traveler list

Boarding totals

	Total	F/C/Y
Available	28	0 / 0 / 28
Capacity	179	0 / 20 / 159
Authorized	184	0 / 20 / 164
Booked	151	0 / 20 / 131
Upgradeable	22	
Potential	View all 	
Misconnects	4 potential misconnects 	
Pos. sp.	Misconnects reflects the number of travelers that may miss this flight due to delays and cancellations. This information is subject to change.	
Space		
Held		
Group		
Rev Standby	0	0 / 0 / 0

employeeRes currently does, but with improved visual displays. And unlike employeeRes, the new eRes will be designed to be viewed on a smart phone, a tablet, as well as a computer screen.

My take on *eRes*? These new features can be quite useful. And the ease of use is at least as easy as employeeRes. It will become even easier as you get used to the changed visual displays.

For me however, if there's no need to access these new features, the United app still stands head and shoulders above anything else for quick and easy flight listing and cancellations. The positive space MyUAdiscount is also available on the United app. The biggest benefit to using the United app is that there is no need to sign-on to Flying Together.

Important change to the United app.

There's a new change to the United app that now allows us to see which standbys have been boarded in business class. Previously standbys and revenue upgrades were mixed together on the Upgrade page, and you had no idea by looking at it which are employees and which are revenue upgrades.

Under the new revision, employees will stay on the standby page and if they are assigned to a business class seat, their seat assignment will be displayed next to their names on the standby page and they will no longer be moved over to the upgrade page.

So, as revenue upgrades on the upgrade page are given an upgraded seat assignment, their names will then simply disappear from the upgrade list. After all the revenue upgrade names have disappeared and the page is empty, if there are any remaining business class seats available, the standbys will then be awarded those business class seats and their seat assignments will be shown next to their names on the standby page only.



Retiree Association of Flight Attendants

Pass Travel UPDATE

November 25, 2018

1) employeeRES “New” is now LIVE!

The New employeeRES is now available on Flying Together for pass travel listing, loads and travel management. It has a look/feel similar to united.com, it's mobile-friendly and there are cool new features including:

3. When checking boarding totals, you can now see how many potential ***misconnects*** there are on each flight, if any. (See screenshot at left).

4. Another welcome feature is that whenever you search for a space available flight it will now also automatically display at the top of the page the lowest **myUAdiscount** positive space fare for the route and date you're searching, and for the next few days after that date. (See the example to the right of this next screenshot on flights to Denver).

The new eRes will still do all the other functions that

Depart	Arrive	Duration	SA listed (F/C/Y)	Available (F/C/Y)
SFO	DEN	8:59 AM	2h 29min 5 0/2/3	3 0/2/1
SFO	DEN	10:20 AM	2h 30min 7 0/2/5	8 0/2/6
SFO	DEN	11:35 AM	2h 29min 13 0/7/6	7 0/2/5

Flight Watch: monitor up to 10 different segments

Open Search: see flights with most available seats to a destination

Potential Misconnects: how many revenue passengers may miss your flight

myUAdiscount: prices displayed right in employeeRES!

Go to <https://ft.ual.com>, log in and then click on the Travel tab. Notice both “employeeRES New” and “employeeRES” in the left column are currently active. We highly recommend you use “employeeRES New” right away. While there, click on “Personal Profile” to confirm all information transferred over OK; also, check your “Traveler Profiles”. In a few weeks all traffic will be directed to “employeeRES New.”

United sent retirees an email about the New employeeRES. If you did not receive it then check your junk/spam folder and make sure your contact information with United is up-to-date (go to FT > employee services > Health & Insurance YBR > Your Profile in the upper right).

BEFORE calling the ETC with questions about the new employeeRES, read this: <https://ft.ual.com/travel/new-employeees-information>. There are FAQs, how-to guides and a step-by-step booking tutorial.

2) Have you seen our RAFA website?

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

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

For other Pass Travel Topics: Previous Travel UPDATES

Compiled by Kirk Moore, RAFA Travel Benefits Committee

November 25, 2018

Hurtigruten to power cruise ships with dead fish



Cutaways from fisheries and other organic waste will soon be used to power Hurtigruten’s fleet of green cruise ships. With a growing fleet of 17 ships, Hurtigruten is the world’s largest expedition cruise line. The company has invested heavily in green technology and such as battery solutions – and is considered the world’s greenest cruise company. The next step: Powering cruise ships with liquified biogas (LBG) – fossil-free, renewable gas produced from dead fish and other organic waste.

What others see as a problem, we see as a resource and a solution. By introducing biogas as fuel for cruise ships, Hurtigruten will be the first cruise company to power ships with fossil-free fuel, Hurtigruten CEO Daniel Skjeldam says. Renewable biogas is a clean source of energy, considered the most eco-friendly fuel currently available. Biogas is already used as fuel in small parts of the transport sector, especially in buses. Northern Europe and Norway, which has large fishery and forestry sectors that produces a steady volume of organic waste, has a unique opportunity to become world leader in biogas production.

By 2021, Hurtigruten plans to operate at least 6 of its ships on a combination of biogas, LNG and large battery packs. While competitors are running on cheap, polluting heavy fuel oil, our ships will literally be powered by nature. Biogas is the greenest fuel in shipping and will be a huge advantage for the environment. We would love other cruise companies to follow, Skjeldam says.

Cutting plastic – building hybrid: After celebrating the 125-year anniversary by being the first cruise line to ban single-use plastic, 2019 will mark two green milestones for Hurtigruten:

- Introduction of the world’s first battery-hybrid powered cruise ship, MS Roald Amundsen, custom built for sustainable operations in some of the world’s most pristine waters such as Antarctica.
- The start of a large-scale green upgrade project, replacing traditional diesel propulsion with battery packs and gas engines on several Hurtigruten ships.

In addition to liquified natural gas (LNG), these ships will also be the first cruise ships in the world to run on liquified biogas (LBG). Hurtigruten’s decision to use biogas/LBG from organic waste is the kind of operational solutions we aim for. The waste is refined into fossil free energy. This solution also eliminates the emissions of sulphur, NOx and particles, Frederic Hauge, founder and general manager of the NGO Bellona Foundation says. There are more than 300 cruise ships in the world, many of them running on cheap, polluting heavy fuel oil (HFO). The daily emissions from one single mega cruise ship can, according to

NGO, be equivalent to one million cars.

Hurtigruten has become a symbol of how to put responsibility into action. They have taken several important steps to improve their climate and environmental performance. Now they introduce the use of renewables in the cruise industry and that gives us hope for a change of pace in finding sustainable solutions, Hauge says.

Investing 850 million USD in innovation and green tech: Hurtigruten is currently building three hybrid powered expedition cruise ships at Norway's Kleven Yard. MS Roald Amundsen, MS Fridtjof Nansen and the third, unnamed sister, will be delivered in 2019, 2020 and 2021.

Hurtigruten expects to invest more than 850 million USD in building the world's greenest cruise line. This is just the beginning. Hurtigruten is the world's largest expedition cruise line, that comes with a responsibility. Sustainability will be a key driver for the new era of shipping and the travel industry. Hurtigruten's unmatched investments in green technology and innovation sets a new standard for the whole industry to follow. Our ultimate goal is to operate our ships completely emission free, Skjeldam says.

Hurtigruten's rapidly growing fleet of custom-build expedition ships takes modern-day adventure travellers to the world's most spectacular destinations on our Planet – from the High North to Antarctica in the south.

Moscow railroad to use facial recognition to charge passengers



The operator of Moscow's passenger railroad service is testing a system, which would use facial recognition to identify and charge passengers. Similar pilot projects are underway or planned in other areas in the Russian capital. As computational power and broadband communications become more accessible, using biometrics identification for screening of people gets cheaper and faster. So, it's natural that the technology, initially meant for security and law enforcement, is finding its ways to new applications.

The company responsible for most railroad passenger traffic in the Russian capital is the latest player trying to use facial recognition as payment method.

The TsPPK has introduced a system for this as a pilot project, its head Maksim Dyakonov said at a recent panel on the development of public transport in Moscow. "We are testing a prototype on a couple of stations and want to see if it makes sense or not," he said. "Anyway, the transit system moves towards a unified ticket, that would hopefully minimize time to check in."

At the moment railroad travelers in Moscow and Moscow region may use either a printout ticket or a plastic travel card to pass through a fare gate at the station to get to a train or to leave one. It understandably creates some clogging at the gates during rush hour. Facial recognition will theoretically screen people and automatically charge them for the service, thus streamlining the flow of people.

The system in the test run however simply saves commuters the effort of taking out a travel card at the gates. The test will presumably provide data on how accurate the recognition can be and whether it can work fast enough to identify people at stations rather than through train's CCTV cameras.

The pilot system was introduced at the Kievsky terminal station in Moscow and at one of the stations inside city boundaries connected to the terminal, the company's press told the agency. Only employees of TsPPK may subscribe to the payment method, they said. There is a base of over 8,000 people working for the company but scaling the system up to the 1.6 million passengers served each day would be a technical challenge.

China, the leading nation in facial recognition algorithms, has been testing the technology for collecting travel fares in public transit system in a few cities for several years now. Beijing announced plans to introduce it as a payment method for its subway system earlier this year.

Moscow too has plans to integrate payments through biometric identification with its already existing public transport CCTV system. Conveniently, it was upgraded with facial recognition system for this year's FIFA World Cup as part of an overall security boost. There are however not only technical and economic, but also legal obstacles, since the city transport would have to meet privacy standards if it wants to handle this kind of date for payment.

Iconic Eurail Pass restructured with unprecedented price reductions



Eurail, the all-in-one train Pass that gives travelers access to the most trains in Europe, announced transformative product developments including price reductions and expanded offerings starting January 2019. These comprehensive changes are the most significant in Eurail's 60-year history, benefiting every type of traveler.

With these changes, travelers taking advantage of Eurail now have the opportunity to experience over 40,000 destinations across Europe more efficiently and economically than ever before. Most notably, Eurail will

now provide access to Great Britain for the first time, as well as Macedonia and Lithuania, expanding its overall country count from 28 to 31. And with the addition of five new train carriers to Eurail's portfolio, travelers now have even more route options within Europe to be excited about.

True to the Eurail ethos that was established at its launch in 1959, ease of travel and affordability are central components of the product changes. For 2019, Eurail is retiring its Multi-Country Passes (2-4 countries) in favor of promoting Global and One Country Passes. Both will actually see price reductions, giving travelers up to 37 percent off various classes of travel including Senior (over 60 years), Youth (up to 27 years) and a new 2nd Class option. The move creates a greater understanding of product choice: the ability to fluidly move about 31 European countries at leisure or stay within one country's borders, all with just one Pass.

"We anticipate the streamlining of our Pass offerings to be a welcome change by both consumers and travel agents alike," said Clarissa Mattos, Market Manager Americas and Pacific at Eurail. "The increased clarity and transparency of product options makes planning a European trip easier and more affordable than ever with Eurail."

Highlights of Eurail's product developments include:

- **Country access increases to 31**
 - **Great Britain** – Offered in Global Pass.
 - ◊ The inclusion of Eurostar in Eurail's portfolio now connects London with major European cities such as: **Amsterdam, Avignon, Brussels, Lille, Lyon, Marseille, Paris and Rotterdam.**
 - ◊ **Macedonia** – Offered in Global and One Country Passes.
 - ◊ **Lithuania** – Offered in Global Pass.
- **Decreased Prices of Global Passes of up to 37% and More Affordable One Country Passes**
 - ◊ **Addition of Senior (over 60 years) category to passenger type**
 - ◊ 10% off adult fares
- **Decreased Youth (up to 27 years) category pricing for Global Passes**
 - ◊ 23% off adult fare for same class
- **Addition of 2nd Class option on all Adult Global Passes**
 - ◊ 25% difference between 1st and 2nd class
- **Addition of new Greek Islands Pass**
- **53 total Greek Islands.** Cyclades (21 Islands), Dodecanese (12 Islands), Sporades (3 Islands), Saronic Islands (7 Islands), N.E Aegean Islands (9 Islands), and Crete.

Drop your luggage

By Dr. Elinor Garely - special to eTN



One of the worst parts of traveling is the luggage part. Airlines have almost made it a sin (for which we must be punished) to have even one bag bigger than a wallet. The airlines do not care if we are going to be away from home for one hour or one year, baggage is evil and must be stowed away (for a fee), hidden as soon as we enter the cabin (with limited space), almost impossible to access during flight, and bounced and dropped by handlers as we wait (ever more anxiously) for our precious stuff to show up on the carousel after a flight. When did luggage become immoral and wicked?

Losing It: In the SITA Baggage Report (2017), 5.73 bags per thousand passengers were

lost in 2016. The reason that more bags did not stray is thanks to new technologies and process improvements by airlines and airports. Aviation IT specialists expect the lost luggage issues to decrease over the coming months as a result of IATA Resolution 753 – effective as of June 2018. The policy requires member airlines (80 percent of total scheduled global air traffic), to keep track of every item of baggage at 4 mandatory points:

- Check-in
- During aircraft loading
- During transfers between aircraft
- Upon arrival – when delivered back to passenger
- The Weakest Link

Many pieces of luggage are lost when passengers change planes. In 2016, 47 percent of all cases of delayed bags occurred between connecting flights, especially those with small time frames. Misplaced baggage is more than annoying to passengers, it is expensive to the airlines as recovering and returning lost bags costs the aviation industry \$2.1 billion (2016).

Technology: The hope for the future is based on RFID tracking – making Resolution 753 an industry-wide reality. The SITA Baggage Report estimates the cost of implementing RFID at \$0.10 per passenger, generating a savings of \$0.20 per passenger. RFID could save the industry more than \$3 billion over the next 7 years by improving baggage management and operations, and, of course, improve the quality of life for the passengers.

Before the Airline: It is reassuring to note that our dearly loved bags may soon have a better chance of joining us as we travel, however, we are still faced with a problem: what to do with the luggage between the time we check out of a hotel or a B&B and arrive at the airport (or train/bus station).

In the “old days” the hotel concierge would stow the bags for a minimal charge (or tip), allowing guests the freedom to explore for the day, return for their precious cargo, and head to the station. Today, many hotels have ceased this service under the guise of liability.

There was a time hotel management permitted late check-outs (up to 4 PM) to accommodate guests with late transportation departures. Currently, unless you have a special credit card, or received dispensation from a manager, the opportunities to linger in your room and stay close to your luggage, are non-existent...you are expected to have vacated your room by 1 PM (the latest).

Even if the hotel permits you to leave your bags to explore, it is likely that the accommodations are located in remote areas – not even close to the nearby city, park, mountain, mall – you want to investigate.

So, the question remains: what to do with luggage in that time/space continuum between the hotel check-out and the transportation check-in.

Horns of a Dilemma: What to do? Your flight does not leave for many hours, the airline will not permit early check-in and even if you wanted to hang out at the airport, airlines may not permit early check-ins.

Enter Vertoe: A Luggage Concierge Service. Sid Khattri and Neha Kesarwani, Vertoe Founders.

An overnight success story (that has taken two years to fund), started when two enterprising millennials had their own dismal experience (schlepping 3 large pieces of luggage around Los Angeles). They knew that there must be a way to get rid of the luggage for a few hours, at a minimal expense, that would also sight-seeing without being tethered to their bags.

Without a clue on how to keep the sightseeing and delete the luggage Khattri and Kesarwani discarded idea after idea until they came up with Vertoe – the place to drop your luggage while sightseeing, attending business meetings, or catching up with friends and family, at a nominal charge, that was convenient, safe and doable.

On the plus side, Khattri is charming and enthusiastic



There was no coin sensor in the old 3-slot pay stations or the early single slot phones. The operator listened for the gongs to tell how much money you had deposited.

Ding = a nickel.
Ding Ding = a dime.
Bong = a Quarter.

and comes with an impressive IT background (Google liked him so much they moved him from India to New York). It is his sense of being “on target,” that has convinced funding sources to invest in the Vertoe idea. Investors include TechStars, Ingwe Capital and ff Venture Capital (seed-stage firm supporting visionary founders), along with a collection of “angels.”

With 100+ locations include New York City, Boston, Washington, DC, and Philadelphia, Vertoe offers a convenient and safe way to store your stuff at local neighborhood shops, in the areas you want to visit. The partner shops are manually verified for safety and customers receive a free unique coded tamper-proof seal when the items are placed at the location. To make customers feel even more secure, \$3,000 in insurance is provided for stowed items. Luggage space is reserved online, the public space address is sent, and the daily fee is paid via a credit card.

The allocated space for your bag (or bags) will be inside local shops who have extra space. Each location is verified as trustworthy and the staff of the store/shop/gym is trained by the Vertoe staff before becoming authorized to accept bags.

Vertoe will store your bag with pricing that starts at \$5.95 per day/item (with a few variations based on location). Want to store your luggage for a longer period of time? Weekly and monthly discounts are available. Want to cancel your reservation? No problem, just contact Vertoe by email.

What to Stow: You can leave just about anything at a Vertoe authorized location, as long as it is legal and does not require feeding or walking. If it is toxic, polluted or explosive – leave it home. If the Vertoe partner suspects that there is something illegal residing in your luggage, clients may be asked to open the bag for inspection. If the partner is not comfortable with the contents, the bag will be refused and the fee refunded.

Pick It Up: Should you be unable to retrieve your own bags, it is necessary to contact Vertoe’s support team and provide written permission for your authorized representative to pick up and/or drop off your items. The person(s) must present a valid photo ID and a Vertoe number so the staff can verify the change in plans.

Going Forward: It is delightful to know that the word “luggage” is not as evil as it used to be, thanks to Vertoe. Of course, the best idea is to travel-lite. If you continue to use the Ms. Piggy approach to packing (take it all), then Vertoe will become your new BFF.

Drink to Your Health (in Moderation), the Science Says

By Aaron E. Carroll/The New York Times



Moderate consumption of alcohol is generally safe, as long as it doesn't lead to abuse, and may even be healthful for some people. *Matthew Staver for The New York Times*

Over the past year, I've tried to clear up a lot of the misconceptions on food and drink: about salt, artificial sweeteners, among others, even water. Now let me take on alcohol: wine, beer and cocktails. Although I have written about the dangerous effects of alcohol abuse and misuse, that doesn't mean it's always bad. A part of many complex and delicious adult beverages, alcohol is linked to a number of health benefits in medical studies. That doesn't mean the studies provide only good news, either, or that the evidence in its favor is a slam dunk. You won't be surprised to hear that, once again, my watchword — moderation — applies.

Research into how alcohol consumption affects health has been going on for a long time. A 1990 prospective cohort study included results of more than 275,000 men followed since 1959. Compared with those who never drank alcohol, those who consumed one to two drinks a day had a significantly reduced mortality rate from both coronary heart disease and “all causes.” Those who consumed three or more drinks a day still had a lower risk of death from coronary heart disease, but had a higher mortality rate over all.

A 2004 study came to similar conclusions. It followed about 6,600 men and 8,000 women for five years and found that compared with those who drank about one drink a day on average, those who didn't drink at all and those who drank more than two drinks a day had higher rates of death. Results like these have been consistent across a number of studies in different populations. Even studies published in the journal *Alcoholism: Clinical and Experimental Research* agree that moderate drinking seems to be associated with a decreased risk of death over all. However, alcohol seems to have different effects on different diseases. Almost all of the major benefits of drinking are seen in cardiovascular illnesses. In fact, with men, even

consumption of a surprisingly large amount can seem protective.

When it comes to cancer, the picture isn't as rosy. For instance, a 2007 study involving the Women's Health Study cohort found that increased alcohol consumption was associated with an increased risk of breast cancer. More broadly, a 2014 systematic review of epidemiologic and experimental studies looking at alcohol and breast cancer found that the overall consensus is that each additional drink per day increases the relative risk (comparing the risk in two groups) of breast cancer by a statistically significant, but small, 2 percent — although not the absolute risk. A meta-analysis of colorectal cancer and alcohol found that heavy drinkers, but not light or moderate drinkers, were at increased risk of the disease. No relationship is seen with respect to bladder cancer or ovarian cancer. A study that included all cancers found that light drinking was protective; moderate drinking had no effect; and heavy drinking was detrimental.

Moderate alcohol consumption has been found to be associated with other benefits, though. A cohort of about 6,000 people followed in Britain found that those who consumed alcohol at least once a week had significantly better cognitive function in middle age than those who did not drink at all. This protective effect on cognition was seen in people who drank up to 30 drinks a week. A 2004 systematic review found that moderate drinking was associated with up to 56 percent lower rates of diabetes compared with nondrinkers. Heavy drinkers, though, had an increased incidence of diabetes.

This is where savvy readers should be asking: What about randomized controlled trials? After all, epidemiologic evidence and associations only go so far; they cannot get us to causation. Recently, in Annals of Internal Medicine, such a trial was published. Patients with well-controlled Type 2 diabetes were randomized to drink 150 milliliters of water, white wine or red wine with dinner for two years. The beverages were provided to patients free of charge. They were all placed on a Mediterranean diet with no calorie restrictions. Researchers found that those who drank the wine, most notably red wine, had a reduction in cardio metabolic risk factors, or those for heart disease, diabetes or stroke. This was especially true in patients who had certain genotypes. Further, no one had any significant adverse effects from being randomized to drink the alcohol.

In another analysis of that randomized control trial published in 2015 year, the most interesting finding was about blood pressure. In this study, some people saw a reduction in systolic blood pressure. Again, the alcohol was not associated with significant adverse effects. This contradicts the findings from systematic reviews of epidemiologic studies that show alcohol intake may be associated with a small but significant increase in blood pressure. Adding further complications was a shorter-term trial looking at red wine consumption that found it had no effect, positive or negative, on blood pressure in patients with atherosclerosis. A different analysis of that study found that it did result in improved cholesterol levels, even though many patients were already being treated with statins.

A 2011 meta-analysis examined 63 controlled trials of wine, beer and spirits, and found that all of those beverages increased levels of HDL cholesterol (the good cholesterol). There was even a dose-response, with more alcohol consumed having more of an effect.

Synthesizing all this, there seems to be a sizable amount of evidence that moderate alcohol consumption is associated with decreased rates of cardiovascular disease, diabetes and death. It also seems to be associated with increased rates, perhaps to a lesser extent, of some cancers, especially breast cancer, as well as some other diseases or conditions. The gains from improved cardiovascular disease deaths seem to outweigh all of the losses in other diseases combined. The most recent report of the U.S.D.A. Scientific Advisory Panel agrees with that assessment.

But alcohol isn't harmless. Many people with certain diseases or disorders, and women who are pregnant, need to avoid it. Others who can't keep their consumption to acceptable levels need to abstain. Alcohol is very harmful when abused, so much so that it's difficult for me to tell people to start drinking for their health. That's rarely the conclusion of any studies about alcohol, no matter how positive the results. Nor is it the advice any doctors I know give.

However, the evidence does seem to say that moderate consumption is safe, and that it may even be healthy for many people. If you were enjoying some drinks over the holiday season, it's nice to know that they may have been doing more than just bringing you cheer.

**Alcohol does not
make you FAT**

**It makes you
Lean...**



**Against tables,
chairs, floors, walls
and ugly people.**

Study Finds Alternative to Anti-Cholesterol Drug

By Gina Kolata/New York Times

For the first time since statins have been regularly used, a large study has found that another type of cholesterol-lowering drug can protect people from heart attacks and strokes. The finding can help millions at high risk of heart attacks who cannot tolerate statins or do not respond to them sufficiently. And it helps clarify the role of LDL cholesterol, the dangerous form. Some had argued that statins reduced heart attack risk not just by lowering LDL levels but also by reducing inflammation. The new study indicates that the crucial factor is LDL, and the lower, the better.

The six-year study, reported at the annual meeting of the American Heart Association, involved 18,000 people who had had heart attacks or episodes of chest pain so severe they went to a hospital. They were randomly assigned to take a statin or a combination of a statin and the alternative drug to further reduce LDL levels. Both groups ended up with very low LDL levels - those taking the statin, simvastatin, had an average LDL of 69, and those taking simvastatin and the other drug, ezetimibe, or Zetia, in a combination pill sold as Vytorin, had an average LDL of 54. No clinical trial had ever asked what happened when LDL levels get below 70 because, said Dr. Robert Califf, a Duke cardiologist and the study chairman, "many people were nervous about going this low and imagined a lot of possible toxicities?"

Statins lower LDL by preventing it from being made. Ezetimibe lowers LDL by preventing cholesterol from being absorbed in the gut.

The drugs were so effective that there were few cardiac events among the participants but eventually a difference emerged. There were 6.4 percent fewer cardiac events - heart disease deaths, heart attacks, strokes, bypass surgeries, stent insertions and hospitalizations for severe chest pain - in those assigned to take Vytorin. The amount corresponded to what was predicted from the extra degree of cholesterol lowering with the combination drug.

Those results translate into 2,742 events in those taking simvastatin and 2,572 in those taking the combination drug. That means, said Dr. Christopher Cannon, a principal investigator and cardiologist at Brigham and Women's Hospital, that two out of every 100 people who would have had a heart attack or stroke by taking the statin avoided those outcomes by taking the combination drug. And, adds Dr. Califf, the study found no side effects from ezetimibe - no excess cancer, no muscle aches no headaches. "It looks like placebo," he said.

The study was sponsored by Merck, the maker of Vytorin, but the investigators had the right to publish what they wanted, with final say over what they wrote.

"Fantastic:" said Dr. Sekar Kathiresan of the Broad Institute and Massachusetts General Hospital who studies the genetics of heart disease but had no part in the study. "A truly spectacular result for patients."

Dr. Harlan M. Krumholz, a Yale cardiologist not associated with the study, said he wished there was a peer-reviewed journal article instead of a presentation of the results at a meeting - the data analysis was completed just last week - but, assuming the result holds up, "this is the result we were hoping for."

At the same time, and by sheer coincidence, two other groups of researchers reported genetic studies that supported the trial's conclusions. One, led by Dr. Brian A. Ference of Wayne State University School of Medicine found that gene mutations mimicking the effect of ezetimibe and ones mimicking the effect of statins had the same effect on heart disease risk for a given reduction in cholesterol. The implication, he said, is that "lowering cholesterol with ezetimibe, or a statin, or both, should each lower the risk of heart disease by about the same amount."

The other, led by Dr. Kathiresan, examined mutations that disabled one copy of the cholesterol absorption gene, producing the same effect as ezetimibe. The result was a 50 percent reduction in cholesterol absorption - the same as produced by ezetimibe - and an LDL reduction of 12 milligrams per deciliter of blood, also the same amount as produced by ezetimibe. The mutation, which gave people the equivalent of a lifelong exposure to ezetimibe, reduced the heart attack rate by 50 percent.

The study's results are making many wonder about the latest cholesterol guidelines, which did not mention any drug other than a statin. And instead of providing goals for cholesterol levels, they simply advised those

at high risk to take a statin.

"The guidelines didn't say they didn't believe in cholesterol, but they made it clear that the evidence is for a statin, not for any agent that lowers cholesterol:" said Dr. Eugene Braunwald, a study chairman who is a cardiologist at Brigham and Women's and a longtime leader in the field.

Dr. Neil Stone, the head of the guidelines committee and a cardiologist at Northwestern University, has a more nuanced view of what the guidelines say, but adds that the study result "gives doctors another option if they have a patient who can't tolerate a high-intensity statin."

The new data are in sharp contrast to what happened in 2006, when ezetimibe seemed useless. The study was small, with just 750 participants, all of whom had very high cholesterol levels. Instead of looking at heart attacks or strokes, the researchers looked at a surrogate, the buildup of plaque in the carotid artery of the neck. That made the study quicker and easier than waiting for people to have heart attacks. But it was not clear whether those carotid plaque measurements really reflected heart attack risk.

But ezetimibe had been approved purely on the basis of its ability to lower LDL. With that stunning negative result, the question about LDL's lowering could not be avoided. Perhaps statins, the exemplar for the benefits of lowering LDL levels, were effective for more than just their effects on LDL.

"This is as bad a result for the drug as anybody could have feared," said Dr. Steven Nissen, the chairman of cardiovascular medicine at the Cleveland Clinic, when the 2006 ezetimibe results came out. The results, he said, were "shocking."

The drug, Dr. Nissen noted in a telephone call Friday, had reached 17 percent of market share for cholesterol-lowering drugs with no evidence of benefit.

"Now we have the result:" Dr. Nissen said. "They were successful, and that's great. But at this point, it really doesn't matter. They made their \$30 billion." The drug will be available as a generic in 2016, Merck says.

That the drug was promoted and sold for so many years without evidence that it helped was inexcusable, Dr. Krumholz said.

"The fact that the trial exists says there was uncertainty," he said. "The company and the investigators and the scientific community were uncertain about it. This is a cautionary tale."

"The results could easily have gone the other way," he added.

For Dr. Cannon, the study has a broader lesson. "It reminds us that lowering LDL prevents heart disease:" he said.

Now, Dr. Braunwald said, the arguments over cholesterol lowering should be settled.

"People can stop yapping?"

Attention Snowbirds

It has been brought to our attention that some of you are not aware that the Post Office will only forward magazines to your new address for 60 days. That is why you must notify John Rains, our Sec/Treasurer, when you head to your seasonal residents. Both your addresses are kept in our database, so it is easy for him to switch them. Please let him know by E-mail or by Snail Mail.

E-mail

rupasectr@rupa.org

Or mail to:

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

LETTERS

ALLAN ANDERSON—Stanardsville, VA

Hi Cleve, I have been reading for days, it is very long a diary / book written by a Fighter pilot who was based in Great Britain in the “great” war. It is wonderfully written and includes lots of photos and great descriptions of flying the P-47 and the P-51’s different models and the problems with both.

He tells of life on the ground and in the air. He makes many friends who are actors and parties with them. The guy must have been a very special person. He was a very good artist and especially liked to paint pictures of train engines.

The book is “*Fogg in the Cockpit*” written by Hoard Fogg.

I share this with you, so that you can share it with others. You address book must be very long.

And, you know so many of us ole farts.

Miss you and especially the good time we had in Pensacola.

Allan Anderson ex USN LT F3H-2 Demon Pilot and only 33 years with the real UAL.

Damn I loved our job! I miss that as well.



GERALD E. “GERRY” BALDWIN—Hilo, HI
Aloha Cleve, Mahalo for doing the *RUPANEWS*; it brings a smile to my face each time I open my mailbox to find the latest edition. As my birth month draws nigh (b. January 30, 1950), I’ve been contemplating what I might write for an upcoming edition. A couple of queries in recent editions held the answer. More of that later, first a brief update of the year past.

Joan and I continue to enjoy our oceanfront home and botanical gardens in Hilo. We get mainland guests from time-to-time; and we enjoy each visit. We spent ten weeks on the mainland starting in late July 2018. We were eight weeks in Jacksonville, FL, where Joan was evaluated for liver transplant. (I met up with an old Navy buddy I had not seen since flight school.) Her immune system attacked her liver 24 years ago; and continues to do it harm. Mayo Clinic of Florida said it was too early for transplant; so, we left in mid-September. We stopped in IL for two weeks, wherein I attended my 50-year high school graduation reunion; and we caught up with family and friends. We will be going to Scripps Green Hospital in La Jolla, CA, in February to renew Joan’s place on their transplant list. She’s been listed there for the past three years. ...and now for those queries.

Mike Ray asked (July 2018 *RUPANEWS* 17), “Am I the only one who has these nightmares?” The answer is, No, Mike, your experience is nearly identical to mine. At various times, including recently, I’ve been tapped in my dreams to man up one flight or another. I’ve found myself at airports not knowing where the gate is, where the airplane is, and without ID, flight kit, or full uniform. I’ve taxied through trees and buildings, hit mountains and utility wires, and landed 747s in the desert and on city streets all without harm. I’ve had to explain, mostly to myself, that I am retired and not going to join any crew. *Still happens to me after 26 years. Ed*

I’ve also taken off in Tokyo, landed in Houston, and attempted to go home without knowing where my (current) house is or how to get there (I haven’t lived in Houston for 40 years). I did find my house, in South Houston (I had lived in The Woodlands well north of Houston). The house was an amalgam of houses from Chula Vista, CA, Gig Harbor, WA, and Bloomington, IL. I had lived in the former two but never in Bloomington’s, though I’ve visited my sister’s house, there. That brings me to the next query.

In the November 2018 *RUPANEWS* 40, Dick Boston asks, “I often wonder how the CAL pilots I flew with who bailed early and joined United have made

out with the UAL/CAL pilot merger?" As one who left during the CAL strike and came with United, the answer is, "Not well." Many scabs who were junior to me prior to the strike at CAL were senior to me post-merger. Moreover, they brought with them their years of service at CAL. Prior to the merger, I had travel privileges at both airlines. The post-merger CON-U team attempted to erase my 27.5 years of service with UAL and give me only my 6 years with CAL. It took threats from ALPA Council 27 Chairman Jeff Berg to get that straightened out. Travel department personnel felt that he and I were cheating them somehow. They did, ultimately, erase my 6 years of CAL service.

I was not happy with the post-merger management team, so for that reason among others, I left 2.5 years early in mid-2012. Since there had been virtually no pilot retirements after the age 60 rule change and CAL's vendors survived over UAL's, upon retirement, I got a "You are dead to us now" letter. I contacted the vendors to tell them that I was retiring under a UAL contract, not a CAL contract, and that they would have to continue my medical insurance and pay 80% of my premiums till age 65. Certain other benefits would derive from the UAL contract as well. After a period, I got that all straightened out.

The only good news to come from my time with CAL is that I started with TXI. TXI's defined benefit pension plan was fully funded, so it did not fall victim to industry's typical repudiation of defined benefit pension plans. Though I had only six years with TXI/CAL, I do get a \$131.84 monthly woopie (n. an affluent retired person able to pursue an active lifestyle) stipend for my time with CAL.

I've considered your need for relief as editor. I produced over 360 newsletters during the pendency of the strike at Continental and many more as editor of the now defunct UAL Council 27 newsletter. It's a big job. I wish I could offer some assistance, but, as I must devote my full attention to Joan's health, I can only offer you encouragement and mahalo.

Gerry TXI/CAL (6 yrs.): IAH, DEN; UAL (27.5 yrs.): ORD, SEA, JFK, SFO

GERRY BALDWIN—Hilo, HI

Teamwork: The recent Lion Air flight JT610 crash brought to light a Boeing 737 MAX "safety" system, maneuvering characteristics augmentation system (MCAS), that is designed to prevent a stall. Early indications are that JT610 had erroneous input that resulted in an extreme nose-down trim state that the pilots could not overcome with elevator, alone. Boeing hastens to point out that the MCAS nose-

down trim command can be overcome with the pilot activated trim switches on the yoke; but the system will re-engage five seconds after the trim switches are released. One can stop all elevator trim with a pair of "Stab Trim Cut Out" toggle switches located on the pedestal below the flap handle. Apparently, the crew of JT610 did not turn off the Stab Trim.

The accident recalled a minor incident that I experienced in a DC-9 in about 1980. Flying, then, for Texas International, I was co-pilot on a charter flight carrying US Air Force enlisted men from Wright Patterson Air Force Base, Ohio, to Lackland Air Force Base, Texas. On climb out after takeoff, just as we were leveling off for cruise, our stabilizer trim ran away toward nose up. A warning horn sounded, and we turned off the Stab Trim. We discussed our options; and since our passengers would have accommodations back at Wright Patterson, we opted to return.

After coordinating with the company and ATC, we started down and back. The captain was flying; and since he needed considerable constant pressure on the yoke to maintain proper attitude, he was showing some fatigue. I offered to take control for a while, so that he would be fresh for landing. He was pleased with that and handed control to me.

He took over ATC communications, but I still needed to coordinate with our dispatchers for flight plan-

TEXTING FOR SENIORS

BFF - best friend fell
BTW - bring the wheelchair
TTYL - talk to you louder
BYOT - bring your own teeth
LMDO - laughing my dentures out
FWIW - forgot where I was
IMHAO - is my hearing aid on?
OMMR - on my massage recliner
ROFLACGU - rolling on the floor laughing and can't get up

ning and with the Air Force to provide parking, buses, and accommodations for our passengers. In order to free up my hands to use the radio, I slipped my knee behind the column, and kept the proper nose attitude.

The captain looked over to see that I did not have my hands on the controls. That puzzled him, but he said nothing. Rather, he reached up and attempted to pull the column back. It did not budge. He thought, wrongly, that the controls had frozen. In a panic, he reached down and turned the Stab Trim Cut Out switches back on. The trim immediately started running away, again. I whipped around and turned off the Stab Trim once more.

I asked him what was going on; and he explained what I just related. I told him that my knee and femur were acting as the autopilot. He gave a little nervous laugh; and apologized. Upon arrival back at Wright Patterson, he took over and did a picture-perfect landing.

The moral of the story is to *aviate, navigate, and communicate*. Crew resource management (CRM) is not news to United pilots, as it has been with us since the late 1970s. It is now mandatory for airlines in the US. It is still not practiced, however, by a few airlines outside of the US, Australia, and Europe. As of this writing, Indonesian authorities have not found the JT610 cockpit voice recorder. I do not know what conversation the crew of that ill-fated aircraft might have had, but simply turning off the Stab Trim Cut Out switches would likely have precipitated a far better outcome. *Gerry*

RUSS KELLUM—Saratoga, CA

Staying active and still getting around the Globe a bit, and still flying 75-100 hours per year in light airplanes.

Many thanks to Cleve Spring and the RUPA staff for their dedication to our organization. An amazing job for many years, Cleve, Thank you!

I was looking at one of my old logbooks and came across an entry I had made after a flight in April, 1974. I was a S/O on the B-727 on a flight from LAX to OMA. For some reason we always had a lot of geriatrics on that flight, and it was not unusual to have eight or ten wheelchairs lined up on the Jetway upon arrival.

On this particular day we had a very turbulent ride for most of the 3-hour flight, and one little old lady in economy got to feeling airsick and went back to the aft lavatory and threw up in the toilet. Before she knew what had happened she had lost both her upper and lower false teeth down the toilet. She came out of the lavatory shaken and embarrassed ... in fact, in tears ... and with her hands covering her mouth she told one of the flight attendants what had happened and returned to her seat, still feeling rather sick.

Upon arrival at the gate, and after everyone but us pilots and the flight attendants had deplaned, she refused to move out of her seat. She stated that her family would be waiting for her in the terminal and she would not leave the airplane without her teeth. She still held her hands over her mouth and she would not budge from her seat.

Several people, including the flight attendants, the passenger agent, and I, tried to explain to her that her teeth were gone and would not be usable again, but she would not hear it. So, in desperation the CSR and I went down the aft stairs to the ramp and intercepted the "honey truck", which was just pulling up to the airplane to service the lavatories.

We explained the situation and the guy in the truck just shook his head, said he had seen worse, but not much worse, and pulled out a special strainer basket from his truck, and went to work. We stood back, holding our noses, as he positioned the straining screen between the end of the 3-inch flexible hose they used to drain the lavatory, and the holding tank on his truck. This is what I consider to be the second worst job on the airline (after passenger agent), but the guys who do these smelly jobs handle it well in spite of being the brunt of unending airline jokes.

Sure enough, after the holding tank full of what was originally "potty-bowl blue" fluid, but which was now a very nasty brown, semi-liquid effluent, had



flowed out through the filter, he gingerly plucked out the teeth with a rubber gloved hand. He had already anticipated the need for some kind of sterilization and had called for a bottle of bleach, which promptly arrived, delivered by three other guys who had heard the story over the radio and wanted to know the outcome of this unusual request.

The teeth were put in a bucket with the bleach for about 5 minutes and then rinsed off. Still hesitant about the whole thing, the CSR and I insisted on a second treatment. They may have been germ free, and I had my doubts about that, but they were now a light blue color, and a second bleaching and rinsing did not remove the blue stain.

We took them back to the cabin and assured the lady they had been sanitized and would probably taste of bleach and urged her to NOT put them in her mouth. She took them with a great sigh of relief and many polite words of "thank you" all around, and promptly popped them right back into her mouth! She then gathered her belongings and walked out to meet her family, her blue teeth and gums gleaming. *Russ*, 1967-2002, ORD SFO

GLENN DE FORGE—The Villages, FL
REFLECTIONS: My wife, Sue, and I sincerely hope everyone who reads this remembrance was able to enjoy a pleasant holiday season. Thankfully, even after 13 years into my retirement, we did. But, I wonder how things are going for the remainder of us "In-Betweeners," the name I once gave to our group of over 140 pilots who retired between the time of United's bankruptcy and the age 65 ruling.

I wonder, also, how many of us are still hanging in there? Too many fell into despair and ended their financial suffering fairly soon after leaving the company. How could a retired pilot possibly live on less than \$85 a day in compensation for an airline career in which he/she enjoyed a salary well over 200K during their best flying years, especially if they spent that time dreaming of how good a retirement they were going to enjoy, while at the same time living large without paying much attention to the question, "What If?" But, "What If" happened.

I think it all started with the landmark contract we enjoyed in the early 2000's, when we got just about everything we asked for, including seniority for any furlough time. Then, after it was signed, a fellow pilot said he overheard a non-flying "someone" in the company say in effect that the pilots better enjoy what they are getting from the contract, because it wouldn't last long. That "someone" must have been a prophet to have such insight. I wonder.

To go further back in time, I believe the perfect storm of events that led to our disastrous retirement situation had its genesis in the cancelling of United's "partial" Employee Sponsored Ownership Program (ESOP). Then, later came the bankruptcy. As an aside just for the record, during our retirement dinner at which there were a few of us and about twenty company and union members in attendance, when it came my turn to speak, I admitted to everyone that on my person was the most valuable item that I ever had the displeasure to own. Then I took out the item I had hidden behind my back and donned my ESOP baseball cap. I simply said that it cost me over one-third of a million dollars in lost compensation. 'Nuf said.

Next came the ruling by the PBGC to calculate our retirement earnings based on a previous contract that had a significantly lower pay scale and no consideration for furlough time. In my case, scratch about four and a half years' worth of seniority.

Just before my retirement in December 2005, the Company decided to give the MEC a sum of money to be used to help out those of us retirees who were going to be seriously affected by the bankruptcy and the PBGC ruling. The MEC then decided to put that proposed distribution to a vote by our entire pilot group, the result of which ended with the decision to disperse that money amongst ALL of the pilots, and not just to those of us retirees for whom it was intended. Guess my twelve years of volunteer work for the union didn't count for much.

Then, if all this wasn't enough, the US Treasury Department penalized us five years off of our Social Security payments for not retiring at age 65. Perhaps they should have spoken to the FAA about our forced age-related retirements. In another world perhaps there might be employment of equal pay and status for us retirees...but not this one. Unbelievable.

Then around 2010 there was a buzz that our small group was going to receive a bunch of money due to a lawsuit regarding our plight. We all were given to believe that we would receive an amount in the neighborhood of \$240,000 each. It was such a relief to hear that news. In the end, however, they decided to settle out of court, and my check came to about 10 cents on the dollar of that amount, and taxable of course.

Finally, my time with United spanned 26 years of flying, furlough, and lots of fond memories. Fortunately, for Sue and me, good decisions early on helped us protect our retirement.

Just thought it was a good time to reflect on what happened to our small group 13 years ago. **GFD**

JOHN HEBBE—Fairfax Station, VA

Our crew was in SFO on a daytime layover on the day of the Loma Prieta earthquake several years ago. It occurred in the afternoon and all of us in the hotel near to the airport found ourselves standing in the parking lot, dancing through after-shocks. We were dressed sparingly since we had bolted out of our rooms. Tee-shirts, pants and shoes. An attractive lady walked over to us and asked if we were airline pilots. Surprised, we nodded yes. She had had a recent experience on a commuter flight and offered to tell the story to us. We nodded again. Her story went like this:

It was one of those small commuter planes with only one Flight Attendant. She went on to say, "I was the only woman passenger among all of the businessmen. Almost everyone held a drink in their hands. The man next to me had two drinks." "The Captain summoned the FA to the cockpit and told her that the plane was about to enter an area of heavy turbulence, please check to make sure all of the passengers have their seat belts fastened." The FA returned to the cabin (according to her story) and made the following announcement: "Ladies

and gentlemen, we are about to enter an area of heavy turbulence. If you have a drink, please hold your drink in your right hand and your b---s in your left." So I turned to the man next to me, holding the two drinks, and said, "I'm not doing anything with my left hand." Beers. BEERS . . . I meant beers.

Not so many memorable stories up in the blue where life is more serious. But there was the day when Center called a Delta flight and it went like this:

Center: Delta 641. Can you tell me the tops in your area?

Delta: We're above the trope.

Center: Can you give me an idea. A couple guys asked about it.

Delta: I said, we're above the trope!

Center: Okay. Any tops around there?

Delta (in an insulting manner): For your information, the trope is that level above which there are no clouds!

The airwaves for a hundred miles around Chicago were quiet for 10-15 seconds until an unidentified voice said: "____ you, Delta"

Warning: This could sound racist, but it isn't. It's actual, real, comedic life on the ground at ORD. Let me put it like this. The ground controller (or the one in charge if that's how it works) holds the ground operation in his hands. He/she's like the conductor of a metropolitan symphony orchestra. When it works, it works. We get to know the voices after a while. The morning shift was run by a black fellow who did this with absolute precision and good natured to boot. His shift ended one morning. Replaced by some young lady who, in less than ten minutes left all of ORD ground in tight grid-lock. You can imagine the impatience. When exasperation peaked, one Captain blurted out, "Put the n---- back on!" There was total silence. Come on! Let's face it. Ours is a prideful profession. But no one was likely to support such a terrible remark. The ORD ground world paused for . . . maybe a minute. Then a familiar voice came over the airwaves (been waiting ten years to use that one!) and said in a musical tone: "III's BAAK!" Took the maestro less than ten minutes to get things back on track. Lots of cockpits arrived and departed with smiles that morning.

Now then. It was the struggle when we found ourselves with the first lady pilots. And they all arrived well trained. Left seat on a 727 on the first trip of the month. IAD. Lady co-pilot. The Flight Engineer was a Chicago guy. All went normal. Landed in Chicago. The 727 was different in some respects.



It was a swept wing plane and, close to the ground, things happen differently. You have several choices of how to touch down. Pick an attitude and ease back on the power. OR get close to the ground. Just before the mains hit, slowly lower the nose as you tease back the power. It lifted the mains a foot or two. If you're lucky, the Princess will make a smooth, effortless, barely discernable landing. Didn't always happen that well but it did for me on that first landing of the month. The co-pilot was annoyed. "I guess you think you're pretty hot stuff." Moi? After we blocked in, we talked about 727 landings and she declared she was pretty good herself. The ORD S/O was smiling and attentive. I asked if she was willing to put money on the quality of our landings for this three-day trip. An unbiased Second Officer would be the judge. Who could ask for a fairer competition? We agreed on ten dollars each and gave this to our S/O bank. I'll admit. She gave me a run for the money. We each had some good and some bumpy landings. Hers was the last of the trip. Back at IAD. We were heading up from the Richmond area. After we switched over, Dulles advised us that the wind was 25 and gusting from the northwest. Would we prefer to land on 31 instead? I looked at my fiercely dedicated First Officer. With not a trace of smile on her face, and willing to prove her prowess as a female pilot, she made a cutting motion with her right hand. Straight ahead. "No thanks, Dulles. We'll take 36." Did all of our arrival checks. Seat belt sign on. Gear down. All that stuff. And she was on top of things all the way. I was worried about the money. Text-book approach. Kicked it out exactly on schedule, right before touchdown. She had it wired. Then an extra breeze caught her left wing and we sailed up about ten feet as the left wing lifted. With that machine you have to fly it back down and I was ready to step in. With the left wing up higher than any of us ever wanted, and my hands still near the control wheel, my erstwhile copilot muttered, said, exclaimed, yelled, screamed out the one word you can never use (even though everyone knows what it is... always a surprise to me). Those seated at the rear-most part of First Class were probably surprised that words could make it through the cockpit door with such clarity, but this one did. She 'rescued' the landing. Blew up her pretty good landing record. Stared straight ahead as I taxied in. Not saying a word.

The S/O touched my shoulder as we approached the gate. I turned. With a wide smile, he was holding a tight roll of paper money for me to take. Copilot saw this. Mentally sneered. Said not a word. Never saw her again. But, some of her landings were

pretty good.

John I'd enjoy hearing some of your stories once in a while.

BOB HELFFERICH—Bristol, WI

Cleve et all, I'm a little late this year. So much going on in retirement, I just don't have time to write it all down.

Made the annual two trips to Florida in the Cardinal in March and April, the first to visit and get some more learning on turning wood. The second trip was for Carl Eberle and myself to do some cycling and the annual stop at Sun n Fun. The cycling was in the Brunswick/St. Simon's Island area for a couple days this year. Flew into Lake Wales for the Lakeland Sun n Fun event as we have the last few years. Not so much hustle and bustle. Nice lake there to cycle around, also. On the trip home we went via North Myrtle Beach to pick up a rescue dog bound for the Chicago area. That didn't pan out, but we picked up another dog in Toccoa, GA that was enroute to Jacksonville, IL. Makes the trip have more of a purpose than just two old guys boring holes. The trip home from Jacksonville took longer than expected due to weather. I think I see more weather in my Cardinal than I ever did on the airline.

June saw me in the hospital for cryo ablation surgery on my prostate. I went through proton beam

Hard to believe I once had a phone attached to a wall.



When it rang, I'd pick it up without knowing who was calling. Amazing I'm still alive

therapy 12 years ago (which was a piece of cake) but had a recurrence. A bit more of a recovery with the cryo.

Made a trip with Gail to Kansas City for Angel Flight Central's annual fund raising event just before Thanksgiving, and then into the hospital on 29 November to get the right knee replaced. Hopefully this'll be the last of the pieces parts that fail for the foreseeable future. I feel great, but the pieces keep breaking!

No big changes planned in the future. Like to fly as much as possible (with a destination). Pilots n' Paws and Angel Flight Central provide me plenty of opportunity when Gail, the dogs and cats will let me go. Always plenty to do on a country property, and it's nice to get up in the morning and enjoy the new day.

Thanks again to all the *RUPANEWS* staff who keep this forum available. (That's a Staff of one Ed)
Bob-ORD, CLE, ORD 1965-1999

LOWELL JOHNSTON—Port Orange, FL

Dear John, Used the website for dues renewal and found it very convenient. Only comment is the rCaptha (I am not a robot) drill. Had to do that 5 or 6 times before it agreed. Maybe my eyes are going.

The last year has been good to Anne and me. Not too much on the travel front to comment about, just some short road trips. I sold my Bonanza two years ago. I decided I would stop flying while I still felt competent, and before I made a fool of myself. Anne and I have many good memories in that airplane that will stay with us forever. This December marks my 25th year since my last UAL flight.

Thanks to all of the RUPA staff. *Lowell*

CARL JORDAN—Port Charlotte, FL

It's that time of year again - - already! The older I get, the faster time flies. A couple of things are on my mind. One has to do with our prescription service. I read where the government recommends that those of us who live in "hazardous" areas should always have at least a three-week amount of prescriptions on hand. In case of a hurricane, earthquake or a destructive large area wild fire. The local drug stores and pharmacies could be out of service for that long due to a lack of electricity, etc. So, a three-week backup number of meds should

always be on hand. I called CVS and Caremark but didn't get a definitive answer. I got the impression that despite desires to the contrary, they are NOT in the habit of renewing prescriptions three weeks ahead of the expiration date prescribed. Perhaps RUPA or IAFA or ALPA or even UAL, itself, should look into the matter and make arrangements so that all affected personnel will always have no less than three weeks of needed prescription medications.

The second thing on my mind is the upcoming RUPA cruise. I note that the prices quoted by the outfit chosen by RUPA are higher than is the case if the cabins are booked via the website of Vacations To Go. For instance, on the 12-day cruise our magazine shows an inside "J" cabin at a cost of \$1,999 plus \$110 port charge. "Vacations" quotes the "J" cabin at \$1,319 including port charges. The 10-day cruise is shown by RUPA as \$1,599 plus \$160 port charge. "Vacations" quotes the cabin at \$1,142 including port charges. Similar savings are indicated for what RUPA calls the "better" cabins on board the ship as well as for the 22-day cruise. Methinks a frugal RUPA member might want to look into this situation before making a reservation.

In closing, I'm startled to realize that in this month of February, 2019 I will already have reached the ripe old age of 86. Hey, where DID the time go?
Carl, MDW-ORD-LAX

STEVE LAURANCE—Redmond, OR

Since this is my 80th birthday, allow me to ramble on as old folks do. I promise this is a one-time thing.

I was born and raised in a small town on the Oregon coast. I never saw an airplane until I was in high school. The closest mainline service was in EUG.

I got a degree in music at the University of Portland and graduated in 1961. I took ROTC so was commissioned in the USAF on graduation day. I didn't even think about flying at that time.

After tech school, I spent 3 years at Pease AFB, NH. I worked in supply 2 years and spent my last year there as a maintenance officer on B-47s and KC-97s. During my last year there someone suggested I get a recheck on my eyes. All went well and I was assigned class 65-H at Reese AFB, TX.

I must mention a kindly Lt. Col. Who took an interest in me. He had been a glider pilot in WW2 and lived to tell about it. We rented a Piper something or other and got a few hours in that. He also got me into a Link Trainer. None of that was much help but I appreciate his assistance.

**I'M NOT INSULTING YOU.
I'M DESCRIBING YOU.**

The 55 weeks at UPT were the best I had in the air force. I was a 1/Lt, so I didn't have to march much. Preflight was about a month and it went quickly. We learned about the T-37 we would soon be flying.

The "dollar" ride was great! I'd never done aerobatics before so was thrilled with the whole experience. I never got sick at any time in training. Not all my classmates were so fortunate.

Primary was finally over and I got to strap on the "white rocket" as we called the T-38. It was a very different bird from the T-37. Roll rate was unbelievable! I just remember Mach 1.2 in level flight.

Basic was over so we waited for orders. My choices were back seat F-4, B-52 or KC-135. I sweated out my choice for several days. I had a wife and 3 kids at the time so that colored my thinking. I knew the F-4 would go to Viet Nam, but I thought B-52s would stay home. Boy was I wrong!

After tech training I arrived at March AFB in Dec. 1965. We were flying the oldest B-52s in the inventory at that time. The B models were ancient.

A few months after arriving at March, we transitioned to the D models. Not a lot of improvement, but a little better than the B. We trained to drop iron bombs and found ourselves with a 6-month TDY to Guam. The missions were 12 hours long. We spent a few months at home and then went to U-Tapao, Thailand for a month. Two more months at Guam and then I came home to check out in the O-1 for my assignment to Viet Nam. I was to be a forward air controller.

I trained at Hurlburt, FL and stopped at Clark AFB, PI for "snake school." Easily the best survival school I ever attended. Plenty of food, short hikes and never saw a snake.

I landed at Tan Son Nhut AB in VN a few months after Tet of 1968. We were supposed to take a bus to Bien Hoa for additional briefings, but there was so much shooting on the road that they sent a C-47 to fly us the 15 miles or so to Bien Hoa. My first night in VN they rocketed the base at 3am. Welcome to Viet Nam. We had some briefings and then went to Phan Rang AB for in-country familiarization. We flew a few missions with a real FAC before they kicked us out by ourselves.

Following that we went to Nha Trang which was the site of my squadron headquarters. We did administrative work there before taking off for our province. I spent a few months at Ban Me Thuot and then went to Bao Loc the rest of the time.

To make a long story slightly shorter, I returned to

McChord AFB, WA in Apr. 1969. I was discharged there and started with UAL at SFO on May 1, 1969. I rode the 737-200 bench seat for nearly 2 years. Had a 6 month furlough and was recalled to ORD. I was fortunate enough to get back to flying. One of my roommates in NH school wasn't so fortunate. John had been a navy fighter pilot but something went wrong during the furlough. He couldn't pass the physical so his career was over before it began.

I moved to ORD and spent 5 years there. I was furloughed for 2.5 years of that time. Was lucky enough to get on in stores after a few months. In 1977 I was lucky enough to get an SFO bid. I plumbbed the 727 for about 9 years and the DC-8 for 3. I got a 737-300 Capt. Bid in SFO and the rest of the ride was pretty smooth. I spent about 10 years as a Capt., 6 as a F/O and the rest of it as a plumber. Retired off the 767 in 1999. We live in Central Oregon now. **Steve**

TOM PURRINGTON—Bronx, NY

Hello RUPArians. We have once more orbited that which gives us life. Life is good for me and getting better, even as I add years. My bout with prostate cancer is in the rear view and receding. Only a bit more of the drug Lupron to tame my testosterone and then it too will recede.

23 years from revisions and pension promises. I made out considerably better than some and worse than others. Nevertheless, as some friends have remarked, I have persisted.

Life is full of change, some good, some not so good. I choose to run with the good and let the not so good try to keep up.

I'm back up on my bike now and ready to travel.

Remember to have a physical each year and pay attention to what the doctor says afterward. Our bodies need maintenance just as our machines once did. See ya next year! **Tommy** in da Bronx!

RICH AND ANN SELPH—San Francisco, ca

Rather than make fun of the SF craziness this year (would take several pages....), I'll report no major changes and offer an almost 50-year-old memory.

For the 50th anniversary of the first transatlantic flight in 1919 by Alcott and Brown, the Daily Mail sponsored the Great Transatlantic Air Race. With satellite synchronized time stamps at the top of the BT Tower in London and the Empire State Bldg in NY, contestants clocked out at one and clocked in at the other at any time during the week of the competition. Seven categories in each direction ranged from supersonic to light aircraft. Three hundred

forty-eight attempts were made that week in May 1969, fifty per day.

My westbound attempt had an exciting beginning. A London station rep had a friend, Ian Hunter, the British Isles Road Racing motorcycle champion! I hopped on the back of his machine at the bottom of the Post Office tower. Middle of the night darkness and deserted streets masked the right-angle screeches down the narrow streets out to the motorway. The speed on the M 1 was unnerving. Race rules specified that breaking any laws was disqualifying. When I tried to raise my head to check the speed, the wind stream almost blew my helmet off. I decided not to worry. Even if a bobbie spotted us, he would have no chance to catch us!! I jumped off at LHR and into the Pan Am rep's station vehicle, out to the waiting 707 freighter and up into the lower 41.

Early in the race week, amid huge press coverage in London, the Brits were enthusiastic and BOAC pilots were flying at the barber pole across the pond when racers were aboard. Captain Dick Mayhew, a man of impeccable integrity, was unconvinced by this explanation, however, and insisted it would not be fair to other competitors to fly faster than standard M.82 cruise. The best laid plans..... Luck came to my rescue, however. The predominant westerly winds turned, and I had easterlies which proved far more significant than the cruise speed. Prior arrangements with customs at the JFK cargo terminal had been rejected but, when I came running in with my orange race 'bib' flying behind, the agents just enthusiastically waved me on. An efficient, though not nearly as hair-raising, motorcycle ride took me to the Empire State Building.

Not surprisingly, the RAF won the overall fastest in both directions. My wind assisted efforts produced an elapsed time of 7:06, to win the Fastest Overall, non-Supersonic, Westbound, by 15 minutes!

Ann came with me to the Awards ceremony in London where Prince Phillip presented the Rothmann's Trophy, an original work of art, and 4,000 British pounds (US \$9600 at the time). At only 29, I was thrilled. I haven't won an air race or \$10K or pretty much anything since.....

Rich, SFO 86-01 (FOPA)

LARRY D. WRIGHT—Sonora, CA

It has been a while since I sent a note for the *RUPANEWS*. As people say, I'm just getting older, but our family is getting larger. Marilly and I now have 35 in our family. We have three sons and their wives, and one daughter and husband. We have ten grandchildren, and ten great-grandchildren. We are

all very close and love to get-together for different events. Marilly and I have been married 64 years, and every year gets better.

Reading the *RUPANEWS* is always a real lift for the day.

Physically I have been doing pretty good. The worst is when the top of my head, ears etc. flair up and it looks like I have the "creeping crud. But when you get to 84, some things flair up.

I'm still grateful to have been able to fly for 38 years (military and United). God has been good to me and my family plus to have the greatest wife.

God bless, **Larry**

IN MEMORIAM

JERRY BREWSTER BROWN

Jerry Brewster Brown, 79, passed away peacefully in the care of his family on October 12, 2018 at his home in Rainbow, California.

He was born on May 13, 1939 in Glendale, CA. The family moved to the Rainbow mountains in 1945 with views of Palomar Mountain, San Jacinto and the Pacific Ocean. He has resided there ever since. Growing up, Jerry would ride his horse to and from Vallecitos, a one room school house, until he attended Fallbrook High School. Jerry dreamt of being an airline pilot ever since his childhood and when old enough, he worked out a deal to chop weeds at the Oceanside Airport in exchange for flying time. Jerry attended Northrop University of Aviation and became an accomplished airline pilot for United Airlines. After 34 ½ years, he proudly retired as a Captain flying the "queen of the skies", the Boeing 747.



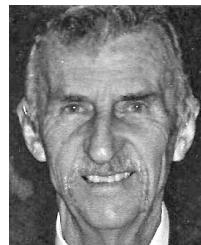
In the time Jerry was not in the sky, he was a jack of all trades working as a heavy equipment operator, construction business owner, a real estate broker, and a professional horse carriage driver. Jerry enjoyed mounted shooting, driving his stage coach, riding in the Ramona Outdoor Play, and riding in the Rose Parade with both the Ramona Outdoor Play and the Spirit of the West Riders.

Jerry adored time with his family and is survived by his wife, Colleen, three children, five grandsons, a great-granddaughter.

ROBERT G. HARRELL

Bob Harrell died on December 9, 2018 in Visalia, CA with his sons and daughter in law at his side.

Bob was born in Boston, MA on June 8, 1927. He served in the U.S. Navy from 1944-1946 on the submarine Cabrilla. He began his flying career at the Mellor-Howard seaplane base on the Hackensack River, and always loved a Piper Cub on floats.



He and his wife, Muriel, (d. 2007) raised their family in New Jersey, with Bob flying for United out of Newark and JFK. After a move to Santa Barbara in the mid-70s, Bob suffered a heart attack and was grounded, eventually retiring to Escondido, CA, where he and Muriel built an avocado farm from scratch. After selling the farm, they continued to live for many years in Escondido, where Bob was an active RUPA member until late in 2017 when his progressive Alzheimer's forced a move to a nursing home. In November of 2018, his sons Steve and Scott took him on an outing from the nursing home and arranged a flight in a Cessna 177 from a local airport. Bob sat in the co-pilot seat with his sons in the back and his hands on the yoke. Just before landing, the pilot (Lucky) said "My plane" and Bob took his hands off from the yoke.

He will be missed by many, including his Masonic brothers of more than 50 years.

MARLIN R. "KAL" KALPIN

Marlin R. Kalpin, 84, passed away November 24, 2018. Kal was born and grew up in Parkers Prairie, Minnesota with his mother Josephine.



The day he graduated high school, Kal left Parkers Prairie to journey across the west, riding the rails and doing many an odd job along the way. Eventually returning to Minnesota, he joined the Minnesota Air National Guard then transferred to the Air Force where he received his pilot's training and proudly flew F86's. After his service ended in 1956, Kal began working for United Airlines, a job he loved for 39 years. He flew all over the world. His fondest memories were of flying the 747-400 to the Orient and his proudest memories were of flying cargo to and troops home from combat in Vietnam. Just a year into his career with UAL, Kal met his wife of 61 years, Mary, at a house party. She was a stewardess for UAL at the time. They were married 7 months later. Mary and Kal traveled the world and enjoyed many trips to Lake Tahoe for skiing and sailing. Together they raised 7

children.

Retiring from UAL was not the end of work for Kal. He started working some land in northern California he had purchased many years earlier, turning a pile of dredge tailings (lots of rocks) into Sugar Creek Ranch, a sport fishing destination of renown. Kal truly loved fishing and spent many of his retired years fishing with many of his sons and grandchildren at Lake Tahoe, Santa Cruz, and Alaska.

Kal will also be remembered for the many hobbies he pursued during his lifetime; rock hound, fishing, sailing, woodworking, furniture building, jewelry making, making wine from grapes harvested from his own vineyard, making liquor from a wide variety of fruits and vegetables, and hunting.

He is survived by his wife, Mary Margaret, seven children, seven grandchildren and two great grandchildren.

CHARLES FRANCIS MONAHAN

Charles Francis Monahan, III (Chuckie, Chuck and Poppy) passed on June 18, 2018 at his home in Naples FL.

He was born in Worcester, MA and grew up in Mattapoisett, MA.



Chuck attended Friends Academy, Dartmouth MA through the eighth grade and graduated from Tabor Academy, Marion MA in 1954 and attended University of Miami and joined the Merchant Marines. In 1956 he joined the Air Force as a Navigator in Bangor, ME, where he met Barbara Ann. From there to Lubbock, TX where he learned to fly and on to Sherman, TX, where he trained on his beloved fighter jets. The Air Force then transferred he and his family to Europe as a F102/Delta Dagger Fighter Pilot in both Madrid, Spain and Ramstein Germany. He represented the USA in the European Fighter Competition finishing on the top of the competition.

After leaving the military in 1966, he was hired by United Air Lines flying the Caravelle, 727, 737, 747, 767 and retiring as a 777 Captain in 1995. He spent his spare time on his sailboat, Onrust 30' Pearson sailboat, and Cranberry's Star, a 48' Kong & Halvorsen Trawler. He spent several trips motorizing down the Intercoastal and in 1996 from Essex, Ct down the East Coast across to Naples, FL. where he fell in love with the area and never left.

He spent his life on the water, learning to sail before he could ride a bike on Buzzards Bay/ Mattapoisett MA, and also spending time on Lake Mohawk, Sparta, NJ, the Connecticut River, Essex, CT and on the Cove and Bay on Tarpon Rd, Royal Harbor, Naples Bay, FL.

Jokingly referred to, as the Energizer Bunny after surviving 4 unique cancers between 2003-2005. Chuck was a survivor and was clear of cancer to the end. He will be remembered by many for his humor and the sparkle in his eye. He will be profoundly missed by those lucky enough to have known him. Chuck is survived by his wife, Barbara Ann Mo-nahan, a daughter, a son and a Granddaughter.

JAMES A. MORRISON

Jim was born June 13, 1928 in Sag-i-naw, MI and passed peacefully on Dec. 23,2018 at the age of 90.

Jim spent his life enjoying the game of golf and was a Fircrest Golf Club member for 45 years. After learning to fly off of flat-tops in the Navy, he took pleasure in a 37-year career with United Airlines. He was fond of saying, "I can't believe I'm paid to do what I love." We will remember him for his fondness for the outdoors, any small furry creature and his affection for a good card game.

His life really started at retirement when he met and married the love of his life, Lois. They found pleasure for 30 years in traveling all over the world, their garden, golf and at their final home in Roy, WA watching the grandkids and horses and playing a good game.

He is survived by his loving wife, Lois Markle Mor-rison, five children, one stepson, fifteen grandchil-dren and several great grandchildren.

At his request there will be no memorial services and his ashes will be scattered at sea. In memory, donations may be made to the charity of your choice.

CHARLES PHILLIP MUHL

Charles (Chuck) Phillip Muhl, of Fallbrook, CA passed away on Janu-ary 10, 2019 at the age of 84. After battling cancer for over ten years, he died peacefully within his home with his family by his side. Chuck was born on September 7, 1934 in Cleve-land, Ohio.

As a young man he was very innovative. In 1949, he built his car and won Cleveland Soap Box Derby. After graduating from high school, he joined the United States Navy through the Naval Aviation Cadet Program where he earned a commission as an Ensign and earned his Naval Aviator Wings. Whilst training at flight school in Pensacola, FL, he courted



and then on June 5, 1959 he married the former Margaret Rachel of Akron, Ohio.

During his Navy career, he flew multiple aircraft and was eventually assigned to fly the AD Skyraider which was a leg of the nuclear triad during the Cold War. Upon completion of his active duty, Chuck earned a Bachelor of Science in Aeronautical Engineering at Purdue University in 1965. After college, he worked as a Flight Test Engineer at McDonnell Douglas in Long Beach.

He joined United Airlines in 1968 where he culmi-nated his career as a Captain of DC-10s and B737s. He retired from United in 1994.

The career aviator loved building and flying his re-mote-controlled airplanes. He was also an avid sail-or, he and his first mate, Margaret lived aboard a sailboat in Dana Point for 5 years.

He is survived by his wife Margaret, two daughters, four grandchildren and his beloved cat, Katzarina.

LEON THADDEUS SCARBROUGH, JR

Leon Thaddeus Scarbrough Jr., 80, passed away peacefully in his sleep on December 11th, 2018.

Leon was born October 20th, 1938 in Fort Bragg, NC. As an "Army Brat" he moved often and lived in several locations such as Japan, Ok-lahoma, Germany, and Colorado.



He graduated from the American High School in Heidelberg, Germany and later graduated from Au-burn University, earning a Bachelor's degree in Aeronautical Administration.

Leon followed his dream of flying and joined the USAF in Auburn, Alabama. He served proudly for 5 years earning the rank of Captain. During his time in the Air Force he was deployed to South Vi-etnam and was also a flight instructor at Reese AFB in Lubbock, Texas. After his release from active-duty in 1967 he joined United Airlines in San Fran-cisco and retired as a Captain in 1998.



Leon made the small town of Sonoma his home and lived in the same house for almost 48 years; always busy farming, growing grapes and making wine. After retirement he bought a small airplane and spent several hours giving his time to the local chapter of Young Eagles—providing "first flights" to over 50 kids. There was nothing he loved more than taking friends and family up for a ride in his airplane. Leon also gave generously of his time as the secretary and treasurer of RUPA (Retired United Pilots Association) for 10 years. He had countless friends around the globe and loved meeting new

people. He was smart, sarcastic, humble, and hard-working. He loved to laugh and never met a joke he didn't like. Honolulu, Hawaii held a special place in Leon's heart and was truly his home away from home. In November he made his last trip and spent 10 days enjoying the island sunshine.

Leon is preceded in death by his wife Vicky June Scarbrough. He is survived by two daughters, one son and two step-sons. "Papa Leon" also leaves behind seven beloved grandchildren.

Per his request there will be no memorial service. In lieu of flowers please make donations to Hospice By The Bay or EAA Young Eagles Chapter 1268. And always remember, as Leon used to say, "The situation is hopeless but not serious."

*Comments about Leon from Cort Depeyster
What does one write about a man who was like a big brother for over a half century?*

I had the good fortune to meet Leon Scarbrough on Dec. 4, 1967 at DENTK and was paired with him as a stick buddy going through the rigors of DC-6 flight engineer school.

Leon was born on Oct. 20, 1938 at Ft. Bragg, NC. Being an "army brat" (his father fought in the battle of the Bulge and Malmedy Massacre) the Scarbrough family moved often as Leon grew up, including graduating from high school in Heidelberg, Germany in 1956.

After graduation from Auburn University he followed in his father's footsteps, serving his country and joining the USAF as a pilot. Leon served as an IP for newly minted second lieutenants, teaching them the nuance of flying jets. He also did a tour at Nha Trang Airbase, South Vietnam, followed by a 30-plus year career with UAL based in SFO, with the exception of a few TDY assignments.

At new hire school we became fast friends. Skiing on days off helped alleviate the stress of cramming for the dreaded, "job on the line" oral, check ride, and FAA written exam for the Recip F/E certificate.

Leon was assigned to SFO on the "Six". Being junior guy in our new-hire class, your's truly was assigned to DCA along with RUPA member and classmate, Doug Horn. In 1969, as the DC-6 was be-



Leon doing his "BFO" in the six

ing retired, a transfer came to SFO. Leon and Susan (his first wife) took me under their wing, showing off their "City by the Bay". They lived in the "Avenues" along with my other big brother and classmate, Mike Melin.

Leon and I remained fast friends, as we flew the same routes on the old "Thunder Guppy" and often trip traded. However, with my nomadic bachelor lifestyle back then, we did not see that much of each other over the ensuing decades. Although Leon was busy raising his young family, we often corresponded and took a wonderful trip to Germany in the early 70's where we returned to some of his old haunts.

Post retirement, Leon stepped up to take the helm as Secretary Treasure of RUPA where we reconnected, often meeting for lunch, flying light planes, or chatting on the phone about RUPA matters. We were also fraternal brothers in the secret order of Quiet Birdmen.

Leon was a giant amongst RUPA leaders, holding the association together through some rough times and five presidents. His council was immeasurable during my short two-year tenure as president. He has touched the lives of so many and never was there heard a disparaging remark about this amazing man. He was loved by all whom he met and will be sorely missed. That being said, Leon will live on in our fond memories of time spent with him.

My last conversation with Leon was on Saturday, Dec. 8th. Although weakened greatly from the ravages of his fight with cancer, his amazing sense of humor was still there. I told him I would fly down as soon as I got back from work, Thursday, Dec. 13th to Sonoma Skypark or Petaluma airport and take him to lunch, along with our mutual friend Captain Pete Lee. Leon's last words to me were, "That sounds great, I'd really like that".

Sadly, Leon flew west the following Tuesday, Dec. 11th, ending our wonderful 51-year close friendship. Blue skies and tailwinds on your eternal flight west with Miss Vicky. Auf wiedersehen, Leon. Save a place at that bar in the sky. Till we meet again old friend. Burro, QB.

*Comments about Leon from Jon Rowbottom
I have thought of Leon especially today. When Phyl asked me to be the next VP I thought about the responsibility that one assumes for the organization. We are all aging and my concern that I might inherit a crisis. I called Leon and Cleve and asked of their longevity. They both said they were there for me. Thank you Cleve and in a big way Leon. He calmed my waters, told me I was ready for the task and supported me completely. I needed Leon's quiet*

management to complete the 2 years. I thanked him so many times and now at his passing I thank Leon again. RUPA will survive because of Leon's passing. That is what RUPA is.

VICTOR ALAN SHUMAKER

Victor Alan Shumaker, 76, passed away December 8, 2018. He was born on February 25, 1942 in Springfield, OH. Vic was raised in Miami, FL and graduated from Miami Edison High School. He received his B.S. from the Citadel, The Military College of S.C. in 1963, and served in the USAF as a KC135 Captain refueling fighters in Vietnam. Vic flew for United Airlines for 33 years and retired as a 777 Captain.

He was Past Master of Williamsburg Masonic Lodge #6, Past District Deputy Grand Master, and Lodge Secretary for 11 years. He was also a member and Past President of the Williamsburg Shrine Club.

His favorite hobbies were computing, reading and flying his airplane.

Vic is survived by Penny L. Shumaker, his loving wife of 35 years.

In lieu of flowers, contributions may be made to the Shriners Hospital for Children.

RUSSELL S. WASSER

Russell S. Wasser, 86, of Lakewood Ranch, FL died peacefully on December 19, 2018 at Lakewood Ranch Medical Center.

Russ was born May 27, 1932 in the farmhouse his grandfather built in Greenville, Mercer County, PA. He was raised on the farm during the depression. As a youth, Russ made money on the side driving tractors, mowing cemetery lots, and trapping muskrats and selling the fur. He graduated from Fredonia High School and attended the Pennsylvania State University (Penn State), becoming president of Delta Theta Sigma fraternity. After his sophomore year, Russ hitchhiked across the country to work all summer at Umpqua National Forest in Oregon clearing fire trails with a bucksaw and a team of mules. He graduated from Penn State in 1954 with a degree in agriculture education. After graduating PSU, Russ served in the U.S. Army as a paratrooper in the 82nd Airborne and then taught high school agriculture in Albion, PA for two years before joining the Air Force in the summer of 1958 – barely making the 26^{1/2}-year age cutoff for pilot



training – and becoming a fighter pilot. He served in the 8th and 469th Tactical Fighter Squadrons for several years and in the early 1960s he was based at Spangdahlem Air Force Base in West Germany. He flew F-100 and F-105 supersonic fighters and survived an emergency ejection over Libya due to engine failure. Russ joined United in 1965 and retired in 1995.

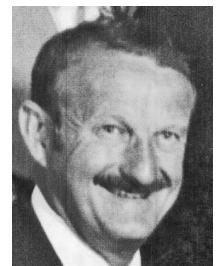
Russ and Joanna Wasser raised three children in New Jersey, where he was involved in every aspect of their lives including Boy Scout Troop Master, sports, and school activities. Russ moved to Longboat Key in the late 1980s and married Joanne Wasser (Deibel) in 1990. They moved to Lakewood Ranch in 1998. Russ was a member of the Lakewood Ranch community where he was Treasurer of the men's golf league.

Russ is survived by Joanne Wasser, children and grandchildren.

There will be a Graveside Service on Presidents' Day, 9:30AM Monday, February 18, 2019 Sarasota National Cemetery. Brown & Sons Funeral Homes & Crematory 26th Street Chapel is in charge.

RAYMOND D. WHITE

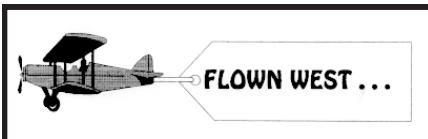
Raymond D. White, 89, passed away peacefully on Saturday, Oct. 20, 2018, in Sarasota, FL.



He was born on Nov. 22, 1928, in Renfrew, grew up in Meridian and graduated from Butler High School. While in high school, he developed a desire to become involved with flying and at 16 he began taking flying lessons and became a flight instructor at Butler County Airport. After high school, he enlisted in the U.S. Army Air Corps and was stationed at Lowry Air Force Base in Denver, CO, where he served three years. After serving in the Army, he returned to Meridian and served as a flight instructor and was eventually hired as a commercial airline pilot by Capital Airlines, relocating to Ypsilanti, MI in 1955. Capital Airlines merged with United and he was transferred to Chicago in 1966. Raymond retired from United in 1988 after 33 years of service. He enjoyed his retirement years in Sarasota, Fla.

Raymond is survived by his loving wife, Twila White, four children, eight grandchildren and 14 great-grandchildren.

Donations may be made in his memory to any Alzheimer or Parkinson research.



Kenneth W. Corbin	Oct. 12, 2018
Charles D. Darst	Jan. 10, 2019
*Eugene D. Ellis	Dec. 2018
*William Q. Glathe	Nov. 06, 2018
Robert G. Harrell	Dec. 09, 2018
William R. Herrin	Nov. 24, 2018
*Roy Hoffman	Nov. 26, 2018
Joseph P. Houck	Dec. 2018
*Ron Kakeldey	Nov. 17, 2018
Marlin R. (Kal) Kalpin	Nov. 24, 2018
*Earl Keene	Dec. 08, 2018
*Bill Leeper	Dec. 27, 2018
*William R. Lenhart	Oct. 27, 2018
*Gary W. Martin	Oct. 31, 2018
*James S. McKain	Nov. 17, 2018
Charles F. Monahan	Jun. 18, 2018
James A. Morrison	Dec. 23, 2018
Charles P. (Chuck) Muhl	Jan 10, 2019
John H. (Bud) Ruddy, Jr.	Dec. 24, 2018
Leon T. Scarbrough	Dec. 13, 2018
Steven A. Shatto	Dec. 13, 2018
Victor A. Shumaker	Dec. 08, 2018
Edmund H. (Ted) Simmons	Jan. 04, 2019
*Donald J. Sullivan	Dec. 28, 2018
Ronald H. Taft	Nov. 07, 2018
Russell S. Wasser	Dec. 19, 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 Ridge Road, Crystal Lake, IL 60014 (Website: uaprf.com)

February, 2019 Edition

From:

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



\$25 Subscription—Check Renewal Date on Label

To:

RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-378-6855
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—Please RSVP—831-622-7747
SAC Valley Gold Wingers (1st Monday, 12:00)—*Cliff House of Folsom, Folsom, CA*—916-941-0615
San Diego Co. (2nd Tuesday)—*San Marcos CC*—858-449-5285
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*—Tom Johnston 303-979-7272

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

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

Oregon

The Columbia River Geezers (2nd Tuesday, 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