
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Letter	Page 3-4	Articles	Page 19-42
Vcic President's Letter	Page 4	Letters	Page 43-45
Sec/Treasurer's Letter	Page 5	In Memoriam	Page 45-46
About the Cover	Page 6	Calendar	Page 48
Local Reports	Page 7-18		

— 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
Jonathan Rowbottom, Bill Smith, Cleve Spring, Larry Wright

— COMMITTEE CHAIRMEN —

Cruise Coordinator.....Rich Bouska..... rbouska1@comcast.net
Eblast Chairman..... Phyllis Cleveland rupaebblast@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 Udovch.....judovch@yahoo.com
Los Angeles South Bay.....Sharon Crawford
captaincrawford@verizon.net
Monterey Peninsula..... Phyllis Cleveland
one747czi@redshift.com
SAC Valley Gold Wings.....John Gorczyca.jsgorczyca@gmail.com
San Diego Co.....Mark Mayer..mark777mayer@gmail.com
San Francisco Bay-Siders'.....Patlarry@aol.com
San Francisco North Bay...Bob Donegan.....fatherdon@aol.com
San Francisco 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.....nwrarkin@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.....gicritt5@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'rencaptlvlej@aol.com

New York

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

Ohio

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

Oregon

The Columbia River Geezers—Ron Blash—Tony Passannante
Ron Blash.....rblash@mac.com
Tony Passannante.....hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon
Bob Niccolls.....bniccolls@live.com

Washington

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

Washington D.C. Area

Washington D.C.....E.K. Williams Jr...ekwj@earthlink.net
Williamsburg, VA ...

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

Greetings to all. I'm still finding it hard to type 2019, but here we are.

The first thing I want to mention is about the RUPA reunion we'll be having in October at Dayton, Ohio. Our thanks for the incredible work done by Rich Bouska and John Gorczyca in putting it together. I won't go into the details here, but I want to point out that Jon Rowbottom and our website guru have posted it on our website at www.rupa.org with its own tab in the column on the left side of the page. There you can see those details, as well as download and print the reservation form. I visited the Air Force Museum back in 1972, before I went to pilot training, and I haven't been back since, so I'm especially looking forward to that part. And, of course, getting to meet many of you for the first time in person!

Have you used the new Employee Res for pass travel yet? I've found that it's very good, once you get used to it, but it's really different from the old one, with a lot more info displayed. However, I've found some issues, which I've passed on to our pass guru, Pat Palazzolo, and to our contact at United. For example, it appears that once a flight you have someone listed on has departed, it disappears from your Travel Plans, so you can't find out if that person actually got a seat on the flight. You must go to the www.United.com site and check Flight Status to do that, as well as to see if a flight is going on schedule or is delayed. Of course, you can get everything you need on the United app on your phone or tablet, but I usually use my PC to assist my enrolled friends when I'm at home.

My daughter was listed to fly MSY-IAH-LAX recently. The first leg was delayed a few hours and she got to IAH after the flight to LAX had left. I tried to list her on an IAH-SFO flight but kept getting an error message telling me that I can't list for a flight that departs in less than 30 minutes. It was exactly 45 minutes before departure. The friendly gate agent had the same trouble. She finally figured out that my daughter had been rolled over to the IAH-LAX flight the next morning and that locked her out of the SFO flight that evening. Since the Travel Plan had disappeared from the new Employee Res, I had no way of knowing that.

And it shouldn't have mattered anyway. You can list for more than one flight at a time, so this appeared to be a system error. I haven't received a reply from our UAL contact. I also sent a question about it to UAL on the Help Hub and got a quick message there that said I would receive a reply in 4-5 days. Big help, right? I finally did receive a reply that said nothing about what I'd asked, so don't expect Help from the Hub. Here's what I finally got: "The check-in process and boarding pass issuance is not handled by eRES. We, unfortunately, do not have control of airport restricted check-in." Outsourced!

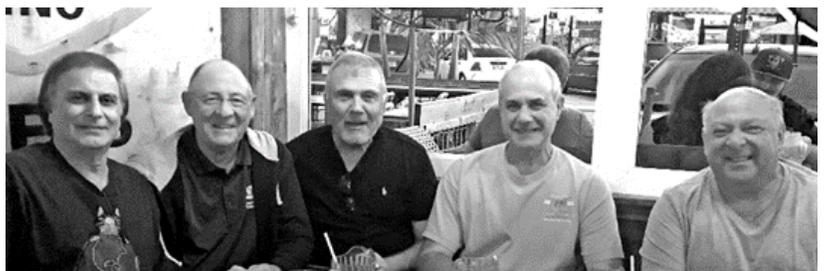
When you check in for a flight using EmployeeRES you may get a message that you can't get a boarding pass electronically, that it must be printed. The same thing has happened each time I've used the new EmployeeRES, but that is not correct. The boarding passes have always shown up on my phone and have been usable at the airport. Also, it takes quite a while before someone shows up as checked in on the flight details, even though you're shown as checked in immediately after doing so.

Finally, there's a problem with UA Discount. A friend, who uses it a lot, just had to cancel a reservation. They charge a \$200 fee and then you can get a credit for what you paid for the fare. That's outrageous for an employee or retiree to get socked with. Then it took him a week and hours on the phone, since there was nowhere on any computer that showed that he had paid the fee. He finally got the one and only man at the third party, in India it appeared, who knew anything about United's UA Discount. No one else there had ever even heard of it. He finally got the fee credited to my friend and used part of the refund money for the fare to purchase a new flight. What a goat-rope. Outsourced again.

Two days ago, five of us old friends got together for dinner in Deerfield Beach, FL.

L to R: Captains Ellie Mizrahi, Steve Bidder, Gary Breland, me and Bob Senderoff.

Steve was a fellow 1978 hire who went to Allegheny/US Air when we were furloughed in 1981, and he stayed there for the rest of his career. Did we ever do some catching up! That's the kind of comradery that RUPA is all about, enabling us to continue friendships when we retire.



And now...here are our newest members

Capt Glenn McGarry (CLE) Coral Springs, FL
Capt Karen Anderson (EWR) Sarasota, FL
Capt Tad Gordon (SFO) Oak Harbor, WA
Capt Bryan Godlove (SFO) Bend, OR
Capt Dave Goudebeck (SFO) Clovis, CA
Capt Thomas Schuk (DCA) Lake Mary, FL
Capt Charles Boone (?) Vail, CO
Capt Robert Knutzen (LAX) Las Vegas, NV

Capt Chris Bird (ORD) Sarasota, FL
Capt Michael Dorsey (SFO) Boulder, CO
Capt Sandy Yauchzy (DCA) Mosely, VA
Capt Tedd Stiles (SFO) El Dorado Hills, CA
Capt Craig O'Mara (SFO) Fairview Heights, IL
Capt Alex Engler (EWR) Normandy, TN
Capt Wayne Aleshire (SFO) Carmel, CA
Capt Ross Sagun (SFO) Benicia, CA
Capt Brian Tyler (LAX) San Gabriel, CA

And we had several more who haven't yet sent in their dues.

Welcome to all! Best Regards, **Bob**

Vice President's Letter

Hello again from the Wild, Wild West. Well, here we are in March and the months just keep clicking away. I was informed in church the other day that the reason there are so many people in church is that they are cramming for the final. Enough of the old timer jokes.....for now. I trust everyone is doing well. I cannot tell you how much I enjoy being your VP as it keeps me in touch with so many people and I enjoy the interaction very much.

I am very happy to report that we started another RUPA group in the western Florida area which will be led by Chris Wingardh. Congratulations to him for taking the initiative to start a new group. As I always say, the more the merrier.

We in the RUPA family are very sorry for the passing of Walt Ramseur who passed away in January in Morgantown, NC. He was a past president of RUPA. Walt flew his Bonanza until age 90 and his mind was excellent until the day he died at age 95. May he rest in peace. Other notable RUPA members that passed away were Marv Becker and Ted Simmons. Ted was the area rep in Dana Point, CA for RUPA.

For those who just cannot get away from the United cooking of years past, well, there is a United Polaris Cookbook that can be purchased at the United Shop for \$29.99. So, eat your heart out and enjoy those United recipes. I am very happy to report that United shares jumped as revenue and profit beat the fourth quarter estimates.

Again, I would like to emphasize the wonderful cruise that is set for this July. Bring your spouse, girlfriend or boyfriend and enjoy the time of your life. The cost is well below compatible cruises and we will cruise on one of the newer Holland cruise ships, the MS Koningsdam. Contact Rich Bouska or Jerry Poulin, the travel agent at 1-800-309-2023 ext 33 or 1-508-829-3068.

With regard to events planned this year, this is a friendly reminder to join us at the RUPA Reunion scheduled for Oct 1 thru Oct 4, 2019 in Dayton, Ohio. The premier event will include the Wright Cycle Company, the Wright-Interpretive Center and Aviation Trail Visitor Center and Huffman Prairie Flying Field and the Air Force Museum. Of course, the highlight of the week will be the reunion dinner where all the United aviators and spouses will gather for some of the greatest camaraderie. The registration forms are included in the *RUPANEWS* and on our RUPA.org web site under RUPA 2019 Reunion. Rich Bouska and I are planning this event and would enjoy any inputs you may have prior to the reunion.

My best to you all and see you all at the RUPA Reunion and the RUPA cruise.

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

Secretary/Treasurer's Report

It's been several months since I wrote something for the *RUPANEWS*, and I felt it was time to catch up. One of my goals has been to make the "Pay dues" part of RUPA as seamless as possible both for you and for me. And, remember **"Dues are due on your birthday!"**

Paying dues by check: Margie and I spend time in Italy every year and depositing checks becomes a choke point. I have a very good friend (Our minister) who is computer savvy, trustworthy, and willing to help. With BofA mobile deposit he can deposit your checks. We now get fewer checks than before but still quite a few. The fewer the better.

Paying dues by credit card: I'd like to encourage you to use the website to pay your dues with your credit card at www.rupa.org. I can manage that from anywhere.

Below the two airplanes on the front page of the website is the link to "Pay dues." Just click on **"click here."**



To become a member, click here. If you would like to pay dues, click here.

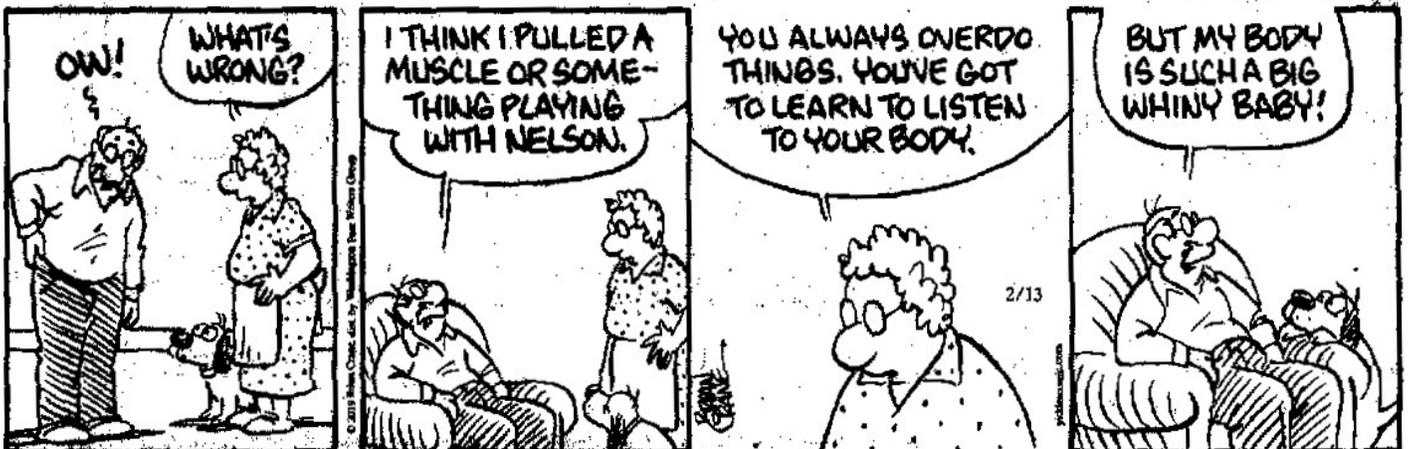
There you can use your credit card and, if you wish, set up recurring payments so you never, ever need to worry about missing a payment. When you use your credit card, I will get an email saying you did. The email I get includes your dues payment, whether you chose recurring payments, and your email and actual address.

Now for you Snowbirds! Always notify me when you are moving from one home to the other. I can easily switch your addresses, but it can't be done automatically. It's your responsibility to tell me when you move.

Adding to your Rupa dues: When I got involved with this job, I discovered that many of you regularly added to your \$25 annual dues payment. Letters attached to those payments said things like "Sorry I'm late. Here's a little extra to say I'm sorry." Or "Thanks to you and the rest of the leadership for all you do. Here's something for beer money, etc." Until now I didn't realize how much of a difference those "extra" payments made. Since I set up the credit card option with recurring payment capability many of you opted for the amount shown next to the box (\$25). Regularly now I notice a monthly reduction in dues payment. Not numbers of payments. Just the amount.

What your dues pay for: In addition to creating and sending your Directory in January and 11 *RUPANEWS* we offer a 3 months complimentary subscription to recently retired UAL pilots. We send the *RUPANEWS* to each of the domiciles and the training center. We print extras for special purposes such as "flown west" pilots whose families would like to have a few extra copies of the magazine which would include the obituary and write up. We need extras for when the PO fails to deliver. Those extras add to the total cost. Your extra payment is appreciated.

Pickles



About the Cover

Boeing 747 makes final journey to become mysterious hotel attraction



A Boeing 747 has arrived in the garden of the Corendon Village Hotel on February 10. There the plane will be converted into a 5D-experience about the 747 and the history of aviation later this year. After a five-day mega transport from Amsterdam Airport Schiphol to Badhoevedorp, the Boeing 747 arrived at its new home.

A Boeing 747 Jumbo Jet began its last journey from Schiphol Airport on the night of February 5. The aircraft was placed on a trailer of specialized transport company Mammoet to cover the 12.5 kilometers to the hotel. During that journey, the aircraft had to cross

17 ditches, highway A9 and one provincial road. The A9 was successfully crossed in the night from Friday to Saturday. In the night from Saturday to Sunday, the transport crossed the Schipholweg after which it was parked backward into the hotel garden, requiring 57 movements. The spectacular transport attracted worldwide attention and was covered by national and international media.

The Boeing 747 is the former KLM aircraft ‘City of Bangkok’ that will be given a new final destination in the hotel garden after 30 years of reliable service. To keep it safe and steady, the aircraft has been lifted on 1.5 meters high steel bases, totalling 15 tons of steel. These are built on heavy concrete slabs, strong enough to carry the enormous weight.

The Boeing will be converted into a 5D experience later this year. Visitors will be able to walk on, over or under the plane and visit places that are normally not accessible to the public. They can visit the cargo area where the luggage is loaded, learn about the fueling of the plane, take a look in the kitchen of the business class and the cockpit on the upper deck. They can even do a wing walk over the thirty-meter-long wings. Visitors also make a journey through the history of aviation. That begins with the ancient human desire to fly and leads them from the first serious flight attempts around 1900 to the development of the Boeing 747. The highlight of the trip is the 5D experience, in which they can experience flying in all its facets. The garden where the Boeing is placed is partly an ecozone, open to hotel guests, and can be used as a festival site.

Organizer Atilay Uslu had booked a room in the hotel. Exactly on the spot where – if everything went well – the nose of the Boeing would be placed in front of the window. “When I opened the curtains this morning, I saw her in full glory. I realized that after months of preparation we really succeeded in getting the plane to its final place with a lot of fitting and measuring. That kind of takes your breath away”, he says.

The transport of the aircraft coincided with the celebration of the first test flight of the Boeing 747 on February 9th, 1969, exactly fifty years ago. The 747 is an iconic plane and was the largest aircraft in the world until 2007. It could transport 2.5 times more passengers than other conventional types. It was also the first wide-body aircraft, with two aisles. Characteristic is also the upper deck, where the cockpit is located. KLM introduced the first Boeing 747 in its fleet in 1971. The ‘City of Bangkok’, which was added to the fleet in 1989, was then baptized by nine Thai monks. After almost thirty years of loyal service, the repainted aircraft now decorates the Corendon hotel garden.

The last five-day trip of the Boeing was an impressive operation. The plane first had to be transported 8 kilometers over the Schiphol airport area and then another 4.5 kilometers through the fields. Heavy transport specialist Mammoet transported the 160-ton aircraft on a trailer that weighed even more: over 200 tons. The trailer divided the weight of the Boeing over 192 wheels. To make sure the trailer would not sink into the marshy land, a special road was constructed of approximately 2,100 metal road plates weighing 1,500 kilos each. Special bridges were built over the 17 ditches. The trailer was traveling at a speed of 5 kilometers per hour and was controlled remotely by people from Mammoet, who walked beside it. It was powered by two so-called power packs, each with a capacity of 390kW, generating more than 1000 hp. A total of 18 turns had to be taken during transport, of which the first 7 were on the airport.

The Columbia River Geezer's RUPA Luncheon

Aloha, not from the "Big Island Stargazers" congregating at the ever Sunny Fish Hopper restaurant in Kailua Kona, Hawaii or "The Hawaii Ono Nene's" congregating at the Mid Pacific Country Club which is found nestled in between Oahu's SE shoreline of Lanikai Beach's soft sand with it's extremely blue green rippling ocean, and the tall winter green hills that still support the mount site of world war II pill boxes in Kailua town.

However, aloha from the "Columbia River Geezers" congregating at the California Pizza Kitchen in Happy Valley Oregon. Yep, another winter Tuesday here in the Pacific North West's rain swept country side.

Today, February 12, 2019, 10 RUPA members arrived for our luncheon all wrapped in relatively warm yet wet proof attire.

Left to right, Bill Park, Doug Howden, John Cooper (retired US Air) Ken Crimm, Steve Barry, Rich Warden, Ray Reed (former LAXFO crew Desk and retiree from PDXOO), Mike Thomas and his lovely bride of many years Diana Thomas, and Ron Blash. Well, that is how we were all seated? When back home after reaching to retrieve a 64 GB SD card subdued in the back of my Sony's A7 magic box and inserting into the back of my computer, Oops! the only picture retrieved out of 4 snapped I could find, was one of Mike Thomas's wife, Diana. So, Diana has the singular honor of visibly representing us. I regret that there are no other identifying pictures to go along with our handsome faces, but Murphy's Law caught up with my camera. I will have it up and taking excellent pictures at our next get together.



Today was an internally (inside the building) warm and welcomed get-together with all of us. Most conversation at my end of the table was about DC-3 flight training which Steve Barry is currently on sabbatical from. Also, a short discussion of the large contingent of DC-3s that flew into Oshkosh about 5 years ago of which RUPA Geezer member Rich Warden was a part of. Also, a discussion revolving around light airplane tire sizes and Corporate flying. Ken Crimm mentioned that he just returned from Helsinki, Doug Howden from Singapore as did Steve Barry. I had just recently returned from a doctor's appointment but not all that interesting.

One thing I would like to mention is I just learned that one of my UAL new hire class members and friend, just recently passed away, (our first class loss,) Captain Victor Shumaker. Vic was a great guy and I wish him a Blue sky "High Flight" to where ever that may be. Vic flew for United for 33 years and retired off the B-777.

I hope to see all of our Geezers at our next luncheon on the second Tuesday of March, same place, same time.

Regards, *Ron Blash and Tony Passannante* too. Tony was taking a PC so was not in attendance today.

Manassas RUPA Breakfast



Left to right clockwise: Bob Gilbert, John King, Stokes Tomlin, Gene Couvillion, Bill Davis, Hal Cockrill, Gary Cook, Sim Stidham, E.K. Williams, Don Rhinhart.

Beautiful morning for our breakfast despite the crazy weather we have had. Good news, Punxsutawney Phil did not see his shadow, so look for an early Spring. Bad news, NOAA's Weather Service announced that Ground Hogs have no weather forecasting abilities. *Gene*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

As we usually do in February (Valentine's Day) - we invite our Ladies to join us for lunch, conversation and Adult Beverages. The 25 of us who gathered for Lunch at The Prawnbroker in our own Private Room had a GR8 meal with terrific service. The Prawnbroker has a very special dessert called "Mud Pie" and looking across the room I was able to see many of the attendees consuming the house specialty after their meal was over. Darn Good.....just the right finishing touch to a wonderful meal. It appeared that everyone had a terrific time and it was easy to see that MANY different conversations were taking place and it appeared that everyone was really enjoying themselves and each other as well. I can assure you that the VOLUME in the room left nothing to be desired....except a little more SILENCE maybe. :-/



A Group photo of our Private Room at The Prawnbroker.



The Head Table (L - R): Jack & Glenda Boisseau; Bob Langevin & Sandy Ruggiero; Annette & Arthur Pontes (friends/house guests of Sandy Ruggiero from Rhode Island).



Left Side (Front to Back): Lulu & Bill Cole; Jim Dowd; Dick Baese & Linda Collins. Right Side (Front to Back): John & JoAnn Pinter; Zsuzsa & Dick Starita.



Left Side (front - back): Barbara Duplisea & Skip La Rocque; Ted & Hellevi Osinski;
 Right Side (front - back): Don & Laura Jane Jefferson; Neil Solomon; Dan D'Angelico; and Betsy & Dave Damon.

After a Welcome Greeting by myself along with Happy Valentine Wishes to all, especially the Ladies.....I was fortunate enough to be able to introduce 4 special guests to our gathering. Ret. Captains Neil Soloman and Dan D'Angelico (both from JFK) joined us along with 2 guest of myself and Sandra Ruggiero -- Arthur and Annette Pontes who are staying with us from RI...(Why not leave Rhody for 2 weeks in February and spend it in Florida.....Right? It makes perfect sense to me.)

Those in attendance were (BTW, see the pictures of all 25 of us): Ted & Hellevi Osinski; Neil Solomon, Dan D'Angelico (PAA/UAL), Annette & Arthur Pontes (guests), Dave & Betsy Damon; Jack & Glenda Boisseau; Bill & Lulu Cole; Don & Laura Jane Jefferson; Dick Baese & Linda Collins; Skip La Rocque & Barbara Duplisea; Dick & Zsuzsa Starita; John & JoAnn Pinter; Jim Dowd, and Bob Langevin and Sandy Ruggiero.

That's it for now, however, if you happen to be in the Stuart, FL area on Tuesday, March 12th, come on over to Shrimper's at 11:30 AM and join us....we'd love to have you. By the time that you get to read this, we'll be into March and want to wish everyone a SAFE and Happy St. Patrick's Day Holiday and hope that you will have a few 'Adult Beverages' in recognition of The Blarney Stone.

Cheers and Best Regards, *Bob Langevin*

Dana Point RUPA Luncheon

We had a nice group of seven at our usual 2nd Tuesday of the month Luncheon Meeting. Almost all the people at the Luncheon had been to the Memorial Service at the Wind&Sea Dana Point just two days earlier on Sunday, which was arranged by Gwynne Simmons and her family, honoring Ted Simmons, who had been the organizer of the Dana Point RUPA chapter some twenty years ago.

Here is a picture of Ted's wings with the 30-year diamond submitted by his son, Aaron.

In attendance were Bill Rollins, Bill Stewart, Bob Fuhrmann, Denny Giedea, Jim Grosswiler, Joe Udovch, and Rico Santamaria, who is still an active pilot.

Our discussions at the luncheon focused not strictly on flying, but on the unusual and odd Captains we had flown with over the years, remembering the humorous nature of our contacts with them. Because we had more of a general conversation about our flying experiences, we felt that



our wives and female family members would enjoy and could contribute considerably to the discussion, having grown alongside us on the airline.

I'm thinking back on my first exposure to RUPA when I was a student at the University of California Berkeley. I was double dating with George Howson's daughter, Lynn Howson and my date to a Sorority Formal Dinner-dance. When we went to pick up Lynn at her father's house in the Piedmont area of Oakland, I spoke briefly with George Howson about flying for United Airlines. My un-learned and possibly snide comment to him was that he was nothing more than a "flying bus-driver." He enlightened me that there was more to it than that and, now I realize, that I was in fact talking to the founder of RUPA. I also realized that while I was working, I had also put in my time as a "flying bus-driver."

In looking back at my experiences over the years, and in particular as a RUPA contributor, I realize that I carry a good deal of respect for Ted Simmons, whom I used to refer to as our "Fearless Leader," for indeed he was leader, and for his widow, Gwynne Simmons, a former United Flight Attendant, and their entire family, who Ted counted on for providing technical support, and the ubiquitous sign-in which his son Aaron Simmons, made up for us to make it easier to account for Luncheon meeting attendees.

And I look back on my initial meeting with George Howson, and despite my brash commentary to him as a young shave-tail student, I also respect his formation of the RUPA we know today and was likely the reason why I decided to join United as a pilot.

A big thanks to all the RUPA officers, and especially our *RUPANEWS* editor, Cleve Spring. Cheers, from your correspondent, *Joe Udovch*

SAC Valley Gold Wingers RUPA Luncheon

It goes without saying, the camaraderie continues to grow with this group of aviators, spouses and friends. Our very astute waitress, Julie, again served us today. More than once, I heard Julie ask the RUPA member if they wanted lunch. The RUPA member then asked what are the choices? Julie responded by saying "yes" or "no". Ha ha. Needless to say, it was a very invigorated group we had today. We had some new attendees. Tedd and Diana Stiles came for the first time to our luncheon and I am sure will be back for many more. Tedd retired about a year ago and his wife, Diana, is still an active flight attendant for United. Bruce Milan came to the luncheon and we are very happy he is back with us again. Gary Webb retired many years ago but made the trip from quite a distance away to join us for the very first time. We thank him for being with us at our luncheon. Lastly and with great reverence, we had the sister of departed Dave Stolp attend our gathering. Jeannie Thorsen came all the way from Wisconsin to be with us. I am sure she had other things on her itinerary, but it was nice she joined us.



Seated left to right: Sharon Gorczyca, Kathy Lynch, Judi Zari, Viv Stolp.
Standing: John Gorczyca, Bob Lynch, Bruce Milan, Gary Webb, Jim Harty, Tom Wright, Gary Redmann, Ken Ledwick, Jerry Blalock, Tedd Stiles, Diana Stiles, Lori Muir, Dave Ulm, Ann Blalock, Steve McBride, Karl Winkelbrandt, Dave Leippe, Joni Cordano, John Petts, Jeannie Thorsen, Bill Authier, Rosemary Authier, Trudy Engeldinger.

Our list of discussion items included the passing of Walt Ramseur, previous RUPA President, the passing of Marv Becker who just attended our January luncheon, the passing of Ted Simmons who was the area rep in Dana Point, CA and lastly, I presented the obituary of the beloved Leon Scarbrough. We also reported that

California Pacific suspends all flights from CA. California Pacific was an upstart airline that was based in Carlsbad, CA. Now gone was the United hotel, the Seaside, that was in Honolulu and, I am quite sure, an overnight hotel for many of our crew members. We talked about this being the tenth anniversary of the Miracle on the Hudson, Southwest Airlines starting to fly to Hawaii after FAA certification, and the Required Minimum Distribution after an individual turns 70 ^{1/2}.

I would like to emphasize, again, the RUPA Reunion planned on Oct 1 thru Oct 4, 2019 in Dayton, Ohio. It should be a blast and spouses and friends are certainly welcome to attend.

I shall sign off and thank all our Goldwingers for attending our monthly luncheon.

Still Flying High, *John Gorczyca*

Williamsburg Patriots RUPA Luncheon



Left to Right: Bob Harris, Paul Hotinger, JoBeth Lynch, Tom Galayda, Gean Rockhill, Jim Krasno.

We had great weather to get out and enjoy lunch with our comrades. Our topics ranged from health, family, cars, planes and the latest on the retirees' non-rev travel. Lots of laughter too.

Our March 9th luncheon will be at Schlesinger's Chop House at Port Warwick on Jefferson Ave., Newport News. Okay, this is a great time for all of you on the other side of the tunnel to meet us halfway. You can car pool too. Lots of fun. RSVP plz at krasnojm@earthlink.net. *JoBeth*

The San Francisco Bay-Siders RUPA Luncheon

As usual the Hofbrau is festively decorated for special occasions but this time they were pushing the envelope by including large inflated Valentine themed decorations.

Our group seemed to be slow in arriving and we were beginning to wonder if anyone was going to come to lunch without our star attractions, Rose and Cleve Spring. With the unseasonably cool temps and rain, some must have felt it better to stay home out of the weather.

We can now report that the Springs have made the move and are happy with their decision to reside at The Manor in Medford, Oregon.

There were many recollections of encounters with Walt Ramseur who flew west last month, and we learned of the passing of Dee Norris, wife of Bob and Mother of Craig. Craig is still active and is flying the Airbus out of SFO and attends our luncheons often with his Dad.

The final count of sixteen included: Rich & Georgia Bouska, Jerry Delisle, Rich & Cyndy Erhardt, Jeri Johnson, Bob Kallestad, Bill Klett, Keltie Morris, Bob Norris, Craig, Norris, Bill O'Connell, Jerry Terstige, Pat & Larry Wright and Joe Yanacek.

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*

If helicopters are so safe, how come there are no vintage helicopter fly-ins?

The Big Island Stargazers RUPA Luncheon

We enjoyed a beautiful afternoon for our first meeting of the new year, and it was great to catch up with each other after the holidays.



L to R: Mike Miller (guest), Gerry & Joan Baldwin, Bill & Linda Hayes, Don Diedrick, Linda Morley-Wells, Walt Wells.

Bill and Linda Hayes travelled to the East Coast for Christmas to visit family and friends, and Bill even volunteered to shovel snow! He knew it was a temporary situation and he would soon be back on a plane to Hawaii. We extended a warm welcome to Bill and Linda's friend, Mike Miller, who is a retired NW/DL pilot and look forward to seeing him at future meetings.

After the luncheon, our windward members took off to rendezvous at Costco for their monthly shopping spree and, being thrifty pilots, indulge in the free food samples.

We are unwinding from the holidays, but the Kona Coast is thriving with the arrival of snowbirds. Please join us on the waterfront at The Fish Hopper restaurant on the third Thursday of the month.

Linda Morley-Wells

Ohio Cleveland Crazies RUPA Luncheon

The Cleveland Crazies met at TJ's Restaurant in Wooster on a cold and snowy day for our first meeting of the new year. We had a great turnout with twelve members, wives and friends.



Left to right standing are: Phil Jach, Linda Jach, John Hockmann, Rich McMakin, George Bleyle, Jim Burrill, Bob Olsen, Bob Lang and Jennie our new server.

Left to right seated are: Ken Wheeler, Heather Carson (Ken's Helper) Dawn Lang and Carol McMakin.

As usual the time was filled with good food, great stories, and just one joke from Bob Olsen. Phil passed along greetings from several members who could not attend for various reasons. And we all got to meet our new server Jennie. She will be a great part of our group for the foreseeable future. Cheers, *Phil*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Ah, Winter it is in the Rogue Valley. Today the sky is clear, temps in the mid 50's and the forecast for Monday is snow and cold. Love it...and will love it even more if the storms bring the much-needed moisture to the area.



Left to right seated were: Banjo Bob Keasbey and his son Chris, Harvey Saylor and Art Lumley. Standing, Bob Niccolls, Pam Lumley, Cheryl and Jim Jaeger.

Always an interesting time of the year here as the buds fill and appear ready to break out on the trees and Spring seems soon to arrive. With all that the Intrepids met, once again, at the Pony to share all the good stuff of good food and good fellowship. Around the table Art shared the recent passing of Col. Paul Parker...no, not a United type, but what a story as he flew probably the last fighter mission of WW II in a P47-N over Tokyo. Leaving and returning to base on an island far south, they dropped their now empty external fuel tanks in the crater of Mt. Fuji. What a story, these of the Greatest Generation. Look up the P47-N....redesigned for the Pacific and most interesting. Cheers, *Bob*

DCA RUPA Luncheon

The DCA Chapter of RUPA enjoyed a fabulous luncheon at JR's Steakhouse at Tysons Corner, VA. Wednesday Noon, January 16, 2019.



Attending: Randy Babbitt, Jon Beckett, Hal Cockerill, Gary Cook, Gil Coshland, Gene Couvillion, Doug Diedrick, Kevin Dillon, Mike Frank, Paul Gilson, Larry Grube, Mike Henderson, Steve Jakubowski, Jim Meadows, Pierre Ney, Ward O'Brien, Bob Olsen, Don Reinhard, Bernie Schwartzman, Sim Stidham, Fred Streb, Dave Strider, Stokes Tomlin, Wade Weeks, E.K. Williams.

The highlight of the occasion was a delightful presentation by Randy Babbitt, ex-EVERYTHING of aviation! His knowledge of ALPA, the FAA and the world situation, both Past, Present and Future, was outstanding and hilarious. *Stokes*

Los Angeles South Bay RUPA Luncheon

We met at Kings Hawaiian Restaurant on a rainy Valentine's Day for lunch.



L to R back row: Barbie and Dick McKay, Helena and Tom Reidt, Sharon and Don Crawford, Judy Gillette.
L to R front row: Bob Gillette, Arvi von Nordenflycht, Loyd Kenworthy, and Sue von Nordenflycht.

Bob and Judy Gillette made it back to LA in time for our gathering and showed the lovely snow that they left behind in Wisconsin. Bob also shared an email from Bruce Gibbs who has been working on his Carlsbad beach house. Bruce has recently been diagnosed with a rare form of cancer and is undergoing chemo. We wish him good luck and strength.

Otherwise, Conversation ranged from the rain to Hawaiian layover memories (we met at Kings Hawaiian Restaurant, so good memory jog), to the nice sendoff lunch for Ted Simmons in the rain also that day, to changes at United.

Look for us the second Thursday in April, 11:30, at Kings Hawaiian. Bring airplane stories. *Sharon*

San Diego North County RUPA Luncheon

This month we switched restaurants to The Landings which is located at Palomar/Carlsbad Airport San Diego North County. It's a nice restaurant owned by a retired UAL FA, Michele Slattery. I believe she has live music on the weekends so my wife and I might have dinner and listen to some music one of these Saturday's. Good food with traditional menu items mixed in with the unusual. One example is a Peanut Butter, Swiss Cheese Hamburger. I've never heard of that burger, so I gave it a try. I thought it was very good, but I'm not sure it would appeal to everyone. I might try it again.



Here's the group left to right: Susan Mayer, Jerry Shuck*, Brian Kenny*, Billy Royal (friend of Brad + Rhoda), Mark Mayer, Michele Slattery (restaurant owner + great host), Colin Winfield, Brad Green, Cory Ferguson*, Rusty Aimer*, Scott Becker and Rhoda Green, * denotes Dana Point Pilots.

The WX was nice so we sat outside and could listen to the biz jets landing and taking off. One of our pilots now flies corporate and he could name quite a few. Flying small jets sounds fun but, now that I'm retired, I wouldn't have time for it. Too busy.

four of the pilots pictured are from the Dana Point RUPA Luncheon group and it was great to have them join us. They just wanted to see and hear how another group of pilots get-together is. New stories and once again, since we don't know them and they don't know us, a few of the stories from both groups could be considered questionable, but once again, we are pilots. They have also invited us to visit their luncheon sometime, so that'll be on the back burner until we can figure a date to take them up on their invitation.

Our Rhoda is just recovering from a total hip replacement as I write this. The pain was making it too hard for her to sleep so she bit the bullet and went for the operation. I had a hip replacement, and it was about 1 month before I was up and about but well worth it. I know the pain she was feeling so it's good she decided to have it done. I just got a text from her husband, Brad, and he says she's doing great.

There's a new accommodation at the hospital where she's staying. They have a suite, I believe where the partner of the person recovering can spend the night. That's new since I was at a hospital. I wonder if you can choose Hilton or Marriott Points for the stay?

I have a friend who is a retired UAL pilot, and he gets the RUPA Magazine and reads it every month but doesn't go to the meetings. Too busy, I guess? I remind him it's only once a month so how busy can a person be? If anyone out there gets the magazine, why not stop by for lunch just to try it out. You never can tell, you might like it. Give a luncheon a try.

That's it for this month. Mark Mayer, 858-449-5285, mark777mayer@gmail.com

Ps. If you're ever in the Carlsbad area give The Landings a try. Great place. I shouldn't include this but, "don't expect an airline discount."

The next luncheon is the second Monday in February on February 11, 2019 at 1130 at the Olive Garden in Fort Myers. All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring are especially welcomed. Yours truly, *Gary Crittenden and Dot Prose.*

Southwest Florida RUPA Luncheon

Our January 14, 2019 luncheon at the Fort Myers, FL Olive Garden restaurant had 16 attendees which was double from our last luncheon in November of 8. Some who had been away for several years showed up as did some new faces. Our energetic server, Max, provided us non-stop service from start to finish!



Left to Right): Dot Prose, Jim Howard, Jim Good, Skip Irwin, Neil Bretthauer, Wallis Alves, Faith Osborn, Shirley Curtiss, Rip Curtiss, Jim and Pat McCusker, Joni Jorgensen, Bruce Jorgensen, Gary Crittenden, Janice Crittenden, Tina the caregiver for Mamie Thompson at the end of the table.

We were saddened by the passing away of long-time attendee, Don Sullivan. He will be missed. We were joined by new attendees Bruce and Joni Jorgensen and Jim and Pat McCusker. Mamie Thompson, accompanied by her caregiver Tina, came after a long absence due to medical issues. She does not get out much but the RUPA group was a big draw for her outdoor excursion!

Many topics were discussed (but didn't hear anything on politics). At my table we covered stories on just about every aircraft that United had in its inventory, aviation museums, cell phone photos, Medicare, PBGC. The other table lingered an extra hour to chat after the lunch was over and bills were paid. This is a good sign!

Attendees were reminded of the 2019 RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL on Thursday, April 4. The fly-in runs from 2-7 April 2019. The Blue Angels are scheduled to perform.

The next luncheon is the second Monday in February on February 11, 2019 at 1130 at the Olive Garden in Fort Myers. All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring are especially welcomed. Yours truly, *Gary Crittenden and Dot Prose.*

The Sunsetters

We have formed a new group in the Bradenton Sarasota area. We had our first meeting today, January 29, with 11 participants Active and retired. We unanimously decided to call ourselves "The Sunsetters" because we like sunsets and the sun sets in the Gulf of Mexico.

Today was a very informal meeting where we just wanted to see how many showed up and if there was an interest, and there was. We think we can grow the group. Today we had 11 participants and we met at Geckos bar and grill at 351 N. Cattlemen Road in Sarasota. We will meet there on the second Tuesday of January, March, May, September and November. The appointed leaders are Myself, Chris Wingardh, Jeff Munzell, Bob Martin and Bob Enander.



The participant from left to right: Chris Bird, Karen Anderson, Bob Martin, Gerry MacKinnon, Jeff Munzell, Bob Bourlier, Me-Chris Wingardh-standing, Carolyn-significant other to Ed Ripper, then Herb Hunter, Tom McDonald and Bob Enander.

Next meeting will be at the same place Geckos, on March 12, 2019. *Chris*
Christer Wingardh
chriswingardh@me.com
1 941 807 6727

Phoenix Roadrunners RUPA Luncheon

Our February luncheon was held February 12th at our normal meeting place.



L to R are: Dennis Leahy in the shadows, Darlene Leahy, Tom Libuda, and in back of him in the shadows also stands Corey Liston, then Bette Morton wife of Frank Morton, John Baczynski, myself, Leif Jonassen, Frank and Jeanette Soare, Mary Dyer, and last was hubby Gary Dyer.

Good to see some of our group back again after a such a long time since they had joined us. We had some good jokes told.

Our next meeting will be on March 12th. We meet the second Tuesday of each month from Fall to Spring.
Ken Killmon

San Francisco East Bay Ruperian's Luncheon

California - the land of extremes, first we have drought, then the fires and today we experienced heavy rain. An atmospheric river moved over the state and dumped massive (for California) amounts of rain on us. So now we have flooding and mud slides. I thought we were going to have to go by boat to San Ramon for the luncheon, but the rain let up and we made it fine, and so did six other brave souls.



Around the table L to R are: John Baum, Lee and Shirley Francis, Georgia and Rich Bouska, Neil Dahlstrom, Steve Filson and B. S. Smith.

We had a great time discussing the usual, flying adventures. It was brought up at the table that it was good the rest of the people eating around us couldn't hear our conversations because they probably would never fly again. Steve Filson mentioned he had been to Pebble Beach to watch the Pro-Am. Lee and Shirley gave us a rundown of their last cruise. Neil had a tooth pulled; his dentist had to be careful since Neil is on Coumadin. We talked a little about the RUPA Reunion in Dayton this October and some of us intend to attend.

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*

The Monterey Peninsula RUPA Lunch Bunch



Only three people braved the wind and rain for our stormy February 13th luncheon! Trees were down, power was out, roads were closed, and creeks and rivers were flooding – no wonder few people showed up. Once I arrived at Edgar's the power was out and was out all over the peninsula, so moving to another venue wasn't possible. I waited around to see what other wet and blown souls would show up, but only Pete and Donna, our hosts, showed. (We live close by!) We decided to have lunch since the chef, Brian Kearns, offered cold sandwiches and salads – we were the only diners for some time with a wait staff of five! Power came back on when Pete was signing the handmade (old math) receipt for lunch! Thank you for lunch Pete!

The next luncheon is Wednesday March 13th! Hopefully the weather and road conditions will not be an issue – here in sunny California! As always please RSVP by noon the day before!



Hope all are safe and no serious damage from these serious weather events!

Phyllis Cleveland

Seattle Gooney RUPA Bird lunch

On Valentine's Day, 2019, much of Western Washington was digging out from a record snowfall and many folks were still without power and with impassable roads. A total of six Gooney Birds and one Gooney Bird wife managed to make it to the Sea-Tac Marriott for lunch and were well served by Jackie and her staff.



L to R: George Compton, Herb Marks, Bob Howard, Jim Barber, Jack Brown, Sylvia Baird and Hank Kerr, courtesy of his father, Henry Kerr, USN, 1943.

Early discussion centered around Delta Airlines encounter with severe turbulence and unscheduled Landing in Reno yesterday.

Jack Brown gave an informative and thorough presentation of the Crazy Horse Memorial in Southwestern South Dakota including pictures, historical facts, and information regarding the Project's progress. Jack is one of our most widely traveled members and his experiences are always informative and well-documented.

George Compton continues to show good recovery from last year's near tragic fall and it was good to see him and observe his remarkable recovery.

As always, Herb Marks and Bob Howard provided plenty of laughs at joke time. *Hank Kerr*

San Francisco North Bay RUPA Luncheon

The North Bay group was out in force, albeit a small force, on our regular first Wednesday of the month gathering at the Sheraton Tolay restaurant at the Petaluma marina. One advantage of a smallish group is that the table chatter is lively and spirited. We can all take part in the tall tales and memories of the past "good old days."



L to R: Don Madson, Jules Lepkowsky, Wayne Heyerley, Mike Tar, Larry Whyman, Bob Donegan, Doris Donegan, Rick Saber, Bill McGuire, Dick Lammerding, and the out of sight but ever present, Barney Hagen...

We did start the day with a moment of silence in honor of our dear departed member, Leon Scarbrough. Leon worked so hard and did so much for our group and RUPA. He is sorely missed.

We meet the first Wednesday of the month at the Sheraton Tolay restaurant at the Petaluma marina, gather at 12:00, sit down at 12:30 and usually out the door by 2:00. Come join us and bring along some of your favorite tales. Per Ardua, *Barney*



8th JUNE 2019

Lovely Ladies Dashing Aviators Airplane Stories

CRAZIE'S Summer Fete

Directions (you should know by now)

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

or

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

To Great Northern Exits, Take Exit 6A South on Rte 252 (Columbia Road) to the German Cultural Center (approximately 2 miles) on Right. Turn East, Parking will be along the street or at our house in the driveway.



CLEVELAND CRAZY Flight Attendants and Operations Folks are always welcome!

At Richard and Carol McMakin's Home

24926 Nobottom Road

Olmsted Township, OH 44138

RSVP to Carol or Richard--Phone: 440235-7595 E-Mail: rmcmakin@sbcglobal.net

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

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

United enjoys big business with Apple

Apple buys 50 business class flights every day from San Francisco to Shanghai, China, spending over \$150 million per year on United Airlines. That's according to a photo of a "confidential" United sign posted to Twitter. Apple needs to fly its employees to Asia in order to keep an eye on its electronics supply chain. There are some frequent flyer miles stacking up in Cupertino. The iPhone giant spends \$150 million on a single airline per year, according to a photo of a United promotional sign.



United adds over 1,600 new premium seats to 250 aircraft



United Airlines announced the next step in its commitment to making more customers more comfortable by adding more than 1,600 United Polaris® business class and United First seats to nearly 250 international and domestic aircraft. Additionally, United will revolutionize the regional flying experience by introducing the two-cabin, 50-seat Bombardier CRJ 550 aircraft to its fleet, offering customers on key regional routes more legroom, storage and amenities than any other 50-seat regional aircraft operating today.

“In an era where many airlines are adding seats to their aircraft to crowd more passengers onto the plane, we’re re-configuring more than 100 of our aircraft and doing exactly the opposite – for the benefit of our customers,” said Andrew Nocella, United’s executive vice president and chief commercial officer. “From adding more premium seats on aircraft that serve some of our most traveled routes, introducing a revolutionary, best-in-class 50-seat experience or simply offering free DIRECTV on more than 200 aircraft, we are committed to making United the airline that our customers choose to fly.”

In the next several weeks, United will introduce to its fleet the first of 21 reconfigured Boeing 767-300ER aircraft featuring 16 additional United Polaris business seats in the premium cabin – a more than 50 percent increase in all-aisle-access seating – bringing the total premium cabin seat count to 46. The newly reconfigured aircraft will also feature 22 United® Premium Plus seats (becoming the first 767-300ER to offer this seat type); 47 Economy Plus® seats and 52 Economy seats. United will first operate the reconfigured 767 – which will feature the highest proportion of premium seats on any widebody operated by any U.S. carrier – between Newark/New York and London, offering 50 percent more premium seats in the largest premium route in the world. The airline expects to introduce all the reconfigured aircraft to its fleet by the end of next year.

United is also adding more United First® seats to its fleet of Airbus aircraft, offering customers greater opportunities to upgrade and enjoy a premium flying experience. Beginning this fall, the carrier will add four United First seats on its fleet of Airbus A319s, increasing the total count from eight to 12. The reconfigured aircraft will also feature 36 Economy Plus and 78 Economy seats.

Beginning early next year, United will add four United First seats on its fleet of nearly 100 Airbus A320 aircraft, increasing the total count from 12 to 16. The reconfigured aircraft will also feature 39 Economy Plus seats and 95 Economy seats. United expects to complete the reconfiguration of the Airbus A320 and A319s by the middle of next year.

United picks GoJet to fly its new Bombardier CRJ550 planes



GoJet announced that United Airlines has selected it to fly Bombardier’s new model aircraft, the CRJ550. GoJet and United Airlines have executed a letter of agreement for a deal to operate these aircraft for 10 years, subject to agreement on final terms and conditions. The CRJ550 is a new aircraft type within Bombardier’s successful CRJ family of equipment and will revolutionize the customer experience in the 50-seat regional marketplace, while also offering many

enhancements not available on larger regional jets flying in the marketplace today.

The new aircraft will feature more First Class seats (10) and Economy Plus seats (20) than many regional jets flying today. Additionally, there are new amenities that are currently unavailable on many of the regional jets in the marketplace, including a convenient beverage and snack station in the First Class cabin and a generous increase in on-board bag storage space eliminating the need for planeside or valet checked bags. The features available on the CRJ550 that are not available on any 50-seat aircraft include a larger cabin which will provide more overall legroom than any 50-seat jet in the United States and Wi-Fi on all aircraft.

“We are proud to be the provider chosen to fly this newly launched premium product for United Airlines,” said Richard Leach, President and CEO of GoJet Airlines. “Being part of a new product launch is very exciting for us and solidifies our importance as a strategic service provider in the regional airline marketplace, while providing long-term stability and growth for our company and our employees.”

The new ten-year agreement between GoJet and United will go into effect with the introduction of the first CRJ550, with planned entry into service by the summer of 2019. The current target is to have 25 in service by year end and all 50 aircraft in service by summer of 2020.

First of four new United Clubs this year opens at FLL



As we set our sights on being a more customer-focused airline, we're taking steps to evolve the way we serve every customer, on every flight, every day. We're committed to improving the customer experience at every step of the customer journey, including beyond our flights. With that goal in mind, we're revitalizing our United Club network to provide more customers across our system the benefits that they value most.

On Monday, we opened a new United Club at FLL (Fort Lauderdale, Florida) – a full-amenity, 5,000-square-foot space that will provide our customers traveling through the airport a place to relax and recharge. The club creates a distinctly local experience, with a selection of local craft beers, Cuban pastries and empanadas offered on the menu. It is also the first club in our network to offer menu enhancements such as Greek yogurt, steel-cut oatmeal and a rotating selection of hummus and cheese spreads.

Located near Gate C1, this new United Club is the first of four new United Club locations set to open in 2019: two in locations not previously host to United Clubs, at RDU (Raleigh Durham, North Carolina) and MSY (New Orleans), and one at LGA (New York-LaGuardia) when we move our operations to a new terminal at the airport.

“United Clubs are the perfect spot for our customers to relax and recharge,” said Chief Customer Officer Toby Enqvist. “Our multimillion-dollar investment in the United Clubs is one of many ways we are working to improve every aspect of our customers’ experience.”

Designed with today’s traveler in mind, each United Club location is built to serve the distinct needs of customers traveling to and from that destination and features complimentary high-speed Wi-Fi, abundant workstations and local food and beverage offerings. United Club members enjoy access to more than 45 United Club locations as well as access to participating Star Alliance affiliated lounges around the world.

United must pay 250 freezing stranded passengers \$5700 each



United Airlines is speechless. The Convention for the Unification of Certain Rules for International Carriage by Air, also known as the Montreal Convention may cost United Airlines more than a million Dollars. Airline officials had no comments after 250 United Airlines passengers traveling on a flight from Newark to HongKong were taken hostage by Canadian Authorities.

According to Paul Hudson the responsibility may actually be at the airline. Hudson is president of Flyersright.org the 17-hour tarmac stranding on United Airlines Flight 179 in Newfoundland due to mechanical problems should be a textbook case for delay compensation under the 1999 Montreal Convention, which governs

international trips, President of FlyersRights.org.

The Montreal Convention 1999 (MC99) establishes airline liability in the case of death or injury to passengers, as well as in cases of delay, damage or loss of baggage and cargo. It unifies all the different international treaty regimes covering airline liability that had developed haphazardly since 1929. MC99 is designed to be a single, universal treaty to govern airline liability around the world.

Under Article 19 of this little known treaty that airlines and many governments do not want the flying public to be aware of, airlines are responsible for damages suffered by passengers on a near strict liability basis of up to about \$5,700. To avoid liability, the airline must prove that it took all reasonable steps to avoid or mitigate the delay. Having airworthy aircraft is the airline’s responsibility.

According to Mr. Hudson, the captain could have declared an emergency and this would have allowed passengers to deplane regardless of Canadian immigration rules.

United Airlines did not respond to eTurboNews, but according to a statement to the Wall Street Journal a United spokesperson said that the company is planning to “look at every aspect of this diversion to understand what we could do better.”

United improving the customer experience



This year, more than ever before, we're putting customers at the center of everything we do, and that means investing in the customer experience. As part of that commitment, we're excited to announce that, effective today, January 31, DIRECTV is free for everyone on board flights that offer the service.

Below is a letter from our executive team that was shared with our customers and media on Wednesday, giving them a glimpse into our customer-focused strategy that will defy old expectations and define a new standard for United and our industry.

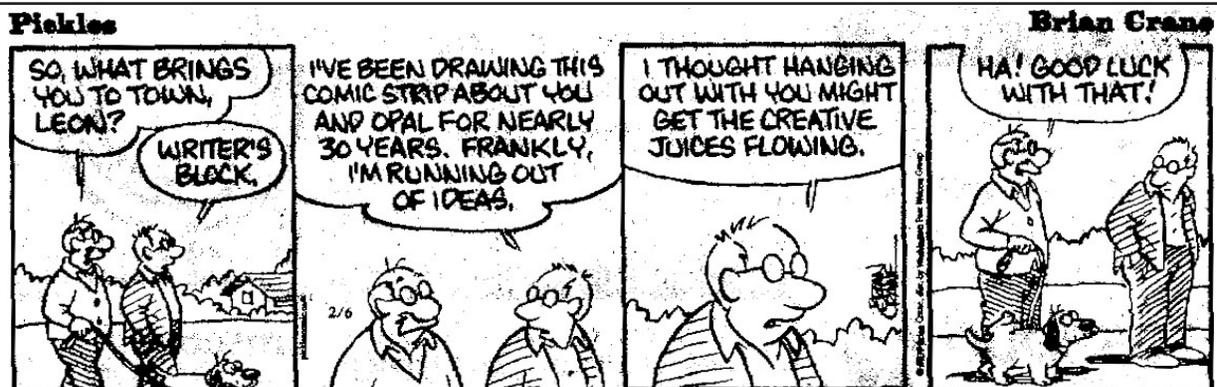
A Message to Our Customers: Lots of companies say they care about their customers. We want United customers to feel it. Every customer. Every flight. Every day. At United, we have big ambitions about what we can become, and we know this goal will only be achieved when "business as usual" is transformed into a new standard of caring for our customers

The opportunity to serve our customers is more than a transaction to us. It's an interaction. So, in 2019, we're looking at every aspect of our business to ensure that we keep our customers' best interests at the heart of everything we do. We've already taken steps to deliver on our commitment to caring customer service:

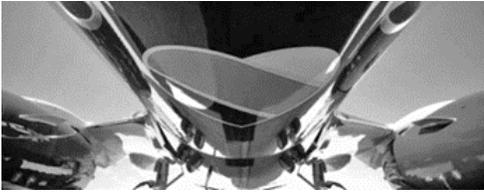
- Starting today – just in time for Sunday's football game – every passenger on 211 United jets will be able to watch more than 100 channels of live TV for free. Seat back monitors make viewing easy gate-to-gate. This multimillion-dollar investment will benefit the 29 million people expected to fly United's DIRECTV-enabled planes this year.
- Last week, United released a re-imagined version of the No. 1 most downloaded app in the airline industry. With a modern design and more engaging content, the app pushes the most helpful, up-to-the-minute information to the home screen at every step of a customer's journey, making it much easier to manage travel, from booking to landing.
- We're investing in modern airplanes that are even more reliable (meaning fewer delays) and more efficient (meaning fewer carbon emissions). We're also excited about some improvements (which we'll announce later this year) that will make traveling on them even more comfortable for our customers.
- By the end of this month, every one of our 90,000 United employees will have completed training in the core4 service principles that guide every interaction with our customers: safe, caring, dependable and efficient. These essential values are the foundation of the customer service culture we're building.
- And we're putting our money where our mouth is. There are now two ways every United employee earns bonuses: 1) beating our competitors with the best on-time departure performance and 2) improving customer satisfaction.

United's shared purpose is "Connecting People. Uniting the World." We – as one United team – have embraced the opportunity to shape the culture of caring customer service that we want United to be known for. It won't happen overnight, but we're more confident than ever that we'll get there.

As an airline, we've embarked on a journey that will reveal the character of our people and our passion for customer service. We invite you to join us on board.



Southwest flight attendants sound alarm about safety culture



Southwest Airline CEO Gary Kelly is in receipt of an urgent letter from the executive board of Transport Workers Union (TWU) Local 556, which represents more than 16,000 frontline Southwest flight attendants.

The letter was fired off after a report on the safety culture at both Southwest and American Airlines aired on CBS.

The seven-minute-plus report by aviation correspondent Kris Van Cleave did not include any dramatic new revelations. But it did show on camera mechanics at both Southwest and American alleging - as they have for more than a year - that they are being pressured to ignore possible mechanical problems on grounded aircraft in order to get planes back in the air generating revenue as quickly as possible.

This latest report on mechanics' safety concerns, however, pushed Local 556 to take action. In what sources say is a rare move by Local 556's executive board to reach out directly to the airline's top management, the letter urges Kelly to "take to heart" the claims made by Southwest mechanics in the CBS report.

The Chicago Business Journal obtained a copy of the letter, which laid bare to Kelly the flight attendant union's principal concerns. "As you know, we represent over 16,000 hardworking Southwest Airlines flight attendants who fly on our aircraft every day," the letter said. "It is of the utmost importance that Southwest Airlines provide the safest operation possible, so that every one of our crews may return home to their families. We are asking that you immediately act on the issues reported by CBS and ensure that any and all reports of potential safety lapses are taken seriously."

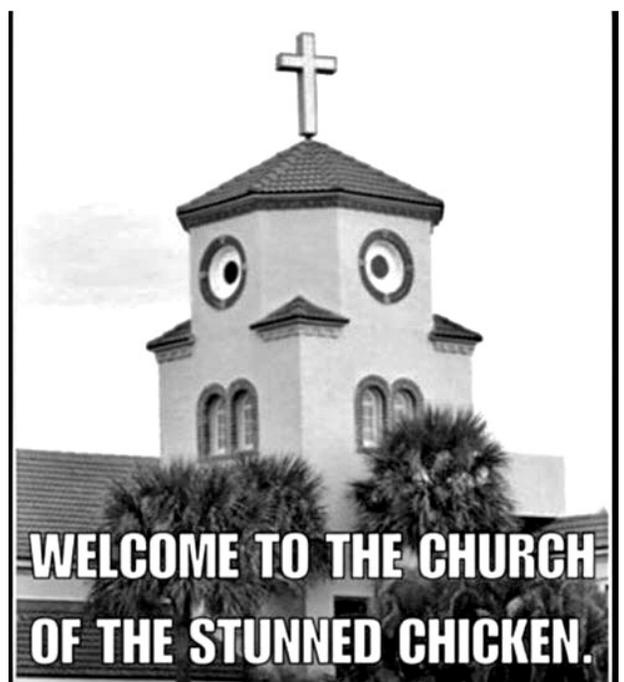
The letter from Southwest flight attendants' governing board further underscored what they consider the gravity of the allegations: "It is regrettable that we are having to send you this letter. Indeed, as the safety professionals charged with the safety and care of every customer on a Southwest Airlines flight, these reports of what appears to be systemic safety lapses brings us grave concerns."

Asked about the letter from Local 556 and CEO Kelly's response to it, a Southwest spokeswoman on Wednesday said: "We are in receipt of the letter and will be responding directly to Transport Workers Union 556. Our leadership maintains an open dialogue with all of our unions, promptly addressing any questions or concerns they may bring forward. We are absolutely confident that our maintenance policies, procedures and programs ensure the safety and airworthiness of our aircraft."

The new spotlight on the safety culture at Southwest, however, comes at a crucial moment for the low-fare carrier. Southwest is in the final stages of attempting to get authorization from the Federal Aviation Administration (FAA) to fly Southwest's first-ever scheduled flights from the United States mainland to Hawaii. That service could begin as early as late March - that is if the carrier gets the needed FAA authorization.

Southwest also is the subject of an ongoing audit by the Inspector General in the United States Department of Transportation who is looking into the safety culture at the airline and an alleged cozy relationship the carrier may have had with FAA safety inspectors. The Southwest spokeswoman said the audit is "in no way linked to our Hawaii efforts."

Both Southwest and American mechanics also are in the middle of protracted bargaining talks over new contracts. Both Southwest and American mechanics also are in the middle of protracted bargaining talks over new contracts. The talks at Southwest have dragged on for more than six years, and the two sides moved farther apart last month after Southwest suddenly told mechanics the airline wants to revisit moving some aircraft maintenance work to foreign vendors - a move mechanics have alleged could further affect safety at the airline and possibly jeopardize mechanics' jobs.



Boeing partners with Aerion to accelerate supersonic travel



Boeing announced a partnership with Aerion, a Reno, Nev.-based company pioneering next-generation supersonic aircraft. As part of the agreement, Boeing made a significant investment in Aerion to accelerate technology development and aircraft design and unlock supersonic air travel for new markets. Terms of the deal were not disclosed.

Boeing will provide engineering, manufacturing and flight test resources, as well as strategic vertical content, to bring Aerion's AS2 supersonic business jet to market. The AS2 is designed to fly at speeds up to Mach 1.4 or approximately 1,000 miles per hour. With the ability to fly up to 70 percent faster than today's business jets, the AS2 will save approximately three hours on a transatlantic flight while meeting environmental performance requirements. The aircraft is slated for first flight in 2023.

"Boeing is leading a mobility transformation that will safely and efficiently connect the world faster than ever before," said Steve Nordlund, vice president and general manager of Boeing NeXt. "This is a strategic and disciplined leading-edge investment in further maturing supersonic technology. Through this partnership that combines Aerion's supersonic expertise with Boeing's global industrial scale and commercial aviation experience, we have the right team to build the future of sustainable supersonic flight."

Founded in 2003 to develop new, more efficient aerodynamic technologies for supersonic aircraft, Aerion introduced its AS2 12-passenger business jet design in 2014. The company unveiled the AS2's GE Affinity engine design in 2018.

"Aerion is the industry leader mapping out a successful, sustainable return to supersonic flight," said Tom Vice, chairman, president and chief executive officer of Aerion. "The AS2 is the launch point for the future of regulatory-compliant and efficient supersonic flight. Together with Boeing, we're creating a faster, more connected future with tremendous possibilities for enhancing humanity's productivity and potential."

Boeing NeXt works with industry partners and regulatory agencies to lead the responsible introduction of a new mobility ecosystem. The division's portfolio includes prototyping activities and programs that will shape the future of urban, regional and global mobility. These programs include autonomous air vehicles and passenger-carrying hypersonic aircraft.

Boeing tests NeXt flying car prototype to advance urban air mobility



Boeing successfully completed the first test flight of its autonomous passenger air vehicle (PAV) prototype in Manassas, Virginia. Boeing NeXt, which leads the company's urban air mobility efforts, utilized Boeing subsidiary Aurora Flight Sciences to design and develop the electric vertical takeoff and landing (eVTOL) aircraft and will continue testing to advance the safety and reliability of on-demand autonomous air transportation.

The PAV prototype completed a controlled takeoff, hover and landing during the flight, which tested the vehicle's autonomous functions and ground control systems. Future flights will test forward, wing-borne flight, as well as the transition phase between vertical and forward-flight modes. This transition phase is typically the most significant engineering challenge for any high-speed VTOL aircraft.

"In one year, we have progressed from a conceptual design to a flying prototype," said Boeing Chief Technology Officer Greg Hyslop. "Boeing's expertise and innovation have been critical in developing aviation as the world's safest and most efficient form of transportation, and we will continue to lead with a safe, innovative and responsible approach to new mobility solutions."

Powered by an electric propulsion system, the PAV prototype is designed for fully autonomous flight from takeoff to landing, with a range of up to 50 miles. Measuring 30 feet long and 28 feet wide, its advanced airframe integrates the propulsion and wing systems to achieve efficient hover and forward flight.

"This is what revolution looks like, and it's because of autonomy," said John Langford, president and chief

executive officer of Aurora Flight Sciences. “Certifiable autonomy is going to make quiet, clean and safe urban air mobility possible.”

The test flight represents the latest milestone for Boeing NeXt. The division works with regulatory agencies and industry partners to lead the responsible introduction of a new mobility ecosystem and ensure a future where autonomous and piloted air vehicles safely coexist. In addition to the PAV, the Boeing NeXt portfolio includes an unmanned fully electric cargo air vehicle (CAV) designed to transport up to 500 pounds and other urban, regional and global mobility platforms. The CAV completed its first indoor flight last year and will transition to outdoor flight testing in 2019.

“Boeing was there when the aviation industry was born and in our second century, we will unlock the potential of the urban air mobility market,” said Steve Nordlund, vice president and general manager of Boeing NeXt. “From building air vehicles to airspace integration, we will usher in a future of safe, low-stress mobility in cities and regions around the world.”

Boeing is the world’s largest aerospace company and leading manufacturer of commercial jetliners and defense, space and security systems. A top U.S. exporter, the company supports airlines and U.S. and allied government customers in more than 150 countries. Boeing products and tailored services include commercial and military aircraft, satellites, weapons, electronic and defense systems, launch systems, advanced information and communication systems, and performance-based logistics and training.



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:·flysfn.org¶

FAA makes major drone ID marking change



The Federal Aviation Administration (FAA) has posted a rule in the Federal Register requiring small drone owners to display the FAA-issued registration number on an outside surface of the aircraft. Owners and operators may no longer place or write registration numbers in an interior compartment. The rule became effective on February 23.

When the FAA first required registration of small drones in 2015, the agency mandated that the registration marking be readily accessible and maintained in readable condition. The rule granted some flexibility by permitting the marking to be placed in an enclosed compartment, such as a battery case, if it could be accessed without the use of tools.

Subsequently, law enforcement officials and the FAA's interagency security partners have expressed concerns about the risk a concealed explosive device might pose to first responders upon opening a compartment to find a drone's registration number. The FAA believes this action will enhance safety and security by allowing a person to view the unique identifier directly without handling the drone.

This interim final rule does not change the original acceptable methods of external marking, nor does it specify a particular external surface on which the registration number must be placed. The requirement is that it can be seen upon visual inspection of the aircraft's exterior.

The FAA will consider comments from the public on this Interim Final Rule, and will then review any submissions to determine if the provisions of the ultimate Final Rule should be changed. The 30-day comment period will end on March 15, 2019. To submit comments, go to <http://www.regulations.gov> and search for "RIN 2120-AL32."

As Transportation Secretary Elaine Chao promised last month, today the FAA also posted proposed new rules to let drones fly routinely at night and over people, and to further integrate them safely into the nation's airspace. The comment period for these proposals begins tomorrow and will end April 15.

Proposed FAA Regulation (NPRM)

No pilot or pilots, or person or persons acting on the direction, or suggestion, or supervision, of any pilot or pilots, may try, attempt to try, or make or make any attempt to try, to comprehend or understand, any or all, in whole or in part, of the herein mentioned Federal Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or under the supervision of, the Administrator.

If any pilot, or group of associated pilots, becomes aware of, or realizes, or detects, or discovers, or finds, that he, or she, or they, are, or have been beginning to, or are about to, understand the Federal Aviation Regulations or any of its provisions, (he) (she) (they) must immediately, within three (3) days of such discovery or awareness notify, in writing, the Administrator.

Upon receipt of any such above notice of impending comprehension, the Administrator shall promptly cause said Federal Aviation Regulations to be rewritten in such a form and manner as to completely and totally eliminate any further possibility of comprehension by any pilot or pilots.

The Administrator may, at his or her option, require any pilot, or pilots, who commit(s), or attempt(s) to commit, or exhibit(s) any propensity to commit, the offense of understanding or comprehending the Federal Aviation Regulations, or any part thereof, to attend courses of remedial instruction in said Regulations, until such time as said pilot, or pilots, demonstrate that they are no longer capable of exhibiting any comprehension or understanding of anything.

The Administrator

TSA stops over 4,000 firearms from getting onboard US aircrafts



The Transportation Security Administration (TSA) seized 4,239 guns last year when airport security discovered the firearms at airport security checkpoints.

At the time the guns were found by TSA agents, 86 percent of them were loaded.

So which airport had the most guns confiscated in the United States?

Atlanta's Hartsfield-Jackson International Airport, which also tops the list with the most airline passengers than any other US airport.

Following right behind Atlanta's airport was Dallas/Fort Worth, Phoenix Sky Harbor International, Denver International, and Orlando International.

Russia announces new supersonic passenger plane project



Russian Ministry of Industry announced that Russia's United Aviation Corporation (UAC) will develop a new supersonic passenger jet starting in 2022. The last Russian supersonic travel project was launched fifty years ago with the Tupolev Tu-144 jet.

The flight simulator demonstrating the new jet's capabilities should be developed within three years, said Denis Manturov, the head of the ministry. He added that research studies will be conducted to improve the aircraft's aerodynamic characteristics and increase the load ratio.

"Serious work will have to be completed during the same period to prepare a package of documents aimed at regulating the processes of assessing conformity for ultrasonic passenger jets," Manturov said.

Russia's first supersonic passenger plane, Tupolev Tu-144, made its maiden flight in 1968 and began passenger service in 1977. However, it operated for only a year and was deemed economically unfeasible and potentially unsafe. The same eventually happened to the only other similar aircraft, the British-French Concorde, which made its last flight in 2003.

Last year, while watching a test flight of Russia's new Tu-160 strategic bomber, Russia's President Putin 'suggested' that a civilian passenger version of the supersonic aircraft could be a 'viable commercial prospect.'

Designed by the Tupolev Design Bureau in the Soviet Union, the Tu-160 is the largest and heaviest Mach 2+ supersonic aircraft ever built, and second only to the comparable XB-70 Valkyrie in overall length.

Dive into a 747: World's largest eco-friendly underwater theme park



Bahrain is on the look-out for more tourists. It's a good reason to open the world's largest eco-friendly underwater theme park.

Expected to welcome visitors by summer 2019, the underwater playground will feature a submerged 70-meter Boeing 747 aircraft. The plane is believed to have been transported to Bahrain from Fujairah, UAE, and is reported to be the largest plane ever to be submerged.

The announcement, made by the personal representative of His Majesty King Hamad, president of the Supreme Council for Environment, Sheikh Abdullah bin Hamad Al Khalifa, confirmed: "Covering an area of over 100,000 sqm, the exceptional dive experience includes several structures in addition to a submerged jumbo jet as its centrepieces, such as a replica of a traditional Bahraini pearl merchant's house, artificial coral reefs and other sculptures fabricated from eco-friendly materials, all submerged to provide a safe haven for coral reef growth and a habitat for marine life."

Airbus and Dassault Systèmes partner



Airbus and Dassault Systèmes have signed a five-year Memorandum of Agreement (MOA) to cooperate on the implementation of collaborative 3D design, engineering, manufacturing, simulation and intelligence applications. This will enable Airbus to take a major step forward in its digital transformation and lay the foundation for a new European industrial ecosystem in aviation.

Under the MOA, Airbus will deploy Dassault Systèmes' 3DEXPERIENCE platform, which delivers digital continuity, from design to operations, in a single data model for a unified user experience, making digital design, manufacturing and services (DDMS) a company-wide reality for all Airbus divisions and product lines.

DDMS paves the way for breakthroughs in new product design, operational performance, support and maintenance, customer satisfaction and new business models, as it represents a move from sequential to parallel development processes. Instead of first focusing on product performance, Airbus will be able to co-design and develop the next generation of aircraft with the manufacturing facilities that will produce them, reducing costs and time to market.

“We are not just talking about digitalization or a 3D experience, we are rethinking the way aircraft are designed and operated, streamlining and speeding up our processes with customer satisfaction in mind.” said Guillaume Faury, President Airbus Commercial Aircraft. “DDMS is a catalyst for change and with it we are building a new model for the European aerospace industry with state of the art technology. Our target is a robust production setup that offers a reduction in product development lead time.”

“Nothing exemplifies the intersection of technology, science and art more than aviation. When we reflect on how the industry has evolved to where it is today, it's a blend of technical prowess, digital precision and inspiration,” said Bernard Charlès, Vice Chairman and CEO, Dassault Systèmes. “The Aerospace industry has a proven track record of fast transformation, faster than in most industries. It delivers high quality innovation and new services for operations in highly complex and regulated environments. The 3DEXPERIENCE platform will accelerate the digital transformation of Airbus. Airbus can capture insights and expertise from across its ecosystem to deliver new experiences that only the digital world makes possible.”

Airbus Creates First Electric Airplane Race



Airbus has announced a global partnership with Air Race E, the world's first electric airplane race set to launch its inaugural series in 2020. Airbus is the Official Founding Partner of Air Race E. The competition aims to drive the development and adoption of cleaner, faster, and more technologically advanced electric engines that can be applied to urban air mobility vehicles and, eventually, commercial aircraft.

Air Race E will follow a format similar to the popular Air Race 1 series of the sport known as formula one air racing. Eight electric-powered airplanes will race directly against each other on a tight 5-km circuit, just 10 metres above the ground, and at speeds faster than any land-based motorsport.

“We want to motivate manufacturers to showcase their technologies across the full spectrum of electric propulsion systems and components.” said Grazia Vittadini, Chief Technology Officer of Airbus. “This partnership enables us to demonstrate our commitment to staying at the leading edge of electric propulsion and developing a new ecosystem.”

Air Race E CEO Jeff Zaltman said: “We couldn't be happier or more optimistic for success with Airbus as our Official Founding Partner. This partnership is a significant milestone in the evolution of electric power in aviation. Together, we're working to create a mainstream platform in which innovation in electric propulsion can be developed, nurtured, and accelerated more rapidly.”

Airbus will work alongside other Air Race E partners, including the University of Nottingham. The University is currently developing a prototype race airplane powered by an integrated electric motor, battery, and power electronics system. The plane will help shape the model and rules for the inaugural Air Race E race in 2020.

Airbus announces the end of superjumbo A380 production



European aerospace giant Airbus has announced it will stop making its superjumbo A380 in 2021. The announcement came after Airbus' biggest customer, Emirates, reduced the number of orders for the world's biggest passenger jet. Nearly 15 years after the A380's maiden flight, the aircraft will be taken out of production, the company said in a statement. The last of the 500-plus-seat double-deck jet airliner will be delivered in 2021.

Airbus explained its decision by the lack of customers for its flagship aircraft after Emirates decided to cut back on the order of its fleet from 162 to 123 aircraft. The airline wants to switch to smaller jets such as A330neo and A350, ordering 40 and 30 of each aircraft model, respectively. The planemaker is to deliver 14 A380s to the company before ceasing production in around two years.

The announcement is painful for us and the A380 communities worldwide," Airbus Chief Executive Officer Tom Enders said. "As a result of this decision we have no substantial A380 backlog and hence no basis to sustain production, despite all our sales efforts with other airlines in recent years."

The European aviation giant said the move may impact up to 3,500 jobs and cost it €463 million (\$521 million) in losses in 2018.

Still, the same day Airbus reported higher than expected profits for last year. The planemaker's net income before taxes and expenses amounted to €3.096 billion (\$3.5 billion), up from €2.4 billion or 56 percent from the same period in 2017.

The A380's maiden flight was under a Singapore Airlines banner in 2007, with its producer expecting the jet to outshine Boeing's iconic 747. Despite passenger approval of the giant aircraft's comfort and luxury options, some considered the costly plane a commercial failure due to its relatively small demand. More than a decade after its first flight, Airbus has had just 331 orders, mostly from Emirates, for the super-jumbo, according to Forbes.

Airbus discussions with Emirates about its A380 contract



Airbus SE confirms it is in commercial discussions with Emirates Airline in relation to its A380 contract.

The details of Airbus' commercial discussions with customers remain confidential, but, according to the sources familiar with the matter, Dubai's Emirates is exploring switching some orders for the world's largest jetliner, the Airbus A380, to the smaller A350 in a move raising new doubts about the future of Europe's superjumbo jet.

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

Happy Birthday, Jumbo! Legendary Boeing 747 turns 50



It's been 50 years since the first Boeing 747-100 took off over Seattle on its official maiden flight on February 9th, 1969 – to the cheers of thousands of spectators. The Boeing 747-100 was the largest jet airliner the world had ever seen.

The success story of the Boeing 747 aircraft family started in the mid-60s, when Boeing developed a wide-body jet as an answer to the growing aviation needs. After less than four years of planning and development, in which Lufthansa engineers also took part, the jet, built from around six million individual parts, was ready to take to the skies.

The first Boeing 747-130 with the Lufthansa registration “D-ABYA” carried the production number 12. The “Yankee Alpha”, as it was called within the company, was handed over to Lufthansa on March 9th, 1970 and was deployed on the Frankfurt-New York route for the first time on April 26th, 1970. Lufthansa was the first European airline to provide its passenger the opportunity to fly by Jumbo Jet, being the second international airline following Pan American World Airways.

The excitement of the passengers and crew on board was immense. Right from the entrance point to the jet, one gets into a “celebrative champagne mood”, a journalist wrote at that time. Hardly surprising, when considering that there was a bar in the First Class Lounge on the upper deck of the aircraft. To this day, the “hump” of the Boeing 747, which houses the cockpit and upper deck, remains the distinguishing feature of the Jumbo Jet in comparison to all other types of aircraft. The silhouette of the Boeing 747 has shaped the jet age and is still a style icon for many aviation enthusiasts.

The Boeing 747, with almost 70 meters in length and a span of nearly 60 meters, was christened by the American press as “Jumbo Jet”, offering space for 365 passengers at Lufthansa. The height of the tail unit, approximately 19 meters, was higher than a five-story building. The aircraft had a four-engine wide-body. These engines achieved more than twice the performance of a Boeing 707, which had previously been used on long-haul flights in intercontinental air traffic but could only accommodate about 150 passengers.

Before accepting its first Jumbo Jet, Lufthansa had to adapt its aircraft and passenger handling so that they could cope with the different dimensions of the aircraft. New passenger boarding bridges, special tractors, kitchen lift trucks and tanker trucks were all developed at Frankfurt Airport, including a 27,000 square meter aircraft hangar with space for up to six Jumbo Jets. In addition, further counters had to be made available in the check-in hall.

After Lufthansa had also operated its successor models (the 747-200 and 747-400), Lufthansa was the world's first passenger airline to receive the first Jumbo Jet's “grandson”, the Boeing 747-8, on May 2nd, 2012. The modern aircraft can accommodate up to 364 passengers in First, Business, Premium Economy and Economy Class. It consumes just over three liters of fuel per passenger over 100 kilometers and has 30 percent lower noise emissions than its predecessor. When Lufthansa unveiled its new brand look about a year ago, a Boeing 747-8 was the first aircraft to be presented in the new livery. Like the first 747 aircraft 50 years ago, this machine is called “Yankee Alpha”, too.

The Jumbo Jet did not only have a career as a passenger aircraft. In March 1972, Lufthansa took on the world's “first smiling Boeing” – the freight version, the Boeing 747-230F. Its prow opened up horizontally, making it easy to load even bulky goods. The Jumbo Jet was nicknamed the “Beetle swallower”, as it had space for 72 VW Beetles in its fuselage.

Happy Birthday, Jumbo!

A clear and present danger to American Airlines customers

By Juergen T Steinmetz



Getting on an American Airlines flight may not be the same for some passengers after reading a Letter by Doug Parker, CEO of American Airlines. In a letter for Mr. Parker from John Samuelson, President of Transport Workers Union of America (TWU), the union demonstrated the covering up of airline maintenance program compliance errors by one of the largest airlines in the world.

The letter said: The Transport Workers Union of America has members that are employed as Line Maintenance Aircraft Maintenance Technicians across the

country. The recent series of news stories has brought the nation's attention to American Airlines' unsafe, illegal, and intimidating management practices. The TWU stands with and supports the courageous aircraft technicians who participated in these news stories. We also stand ready to defend them and any other TWU Aircraft Maintenance Technicians who suffer retaliation for working in accordance with proper maintenance manual standards. A debt of gratitude is owed to these individuals by the traveling public, their fellow technicians, and the airlines themselves.

As CEO of American Airlines, you are responsible for the pervasive practice of intimidation that exists. It is atrocious and immoral that, solely in order to improve the company's profitability, you would allow and oversee a system that potentially places air travelers at risk. You must correct this deadly serious situation. The first step in correcting these conditions is to first recognize that your company has a problem, and thus far you've failed to do so.

American Airlines Senior Vice President David Seymour stated in a CBS report, with respect to aircraft mechanic whistleblower cases, "almost all of them have been dismissed." That is a bold-faced lie. American Airlines has settled a mind-boggling number of whistleblower cases originating from their Miami, Dallas, and Chicago operations and, in each case, management has demanded that non-disclosure agreements be executed in order to hide the financial settlements you have entered into. These non-disclosure agreements are your tool to perpetuate the ongoing cycle of abuse. With respect to the Chicago case involving six aircraft mechanic whistleblowers, the FAA report determined:

- American Airlines "...pressured [mechanics] to not record discrepancies, take shortcuts with maintenance activities, or improperly sign-off on work which was not actually completed."
- "An [FAA] investigation team ... conducted an exemplary investigation, interviewing dozens of witnesses and gathering hundreds of documents, ultimately substantiating all of the complainants' allegations."

1) Among the specific allegations substantiated by the cited investigation was that Regional Maintenance Director Evita Rodriguez – now known as Evita Garces – instructed American Airlines technicians: "You need to strike a balance between safety and productivity. When I was stationed in JFK, I signed for sumping [of aircraft fuel tanks on] the Airbus, yet I never did. I am looking for that balance."

2) Instead of terminating Ms. Garces, on November 13, 2018, American Airlines promoted her to the new position of American Airlines Director of Maintenance (DOM). In this role, Ms. Garces will now be working hand-in-hand with the FAA.

This action sends a horrific message to the Line Maintenance Aircraft Technicians. It is long past time for you, as CEO, to start making the leadership changes necessary to stop this harassment of TWU members.

Sincerely, John Samuelson, President of Transport Workers Union of America

Boeing 727 Made Its Last Passenger Flight



The final Boeing 727 commercial aircraft to carry passengers has made its last flight. Operated by Iran Aseman Airlines, flight EP851 operated a two-hour domestic flight from Zahedan to Tehran's Mehrabad International Airport on Sunday 13 January.

The jet itself was a 38-year-old Boeing 727-200 Advanced and was the last to be flown as a passenger plane with a commercial airline. The 727 model has been in service for nearly 55 years and was at one time a popular aircraft choice for a variety of airlines.

The tri-jet aircraft first came into service in 1963, able to fly more passengers than most competitor narrow-body jets, and at higher speeds with a lower operating cost per passenger. Most major airlines in the US had 727s as part of their fleet – more than 1,800 of the jets were purchased during its 20-year production run. When it stopped being made in 1984, the 727 was the most widely sold commercial jet ever, a title that's since been taken by the plane's successor, the 737.

The 727's use as a commercial aircraft has dwindled over the last two decades, as airlines find it much more cost-effective to fly twin-engine jets that use fuel more efficiently.

However, although marked its final commercial flight, the aircraft model is still used to transport freight, with some even used to operate charter flights or as private planes for government officials.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

WWII fliers are trading their wartime wings for those of United Air Lines' co-pilots. More than 30 graduate each month from the company's Flight Training Center in Denver. Flying colonels, captains, lieutenants and just plain civilian commercial pilots sit side-by-side in classes at United Air Lines' flight training school at Denver - all on the road to becoming Mainliner pilots. They're all put through the same paces, schooled in a series of progressive steps, regardless of rank or the number of decorations they may be entitled to wear. Thirty or more are graduating each month for assignment to the line, joining the approximately 1,000 captains and first officers already flying United's fleet of Mainliners and Cargoliners.



United gives due regard to the fine experience offered by the Army Air Force and other branches of the armed services. However, in training airline pilots, the company must see to it that all go through a rigid training program regardless of the number of hours in combat or troop carrier operations - and the colonel doesn't get any better break than the first lieutenant.

All the 300 co-pilots who have been graduated from the Denver center since V-J Day have had extensive flying experience in war theaters throughout the world. A great percentage have been commanders of aircraft - mostly multiengine, heavy-duty bombers, troop Carrier Command craft or Air transport Command hospital and supply ships, although some former fighter pilots also are included.

Converting these men into airline pilots is no small task. Classroom instruction includes meteorology and navigation; detailed discussion of every part of the standard DC-3 twin-engine airplane; United's flight operations procedures and policies; airline Civil Air Regulations, and a short course on company organization. Familiarization with the co-pilot's duties and application of these subjects is given in Link instruction and actual flight training.

From five to six weeks is required for completion of the co-pilot training course. That's about four weeks less than previously required, but there has been no speed-up in the training program. It's just that United now requires its flight personnel applicants to have a CAA instrument rating, whereas instruction leading to such a rating formerly was included in the course.

Besides holding the CAA instrument rating and commercial pilot's certificate, the average trainee is a veteran with 1,500 to 1,600 hours of flying time; is between 21 and 29 years of age, and is from 5 feet 7 inches to 6 feet 2 inches tall. He must have had a minimum of 1,200 hours in the air, whether accumulated in night flying, instrument flying or multi-engine operation. Before he is graduated, he will have been thoroughly checked out in all three.

Marvin Berryman DENTK Ret. - From November 1946 United News - Please mail your tax-deductible monetary contributions to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.

United-TWA Collision Over Grand Canyon



On June 30, 1956, United Airlines Flight 718 (N6324C) was a scheduled flight from Los Angeles International Airport to Chicago Midway Airport. The Douglas DC-7 Mainliner was carrying 53 passengers & 5 crew members. The other aircraft involved in the collision was Trans World Airlines Flight 2 (N6902C) on a scheduled flight from Los Angeles International Airport to Kansas City Downtown Airport. The Lockheed L-1049 Super Constellation was carrying 64 passengers & 6 crew members.

At 9:01 a.m PST TWA Flight 2 took off from Los Angeles for Kansas City. After reporting on top of the clouds at 2,400 ft the crew contacted Los Angeles ARTCC and clearance was given to climb to 19,000ft. The crew immediately asked for a routing change to Daggett via Victor Airway 210. This was approved.

At 9:21 a.m PST Flight 2 reported that it was approaching Daggett and requested a change in flight plan altitude from 19,000ft to 21,000ft. The request was denied because of traffic at FL210 (United Airlines Flight 718). A request for 1000ft on top was granted.

At 9:59 a.m PST Flight 2 reported its position through company radio at Las Vegas. It reported that it had passed Lake Mohave at 9:55, was 1,000 on top at 21,000ft, and estimated it would reach the 321-degree radial of the Winslow omni range station (Painted Desert) at 10:31. This was the last radio communication with this flight.

United Airlines Flight 718 had departed from Los Angeles at 9:04 a.m PST for Chicago cruising at FL210. At approximately 9:58 a.m Flight 718 made a position report to the CAA communications station in Needles. This report stated that the flight was over Needles at 9:58, at 21,000ft and estimated crossing the painted desert line at 10:31 a.m.

As the two aircraft approached the Grand Canyon, both aircraft were flying at the same altitude and nearly the same speed, the United Flight 718 was most likely maneuvering around towering cumulus clouds. It is believed the planes simultaneously passed the same cloud formation on opposite sides, setting the stage for the collision.

At about 10:30 a.m PST the flight paths of the two aircraft intersected over the canyon. United 718 was heading 46 degrees magnetic and TWA 2 was heading 59 degrees magnetic. The aircraft collided in mid-air. First contact involved the center fin leading edge of the Constellation and the left aileron tip of the DC-7. The lower surface of the DC-7 left wing struck the upper aft fuselage of the L-1049 with disintegrating force. The collision ripped open the fuselage of the Constellation from just forward of its tail to near the main cabin door. The empennage of the L-1049 separated almost immediately. The plane pitched down and fell to the ground. Most of the left outer wing of the DC-7 had separated and aileron control was restricted, causing the plane to go out of control. The DC-7 collided with the south side cliff of Chuar Butte. All 128 perished in the crash.

Investigators concluded that the probable cause of this accident was the pilots did not see each other in time to avoid the collision. This resulted in one or a combination of factors: 1) Intervening clouds reducing time for visual separation; 2) Visual limitation due to cockpit visibility; 3) Preoccupation with normal cockpit duties; 4) Preoccupation with matters unrelated to cockpit duties such as attempting to provide the passengers with a more scenic view of the Grand Canyon area; 5) Physiological limits to human vision reducing the time opportunity to see and avoid the other aircraft, or; 6) Insufficient of en-route air traffic advisory information due to inadequacy of facilities and lack of personnel in air traffic control.

This accident spurred a \$250 million update of the air traffic control (ATC) system. The crash also triggered the creation in 1958 of the Federal Aviation Agency FAA (now Administration) to oversee air safety.



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.

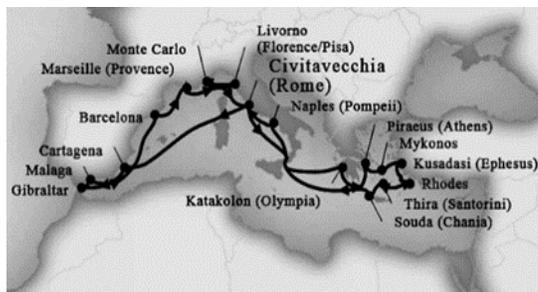
Oct 4: Breakfast at the hotel and farewells.

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

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:

Inside \$1,449 Outside \$1,799 Verandah \$2,099 Suites \$2,449 Port charges are \$129 pp

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

Inside \$1,349 Outside \$1,699 Verandah \$1,749 Suites \$1,999 Port charges are \$110 pp

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

Inside \$2,699 Outside \$3,399 Verandah \$3,799 Suites \$4,399 Port charges are \$253 pp

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.



RUPA Pass Travel Report March 2019

Captain Pat Palazzolo
rupapasstravel@rupa.org

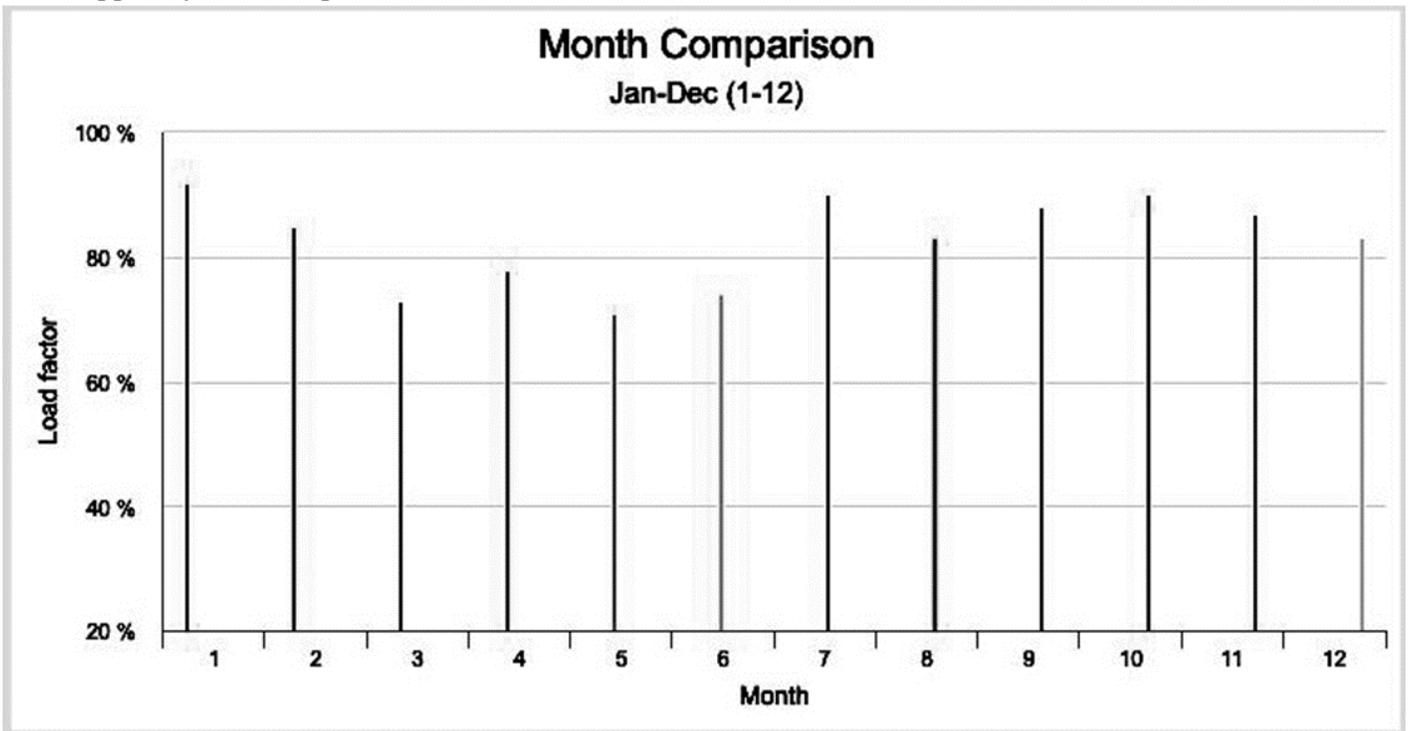
Employee Travel Center (ETC)
+1 (877) 825-3729
etc@united.com

Hello fellow aviators,

Some months ago I recommended a website, IDdeals.com, that gives rather accurate, up to the minute standby availability for most flights throughout the world (I've found Southwest and Air India to be missing). The subscription costs about \$22 per year, and I never leave home without it.

It's great for checking availability within a few days of departure but not much help further out — until now.

IDdeals has added a new feature that allows you to check the historic monthly load factors between most city pairs on each airline and aircraft serving that route. Which month has the most empty seats to say, Melbourne on UA? This is the app for you! This photo shows the load factors for each month.



From the above screen shot it looks like March, May and June have historically had the most available seats from LAX to MEL on UA.

When you select the route to get the monthly history, you have to also enter the airline, and the aircraft. If it won't give you any results, it's probably because you didn't enter the correct aircraft or airline.

Sometimes you'll get a graph similar to the one above, but some months will be missing. That's because either the aircraft or airline you selected didn't operate during those months.

Be aware that it will check historic load factors only on routes that are with-in, depart to or arrive from the US.

And finally, to review, here's how the Standby Availability feature works on ID-deals.com. Enter the date you want to check, and the departure and arrival city and it will display all flights between those two cities with the number of seats still remaining for sale.

In this sample, notice that UA has only three seats left for tomorrow, but Qantas 96 has 20 seats remaining.

Standby availability from LAX to MEL for 12 Feb 2019

Prev day | Next day

Flt No.	Dep.	Dep. Time	Arr.	Arr. Time	F	J	Y
VA24	LAX	20:25	MEL	07:10	n/k	n/k	18
UA98	LAX	22:35	MEL	09:25	n/c	4	3
QF94	LAX	22:55	MEL	09:50	n/c	n/c	9
QF96	LAX	23:55	MEL	10:30	n/k	n/k	20

Disclaimer: I have no financial or other interests in any product that I may recommend in this column. All views in this column are my own and are not en-dorsed by RUPA or any of its officers.

The 3 Phases of Recovery From Exercise-Related Injury

Whether you are a competitive athlete or someone who exercises regularly to stay in shape, you will almost surely have to deal with an injury that interrupts your daily routine. And too often the tendency is to stop exercising once an injury occurs. But doing so can really set your fitness level back, so it's best to find ways to remain physically active while allowing your injury to heal (see "Remaining active while you heal," below).

Injury refers to the loss of function of a body part with or without some visual disruption of the part's structure. The injury may be very obvious. For example, if you rupture your biceps tendon, you will often see an obvious lump in your arm. You will lose power but may have no pain. Or you have pain that decreases function but you can't localize it to one spot. With biceps tendonitis, moving the muscle results in pain around the shoulder and upper arm. Yet looking at the arm and shoulder, everything appears normal.

Whatever the injury, there are three basic phases to getting yourself back to where you were before your injury:

- immediate post-injury phase
- recovery period
- functional phase

You may move through these phases quickly for minor problems or it may take months for severe injury. These three phases apply to recovery from minor injuries, such as muscle strains, ligament sprains, and tendonitis, as well as major injuries that require emergency treatment or surgery.

The immediate post-injury phase

Doctors refer to this as the acute phase. During the first 24 to 48 hours following a minor injury, think R-I-C-E — rest, ice, compression, and elevation.

- **Rest** refers to minimizing movement of the injured body part to prevent further harm to the tissues.
- **Ice** should be applied as soon as possible following the injury or onset of inflammation. Ice the area for 15 to no more than 20 minutes. Experts differ on how frequently to apply ice. You should wait 30 minutes

before applying ice again, and there may not be any advantage to repeating ice treatment more frequently than every two hours. Ice helps to decrease pain and swelling.

- **Compression** with an elastic bandage will help reduce swelling if wrapped immediately over the injured area. Do not wrap it so tightly that the area beyond the bandage throbs. Redo the wrap as it loosens.
- **Elevation** of the body part should be above the level of the heart, allowing gravity to drain fluid from the injury. Elevation is best started immediately, but it is still effective even after significant swelling has occurred.

Remaining active while you heal

Even during the acute phase, you can and should continue to remain physically active. If the injury is to any part of the leg, aerobics may not be possible during the early post-injury phase unless you have access to an arm cycle. However, you can still do upper body and arm strength training. In addition, you will want to start very gentle stretching of the muscles in the affected limb and perform regular stretching of the rest of your body. Stop stretching if it causes pain.

To maintain muscle tone around the injury, do sets of repetitive isometric contractions (no active joint movement). Isometric exercises are those in which a muscle tenses but doesn't contract. Clapping your hands together and pushing or lifting free weights are examples of isometric exercises.

The recovery period

Once swelling is subsiding and pain diminishes, you move into the recovery phase, during which you regain range of motion, strength, and endurance. At the same time you are working on the affected area, continue exercising your other body parts.

Go slow as you begin active movement of the injured area. During this stage, warm your muscles with heat or through aerobics before you begin stretching and range-of-motion joint movement. Use ice following the routine if you have pain or swelling afterward. Stretch two to three times a day; do range of motion more frequently.

Muscle power diminishes rapidly when muscles are not used; the proteins in surrounding muscles start to break down within 24 hours if a joint is completely immobilized. Start to add a couple pounds of resistance to active joint movement. The goal is to do more repetitions per set (12 to 20) with less weight. Slowly increase the amount of weight, keeping the number of repetitions on the high side. Back down if pain or swelling recurs. Use ice as needed after exercise routines.

Keeping up your endurance after an injury is often the most challenging task, especially for runners. Swimming and water aerobics will usually put the least amount of stress on an injury to the leg.

The functional phase

This last phase is the time to build toward regaining your full exercise capacity. You will be testing the injured area as you work your way up to your previous fitness level. For example, if you have sprained an ankle, start with quick-paced walking and light jogging for 10 to 15 minutes. Again, use pain and swelling to guide you on how quickly you can increase the time and intensity of exercise that puts pressure on the ankle.

If you can, ice the injured area after exercise for at least the first week or two, especially if there is any discomfort or swelling. Preventing repeat injury is an important component of the functional phase. Consider using a simple elastic brace or consult with your doctor about other devices and orthotics to provide a little extra support. Despite the injured area not causing symptoms, the tissues may not have healed completely.

A continuum with overlap

The three phases, starting from time of injury to return to full exercise capacity, are a continuum, but it should not be viewed as a strict one. One phase will overlap the next. For some arm injuries, you may be able to immobilize the arm while riding a stationary bike or exercising on an elliptical runner, maintaining cardiovascular fitness.

The bottom line: start some form of exercise the day after the injury, no matter how minor the activity. Just try to do a little more on each succeeding day.

There's a good chance Dr. Google doesn't always know best

By Jane E. Brody



When faced with an actual or potential diagnosis of cancer, most people are inclined to consult Dr. Google, often before they see a real live medical expert. Unfortunately, Dr. Google doesn't always know what's best.

A generation ago, patients were largely dependent upon the physicians they consulted as to how best to deal with a disease like cancer. Nowadays there's the internet, replete with a virtual tsunami of information offered by all kinds of sources, from experts equipped with evidence-based facts to people selling products or outright quackery. The trick is to know how to tell the difference, especially since the disparate guidance provided can become a matter of life or death. "It's easy for people to land on a site filled with misinformation that leads them to make decisions that may not be in their best interests," Dr. Lidia Schapira, medical oncologist at Stanford University Medical Center, told me. She is editor of the very reliable site, www.cancer.net, that provides clear, scientifically vetted information about cancer and its treatment for patients, their families and friends.

As a specialist in breast cancer, Dr. Schapira has treated women who decline postoperative therapy with a drug like tamoxifen or an aromatase inhibitor because they read on the web that the treatments are harmful, despite extensive studies showing they can help prevent a breast cancer recurrence. "The conviction about harm is an emotional reaction, and it's very difficult for a doctor to talk facts through emotions," she said. As the American Cancer Society cautions, "The wrong information can hurt you when it comes to cancer. A lot of what passes for cancer information on the internet is made up of opinion, salesmanship, and testimonials and is not grounded in careful science. Anyone can post any kind of information online, and some people may be passing along information that's limited, inaccurate or just plain wrong. Some even try to deceive you."

Worried about an unexplained symptom? The internet offers about two dozen "symptom checkers," and patients can actually freak themselves out by searching the web for their symptoms and finding cancer as a possible cause. Just about any symptom, from a persistent cough to chronic constipation, can be caused by cancer, but a qualified doctor can readily rule out cancer with a proper medical examination and review of a patient's personal and family history.

Last year in *The Hartford Courant*, Dr. David W. Wolpaw, a family physician in Manchester, Conn., described a man in his 20s with a weeklong sore throat who had done an internet search and thought he had oral cancer. The doctor reported that the man lacked risk factors for cancer, and an exam showed he had nothing worse than a cold. "People shouldn't expect a website to replace their physician," Dr. Wolpaw wrote. In addition to having completed many years of education and hands-on experience, "your doctor knows you, your medical history, family history, risk factors, etc., much better than the internet," he added. Furthermore, he wrote, "sites can look trustworthy even when they post information not supported by scientific evidence."

People looking for the latest iteration of snake oil will surely find it on the web. Steer clear! The cancer society cautions to beware of any postings that make claims like "scientific breakthrough," "secret ingredient," "miraculous cure" or ancient remedy," as well as products offering money-back guarantees, available from only one source or said to cure a wide range of ailments.

That said, people facing cancer often can glean valuable information and support through the internet. "The internet can be a tool that can give people access to good scientifically vetted information," Dr. Schapira said. "It can help patients be better prepared for a consultation with an expert. And after such a consultation, they can check on the wisdom of the advice they got." She suggests relying on web-based resources that are free of commercial interests. Even sites posted by medical institutions can be self-promoting. In addition to www.cancer.net, which is prepared by members of the American Society of Clinical Oncology, Dr. Schapira recommended information offered by the American Cancer Society (www.cancer.org) and the National Cancer Institute (www.cancer.gov), as well as the free patient-oriented arm of a site called UpToDate that translates into lay terms the best available information that doctors get. The cancer institute notes that the three letters attached to a site's domain name can give people insight into the independence and validity of information it contains; best to choose .edu or .gov over .com.

In addition to providing valuable information and guidance to trustworthy sources, the internet can help patients glean psychosocial support through online groups. In a review of 170 studies of patients who use information technology, Danielle Gentile of the Levine Cancer Institute of Atrium Health in Charlotte, N.C., and her co-authors found that social media communities can be very helpful to cancer patients, especially those who lack personal social support. Cancer patients can converse with others, anonymously or otherwise, about emotional and spiritual issues and glean helpful firsthand tips on dealing with treatment-related issues.

But while some online communities “are curated by medical professionals, others may be posted by people who have no scientific knowledge,” Dr. Schapira cautioned. The information patients glean through such lay communities is best discussed with their doctors lest they be led down the garden path of bad advice.

She also suggested that patients not be pressured to research their cancers until and unless they are emotionally and intellectually ready to deal with the information they uncover. “It may be better to let others look things up,” she said. “Different people need different information at different times. Some people are not ready to absorb all the information upfront, and that’s completely normal. Some want to receive the information but leave decisions to the experts, while others want to have a hand in making the decisions.”

Don’t be afraid to discuss alternative remedies with the doctors treating your cancer, and be sure to tell them about any such remedy you plan to try in case it can interact badly with prescribed treatments. Nearly all major medical centers now have departments of integrative medicine, and today’s oncologists are well aware of how much the mind can influence the body’s well-being, Dr. Schapira said.

Cancer Afflicts Emotions as Well as Body

By Kathryn Roethel



A new study confirms what many cancer patients and their loved ones already know: The disease takes a serious emotional toll as well as a physical one. German researchers interviewed more than 2,100 cancer patients and found that, in the four weeks before the interview, almost 1 in 3 experienced a clinically significant level of depression, anxiety or other mental health problem, including adjustment and mood disorders and substance abuse.

Mental health troubles varied by type of cancer, with breast cancer and head and neck cancer patients being the most likely to suffer them, and pancreatic and stomach cancer patients being the least likely.

The scientists said this surprised them because pancreatic and stomach cancer are more challenging to treat than breast cancer. The study was published in the *Journal of Clinical Oncology*, and scientists say the German findings can probably be generalized to the U.S. because the two countries have similar mental health diagnosis rates.

Dr. David Spiegel works with cancer patients in his role as medical director of Stanford's Center for Integrative Medicine. He was not involved in the study but said, though the findings may seem obvious, it's been only a few decades since doctors started viewing patients' emotional distress as something they could treat, and not just "an unwelcome side effect of having cancer." He urges cancer patients to seek mental health care, which can come in the form of a traditional support group or counseling, or a class like yoga, music, art or meditation. "Some people think that admitting you're sad or fearful is like giving up, and that's just not true," Spiegel said. "Depression is treatable, but if you don't talk about it, then you're just alone with your fears."

Here are the numbers: 18 to 20% - The percentage range of the general German population that has a clinically relevant mental health issue. Similarly, the National Institutes of Health reports mental and emotional disorders affect 19 percent of American adults. 42% - The percentage of breast cancer patients in the study who had received a psychological or emotional diagnosis. Head and neck cancer patients and malignant melanoma patients followed with 41 percent and 39 percent, respectively. 20% - The percentage of pancreatic cancer patients who were diagnosed with a mental health problem, making it the cancer least associated with the issue. Stomach and esophageal cancer patients were next at 21 percent and then prostate cancer patients at 22 percent. 32% - The percentage of cancer patients who had experienced a clinically significant mental or emotional health challenge in the four weeks before being interviewed.

For more about the Journal of Clinical Oncology study: <http://bit.ly/1EF1ns8>.

Medical articles are published for informational purposes only. You are advised to consult your personal physician before following any advice contained in these articles. Ed

LETTERS

How different snowfall amounts affect different regions of the country:

Accumulation:	East Coast:	Midwest:	Seattle
Flurries, > 1 inch:	Commute times increased by 25-50%	Start to think about wearing long pants... Maybe...	Mild panic and a general sense of doom.
1-4 Inches:	Travel advisories issued.	Have to brush the snow off the grill before cooking out or tailgating before the Packer game.	Schools Closed.
4-8 Inches:	Air traffic diverted, Flights delayed or cancelled.	Roads get salted, Walking the dog becomes a bit more labor intensive. (The dog loves it though...)	Stores emptied of bottled water, bread and other emergency provisions.
8-12 Inches:	Continuous reporting on CNN/ The Weather Channel about this year's "SNOWMAGEDDON."	Everyone stocking up on beer cause lines at liquor stores to become even longer than usual.	State of Emergency Declared.
12-24 Inches:	Schools closed, as well as businesses, airports, hospitals, and all non-essential Government services.	Minor Traffic Delays.	Federal Disaster Declared. National Guard called in.
24-36 Inches:	Total travel ban enforced.	Yoga Classes Cancelled.	Complete societal breakdown.
36+ Inches	Jim Cantore spotted.	SNOW DAY! YAY!!! (Except for you. You still have to go in to work)	Nothing left alive except for small burrowing mammals which will eventually evolve and repopulate the region.

To commemorate her 79th birthday, actress/vocalist, Julie Andrews made a special appearance at Manhattan's Radio City Music Hall for the benefit of the AARP. One of the musical numbers she performed was 'My Favorite Things' from the legendary movie 'Sound Of Music'.

Here are the lyrics she used:

*Botox and nose drops and needles for knitting,
Walkers and handrails
and new dental fittings,
Bundles of magazines tied up in string,
These are a few of my favorite things.*

*Cadillacs and cataracts, hearing aids and glasses,
Polident and Fixodent and false teeth in glasses,
Pacemakers, golf carts and
porches with swings,
These are a few of my favorite things.*

*When the pipes leak, When the bones creak,
When the knees go bad
simply remember my favorite things,
And then I don't feel so bad.*

*Hot tea and crumpets and corn pads for bunions,
No spicy hot food
or food cooked with onions,
Bathrobes and heating pads and hot meals
they bring,
These are a few of my favorite things.*

*Back pain, confused brains and no need for sinnin',
Thin bones and
fractures and hair that is thinnin',
And we won't mention our short
shrunk frames,
When we remember our favorite things.*

*When the joints ache, When the hips break,
When the eyes grow dim,
Then I remember the great life I've had,
And then I don't feel so bad.*

(Ms. Andrews received a standing ovation from the crowd that lasted over four minutes and repeated encores.

LEROY BAIR—Gurnee, IL

Well, when the air temp is -22 and the wind chill a -45, what better to do than write my letter to RUPA. I haven't written for a few years. Don't know why other than just being busy. We enjoy the monthly magazine and attend most of the Chicago luncheons. Thanks for all the hard work going into all of the events.

Our travels have included a river cruise on Vantage Travel to Portugal. It was over 100 degrees, so it was difficult to keep the boat cool with all of the windows. But it was a very nice trip. We will probably stay closer to home now. We enjoy cruising so we did an 18-day Holland America cruise from Vancouver to Hawaii and back. Also went on a cruise to the Western Caribbean with our oldest grandson and his girlfriend. We have found our local senior citizen group and their travels. We've been to Mount Rushmore, New York City and Pennsylvania Dutch country, and Branson with them. They are bus tours but no longer than a week. We've already signed up for a Mystery Tour this coming fall. That should be fun. Hope they tell us what type of clothes to bring. Class 64-C (that I instructed at Moody AFB) had another reunion in Charleston, SC. It's always great to be included with my former students. This September they will have their bi-annual reunion at Dayton and the AF museum. We haven't been there for 10 years so

looking forward to that. This coming May we plan to drive to Disney World. Our oldest grandson is going to be there with his girlfriend and her family for their annual time share and he wants our family to also be there when he proposes to her at the Tree of Life. She has no idea that we are going to be there. This should be a lot of fun.

Our oldest son still goes to Mayo every 6 months. In 2017 he had to have his nose rebuilt – it had closed on one side from the shingles he had in his face in 1994 and a skiing accident. He had gotten down to 125 lbs. before the problem was completely diagnosed. The plastic surgeon asked if he could write-up his condition as he had never seen such a complete closure as his. Steve is so tired of being told that he is a “unique” case.

All of our other kids and grandkids are busy. Jacque is still the Athletic Trainer (under contract with Athletico) at her former high school and she completed a degree as a massage therapist. So, she works 3 mornings a week at a local chiropractor. Kevin is a junior at the University of Delaware and brother, Tyler, is a senior at Carmel Catholic High School. He’s planning on attending a school in



New York City, but I don't remember the name.

Our health is ok considering our age. I celebrated my 41st anniversary of my 39th birthday last month. As I was born in Waukegan, IL, I can take over Jack Benny's age. Eva still works part-time for the local Boy Scout council. The office moved last year after 39 years in the old building. She was in charge of what needed to be moved and what could be destroyed. She's been there since 1985 so has some history of the building. Our doctor has said to us that he hopes we realize how lucky we are that we still have good enough health to travel. We do. In fact, we almost hated to open Christmas cards this year as we lost many friends over the year.

Guess that's about it from the frigid cold. The TV just showed that we are colder than Alaska, Siberia, Mt. Everest and the South Pole. No mail for another day. I'm ready for spring anytime. *LeRoy*

FRED HOPE—Ocean Shores WA

Greetings RUPA folks, It's been some time since I sent in a birthday month epistle.

February 1937 was a great year to be born, as if I had any choice! A friend of mine about the same age was recently confirmed and baptized on the same day. He said he was cramming for finals!

The year's events included 8 weeks of radiation for prostate cancer, which I have just finished. So far the lasting results include many trips to check out the toilets here and there. Hopefully, this will decrease in a month or so. At least, with indoor plumbing, I don't have to run to the drafty outhouse that was in use when I was a wee lad. We were fairly fortunate, we had a deluxe two holler model and for middle of the night events a thunder mug was handy. Also, in those days I had to walk two miles uphill both ways to the one room country school in blizzards. There were no school closures for bad weather then!

Sarah and I did some traveling which included a cruise in South America, a flight to London UK for a wedding and another cruise to Japan.

While in Japan we flew to Guam to see our son Brian who is a 737 Captain based there. He and his family have been there for over 3 years and love it. I'm not sure when they will return to the rest of the USA. He is currently taking training to be a check airman. Last year CEO Oscar flew with him on the "Island Hopper" from Honolulu to Guam. Brian sent a photo of Oscar in the cockpit with the crew. He says Oscar was really amiable and easy to be with. Then of course "Tricky Dickie" seemed that way at one time! The Hopper is quite an experi-

ence. Sarah and I did it with Brian a couple of years ago, HNL, Majuro, Kwajalein, Kosrae, Pohnpei, Chuuk (Truk) GUM. The shortest runway is in Kosrae 5,752 feet.

Our best wishes to all our friends out there. We still live out here on the Washington coast in Ocean Shores with no immediate plans to move.

Thanks, Cleve, for all you and the crew do!!

Fred, (SEA,SFO, LAX)

JIM THOMAS—Hailey, ID

This is 24 years of retirement and a birthday Feb 2nd. I would like to first thank Sec/Tr Raines for extra effort to send me the RUPA magazine. I spend the summer in WI and winter in Idaho. The magazine never makes it to WI, but Idaho works. Maybe something with the common name as when the police were at my door in Denver after my first trip. Quite a mix up.

A couple of serious health issues last year better now. An interesting month-long trip to Cuba. Bonnie is in Vienna now visiting our son. I still appreciate the travel benefits but not United Express taking over our flying. We didn't do too well beating the B-scale.

My thanks to all the RUPA volunteers. *Jim*

IN MEMORIAM

WALTER FORNEY RAMSEUR

Walter Forney Ramseur, 95, of Morganton died January 17, 2019, at Grace Ridge Retirement Community following a brief illness.

Walt was born in Burke County, NC July 19, 1923. He attended Oak Hill Elementary, Morganton High School and graduated from N.C.

State College with a degree in Dairy Manufacturing in 1947. His college education was interrupted when his junior class of ROTC students was called to active duty during WWII. While in the Army Air Corps he served as a navigator on a B-24. After returning to college, graduating, and working in the dairy processing business for two years, he joined the newly formed US Air Force for flight training to become a pilot. After he left the Air Force, he achieved his ambition as a pilot and spent a long career with United Airlines. For much of his career he flew out of San Francisco and made many flights to his favorite Hawaiian Islands. Walt was very ac-



tive in ALPA and RUPA. He owned and flew a private plane until he was 92 and flew it cross country from San Francisco to Morganton when 82. Walt was a recipient of the Wright Brothers Master Pilot Award and a member of United Flying Octogenarians.

Many areas of interest and support included Quaker Meadows Presbyterian Church, Rotary International as a Paul Harris Society member, N. C. State Alumni Association as a lifetime member, Oral Hull Foundation for the Blind and Rose Villa Foundation in Portland, Oregon. He flew for the San Mateo County Sheriff Deputy (California) Air Squadron for search and rescue missions. He served many years with the SpiritCare Ministry to Seniors of San Mateo County, California.

Walter is survived by two children, three step children and many nieces, nephews and step-grandchildren.

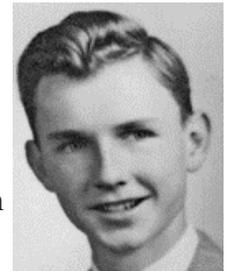
Memorials may be made to Quaker Meadows Presbyterian Church, 2398 NC 181 North, Morganton, NC 28655.

JOHN J. RUDDY, JR.

John J. ("Bud") Ruddy, Jr. of Lansdowne, VA passed away on December 24, 2018 following a lengthy battle with dementia.

He was born on October 17, 1927 in Lansdowne, PA. Bud grew up in Little Silver, NJ, later spending most of his adult life in Virginia having lived in Sandston, Alexandria, Lansdowne, and most recently Fairfax. After serving in the Army Air Corps from 1945-1947, Bud began his long career in aviation first selling airplane parts after earning his pilot's license, and later working as a ticket agent. He became a commercial pilot with Capital Airlines that later became United Airlines. During the course of Bud's 32-year career as a pilot, he also became an expert on aviation safety; specifically runway friction testing and airport safety standards. Testifying before Congress on issues of aviation safety, Bud was recognized by the NTSB, ALPA and the FAA, receiving presidential citations and awards for his dedication to this important work. His name is inscribed on the Wall of Honor at the Steven F. Udvar-Hazy (National) Air and Space Museum.

In retirement, Bud's interests varied from scuba diving to hiking in the Shenandoah Valley, to flying gliders and his red Pitts Special, an aerobatic plane.

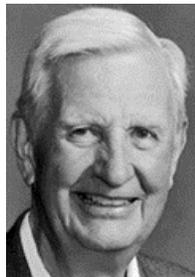


He later worked as a volunteer in prison ministry, serving as a jail chaplain and spending time with inmates in desperate need of spiritual guidance and compassion. It was for this work that Bud was nominated to carry the Olympic torch for a leg with-in Fairfax County for the 1996 summer Olympics. Following his work in prison ministry and the un-timely death of his son, John III, Bud volunteered extensively with hospice, providing companion care to the terminally ill.

Bud is survived by four children, seven grandchil-dren and four great-grandchildren. A celebration of life will be held on Saturday, April 13, 2019 at 4pm at The Auld Shebeen Pub and Res-taurant in Fairfax, VA. Memorial contributions may be made to the Alzheimer's Association.

WILLIAM OAKES SCHOLES

William Oakes Scholes, 79, of Rathdrum, Idaho, passed away Janu-ary 8, 2019 after a courageous battle with prostate cancer. He was born on March 10, 1939.



Bill graduated from Preston High School, Preston, Idaho in 1957, where he lettered in multiple sports. He attended the University of Idaho, Moscow, Idaho, on a football scholarship, played basketball, joined Air Force ROTC and was a mem-ber of Delta Tau Delta fraternity. He graduated with a degree in Physical Education in 1961 and re-mained a devoted Vandal all of his life. He later graduated from Western State University, College of Law in 1978. He joined the U.S. Air Force in 1961 and received his pilot wings March 27, 1963. He was assigned KC-135 tankers at Westover AFB and was promoted to Captain and Air Craft Com-mander and also served as a Standards Check Pilot.

Bill joined United on May 1, 1967 and flew the DC-6, DC-8, B-727, DC-10, B-737, and B-747. He was an active member of the Airline Pilots Association (ALPA) and served as the Vice Chairman of the Los Angeles council. He proudly represented the pilots' union during the United strike of 1985 and success-fully fought to restore the jobs of five pilots fired during the strike. He retired on April 1, 1999 as a Captain and Certified Check Airman, having also served as a Management Pilot and Chief Pilot at the Los Angeles (LAX) and Honolulu (HNL) domi-ciles.

He married Glenis "Gay" Tuson on April 27, 1963 in Kellogg, Idaho. They raised three children and

had six grandchildren.

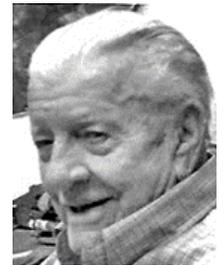
Bill enjoyed his life with Gay for 56 years. They traveled the world and hiked in some interesting places. He was a life-long athlete, enjoying snow skiing and golf into 2018. He loved being with his family, enjoying good food, boating and being around airplanes. He had a fun sense of humor, was a terrific storyteller, and had a true love for his country and family.

In lieu of flowers, please consider a donation to the Vandal Scholarship Fund in honor of Bill Scholes, U of I Gift Administration, 875 Perimeter Drive, MS 3147, Moscow ID 83844-3147.

THOMAS A. SHEERAN

Tom Sheeran passed away Decem-ber 5, 2018. He was born Decem-ber 6, 1928 in Tiffin, Ohio.

Tom was raised in Fostoria Ohio, graduated from St. Wendolin High School in 1947, and attended Uni-versity of Michigan (Bowling Green) and University of Denver.



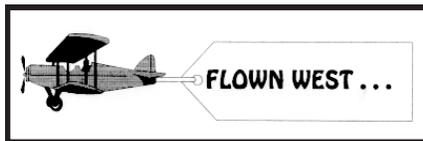
Tom entered the Civil Air Patrol Cadet Program in 1944 in Findlay, Ohio and started his flying career at Snyder Airport in Fostoria Ohio in 1945. He en-tered the U.S. Air Force in 1949 and served 4 years in the USAF and 2 years in the Colorado Air Na-tional Guard. He joined United Air Lines in 1955 and had a 34 Year career, working initially as Flight Engineer and progressing to Co-pilot, Captain, Flight Instructor, Check Pilot, and retired in 1989 as Chief Pilot for United in Miami, Florida.

Tom married Grace M. Stennfeld (R.N.) in 1951 and had five children. Grace passed away in 1981. In 1983, Tom married Anne F. Esselburne (PhD) and remained in Florida until 2007 when they moved to Grand Junction, CO.

Tom is survived by his wife, Anne, four children, eight grandchildren and three great grandchildren.

Tom's interests included: mountain climbing the Colorado 14'ers, sailing, cruising the world, explor-ing Colorado and Utah, and building model air-planes and model wooden boats. He was a member of the Retired United Pilots Association, and the Smithsonian Air and Space Association.





*Glendon L. D. Brown	Jan. 26, 2019
*Lynn A. Fairbairn	Oct. 20, 2018
*Robert L. Fischer	Dec. 24, 2018
*David L. Gerigf	?
*Richard Lesnick	Jan. 12, 2019
*Robert W. Oglesby	Apr. 25, 2018
James E. Olson	Feb. 14, 2019
Walter F. Ramseur	Jan. 17, 2019
John J. Ruddy, Jr.	Dec. 24, 2018
William O Scholes	Jan. 08, 2019
Charles J. "Charlie" Stampschorr	Feb. 14, 2019
Thomas A. Sheeran	Dec. 05, 2018
*David W. Stischer	Jan. 06, 2019
*Willard R. Warfield	Dec. 27, 2018
<i>*denotes RUPA non-member</i>	



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

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

March, 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 Wings (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

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

New York

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

Ohio

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

Oregon

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

Washington

Seattle Gooney Birds (2nd Thursday 11:00AM)—*Airport Marriott*—Hank Kerr 253-946-4423

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