
rupanews



Journal of the Retired United Pilots Association

Merry Christmas
and a
Happy New Year



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The President's Letter

I trust this letter finds you all well and enjoying the Fall weather. Of course, I cannot say that with any confidence in the mid and eastern parts of the country as the cold weather is already setting in. As I write this letter, we are still enjoying the wonderful comments from the RUPA Reunion that we had in Dayton, Ohio. I keep getting the question asked, "where will the next reunion be held?" Once again, I would like to personally thank all those who attended the reunion.

After 23 years of living in paradise, Larry Becker, our Oahu area rep is moving back to the mainland. We wish him luck in his move and future endeavors. As such, this is leaving a void on the beautiful island of Oahu. But alas, I have contacted Captain Janet Ishikawa to replace Larry as our area rep and she agreed to continue the group there. We have a great appreciation for Janet in this endeavor and know this will be a very successful group. Further, we will have a new Texas chapter in the Houston area. Captain Ross Miller has agreed to take on this task. Ross just retired in 2018 and is very much enjoying his days as a retiree. Welcome aboard Ross.

I have made contact with Don Burbank who is the current president of the Retired United Airlines Employees Association, RUAEA. We have agreed to have an open line of communication between our organizations for the betterment of our retiree affairs. We agreed to continue to maintain contact with United Airlines Corporate to ensure our best interests are provided.

In other related news. Boeing execs have been grilled by Congress about the 737 Max. The safety concerns fell well short of what was originally provided according to analysts. Will this ongoing saga ever end? On October 27, United began flying the revolutionary CRJ-550 aircraft on regional routes which offer more legroom, storage and amenities than the other 50 seat regional aircraft operating today. This is the best of its kind. The CRJ-550 offering a higher percentage of two-cabin departures to smaller cities across the network. Initially, they will be flown out of ORD. Coming soon, the NR Standby List clearing process will be automated and will occur 30 minutes prior to scheduled departure and available seats will automatically be assigned to NR Standbys in priority order. This will be interesting to determine if there are any hiccups with this procedure.

One of the benefits of the RUPA membership is enrollment in RUPA's eBlast service provider. It is not a forum but a one-way mass emailing from RUPA through iContract. One example of this was the message delivered to eBlast recipients about enrollment in the Aetna Medicare Advantage Plan. If you have not signed up for this program, I highly recommend you do so. You can find the sign up for eBlast on the rupa.org website. Also, I would like to emphasize to all RUPA members to send in their missives to Cleve. Please let us know how you are doing, any significant events that have occurred in your family, any trips you have taken or aviation related events in your life. This may not seem worthy of attention to you but others may very much enjoy what you have to say.

Lastly, it is becoming very important to find a replacement to our esteemed editor, Cleve Spring. If you find you may be interested in this position, please feel free to contact one of the executive officers at RUPA. We are willing to pay \$1,000 per month! It is a very interesting and, quite frankly, a captivating position to hold within RUPA.

Welcome to our new members:

Louis Adam, Spouse Lany, IAH, Highland Beach, FL
John Ball, Spouse Carol, ORD, Orlando, FL
David Claytor, Spouse Denise, DEN, Apollo Beach, FL
Patrick Donovan, LAX, Bellingham, WA
Doug Hale, Spouse Teresa, DEN, Vonore, TN
Larry Klauer, IAD, Hummelstown, PA
Pete McConnell, Spouse Rita, DEN, Aurora, CO
Scott Rafuse, Spouse Cindy, LAX, Carlsbad, CA
Wayne Robinson, Spouse Debbie, DEN, Highlands Ranch, CO
Bob Stephenson, Spouse Becky, DEN, Evergreen, CO
Brian, Walker, SFO, Novato, CA
Douglas Whitworth, Spouse Eva, SFO, Port Ludlow, WA

Doug Anderson, Jr., IAD, Sarasota, FL
Randy Cheshire, SFO, Parker, CO
Mike Conner, Spouse Suzi, ORD, Longboat Key, FL
Pete Gersbach, EWR, Mount Laurel, NJ
Roger Hart, Spouse Becky, DCA, Venise, FL
Jim Magette, Spouse Lyn, SFO, Littleton, CO
Van Pinner, Spouse Rebecca, DEN, Fort Collins, CO
John Rediger, SFO, Pleasanton, CA
Jeff Steig, Spouse Shelly, DEN, Parker, CO
Mark Tobin, Spouse Lee, EWR, Willoughby Hills, OH
Craig Weibel, Spouse Dana, SFO, Vacaville, CA
John Yacko Yackus, IAD, Annapolis, MD

"Aviation is proof that given the will, we have the capacity to achieve the impossible." Edward Rickenbacker. Still Flying High, *John Gorczyca*

Vice Presidents Letter

“Get that Fire Checklist List Out – NOW.” That command is becoming all too common here in California. Over 1 million people have been affected by fires and loss of power. The power was out in our community for several days due to high winds, but guess what? 40 years of flying jets taught me to have a backup plan and evacuation checklist ready. Our standby generator (APU) was humming away and the lights were on. When it became really windy here, Lori and I pulled out the evacuation checklist and threw together our “Go Bags, just in case.

Another thing I learned from flying big fast movers was: “the gods don’t test you when you’re prepared.” Not that I’m superstitious, but I’ve considered adding the rabbit foot from my old G Suit to the Evac “Go Bag.” One never knows what will tip the odds in one’s favor!

Last weekend a friend and I flew the trusty ole Cessna 180 down to Pine Mountain Lake airport for their monthly potluck dinner. We stayed with my pal, Joe Sobczak. Joe is a UAL Flight Test Pilot and leader of the UAL Fleet Demo Team. The guest speaker for the evening was Tom Morgenfeld. Tom flew in the top secret Mig and F-117 programs as well as the YF-22 and YF-35 at Lockheed. You may have seen the video of Tom saving an YF-22 when the flight control system set up a “JC maneuver” near the ground forcing him to chop the power and land gear up. Apparently, it was just another day in the office for Tom, but quite a show for everyone else.

The next morning we went to the weekly “Pine Mountain Lake Boys Club” meeting at Larry and Nina Jobe’s pilot’s lounge. Quite a few pilots were already there drinking coffee and hangar flying. The room was well adorned with models, paintings and aircraft memorabilia. The area presented a very warm setting for a chat and a cup of java.

I discovered that Larry Jobe was a crew member on a C-47 named “Buzz Buggy” in 1946. “Buzz Buggy” is the last C-47 to fly “The Hump,” the famous cargo route that claimed 696 fatal crashes during WW2. Larry and crew departed Australia on the 8-day trip to Myanmar (Burma) and finally made it there 3 months later. The adventure included 2 engine failures and other exciting events. The story was told in the Air & Space magazine November 2017 edition.

I also noted numerous references to UAL in the Jobe’s room. These items included a 747-400 picture abundant with well-wishing signatures. I asked Larry about the photo and discovered it was his retirement trip. The flight was absent of worry about getting his wife and children onboard because he’d rented that Big Jet for 2 hours and flew it out of SFO FAR Part 91! Larry took over 200 family members and friends for an airplane ride around Northern California and even worked in a 1,000’ fly- by of Pine Mountain Lake for his neighbors. Things were good around here when we owned the company huh? Talk about setting the Bar High there Larry!

I also noted a picture of several women pilots on the wall. I discovered that Larry taught most of them to fly along with over 100 other new pilots. He continues to flight instruct and mentor young people today. Like many of you, Larry and I share a love and passion for aviation and continue to pay it forward to the next generation of aviators.

Aviation is a profession based on mentoring. Every one of us has served in that role. In 2020 I will be sharing stories about people like Larry Jobe, mentors that made a big difference in my life.

Happy Holidays & See You Next Year! Cheers, *wn*

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**



Dana Point (October) RUPA Luncheon

Another absolutely beautiful day greeted the twelve of us as we enjoyed the lovely harbor view from the veranda of the Wind&Sea Restaurant. We owe this pleasure to Ted Simmons who selected this site several years ago when he started the RUPA meetings here.

In attendance were: Bill Stewart, Bill Rollins, Bob Fuhrmann, Bruce Dunkle, Jim And Karen Grosswiler, Joe Udovch, John and Cheryl Arp, Park Ames, Rico Santmaria and, Roger Parsons.

As usual, we talked airplanes and how we are all aging gracefully.

Although the seafood is a specialty of the Wind&Sea, and I enjoyed a great salmon lunch, a number of others went for things like the vegetarian casserole, which I have also previously enjoyed and know that it is delicious. Some had the turkey wrap, while others had the Kahlua pig sliders. For the variety of food available, it shows that it was a wise choice that Ted Simmons made when he chose this place many years ago.

For anyone who is in the neighborhood on the 2nd Tuesday of the month please come and join us. And particularly the North San Diego County guests, who have joined us already for a couple of times.

Cheers from your correspondent *Joe Udovch*

Dana Point (November) RUPA Luncheon

We had a nice group attending today, including 3 wives. I've always felt the wives were a part of our airline experience, because while we were off on our 3 to 15-day trips, they remained home and took care of family and other business which we couldn't take care of while we were gone.



Left to Right: Bruce Dunkle, Bill Lucius, Joe Udovch, , Bob & Janice Fuhrmann, Bill Stewart, Bill Rollins, Cheryl & John Arp and Rico & Merle Santamaria.

As always, the food was great, to the point where several of the attendees took home food for those who didn't come along today, as well as "dogie bags" of the extra food that the W&S serves that was more than they could finish in one sitting. We are "old" people who just don't eat as heartily as we once did.

Topics of conversation were, of course, airplanes, and besides those on United, the military ones we flew prior to or even during our time on United. Everything from water-landing sea planes, to fighters and attack aircraft, to military transports and air-refueling aircraft. In my case there was the opportunity to fly the same aircraft on both United and the Navy i.e. the DC-6 and the C-118.

We have two cruising "professionals," John & Cheryl Arp. By that I mean that they have decided while they are young enough to enjoy it, and at the good deal prices they are offered by the cruise lines, to go to as many places as they can, and see as much of the world as they wish to see. Makes many of us jealous. But my travel agent daughter has done a little of that for my family, and we have been to many places as well, from North Alaska, to New Zealand and to Mediterranean areas of the Middle East and Turkey.

Enough for now. I am you correspondent. Cheers, *Joe Udovch*

I prefer my Kale with a silent K

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

It's November here in SE FL and some of the normal things that happen this time of year are starting to happen once again - some of our Members who Summer up North are returning to FL for the Winter months (Hello Dick Baese and Ryan Fussle), the Restaurants and Roads are getting MUCH busier, the WX is cooling off and we are now being forced to live in the low 80's ☺, our Official Hurricane Season will end in about 2 weeks, football and basketball and hockey seasons are well underway, getting ready for Thanksgiving, CHRISTmas and the New Year. It's been a terrific year so far and we hope that - that trend will continue to Year's end and beyond.

We had 11 Members at our Luncheon today and that does not include 3 no-shows and a couple of our Members that usually attend who were not able to make it today for whatever reason. We did have a NEW Member join us today, Duff Daily, the son of Ret. PanAm Capt. Del Daily. Duff lives right here in Stuart so we are glad to welcome him aboard and look forward to seeing him at our Luncheons in the future. Welcome Duff!!! ☺ George Bustillo was on days off from flying the -777 and he joined us; recently Retired Paul (Rambo) Ramdial drove 2 hours and 15 minutes up from the Tamiami area of Miami to join us, and Dick Baese is back from Michigan. So, it looks like we'll be having some GR8 turnouts for the next few months.....as you can imagine, with that many Pilots at one table - at one time -- many different conversations took place so I won't go into that.



(L - R): Dave Damon, Jack Boisseau, Ryan Fussle, Andy Lambert, George Bustillo, Bob Langevin, Paul (Rambo) Ramdial, Dick Baese, Ted Osinski, Jerry Holmes and Duff Daily (son of PanAm Capt. Del Daily just out of picture.)

In the spirit of the Holidays, our December Luncheon (on WED, Dec. 11th) will be Co-Ed (wives or lady friends are invited but SOLO is fine too) and will be held at The Prawnbroker Rest. on East Ocean Ave. in Stuart. Our starting time will be 11:30 AM as usual. So, if you happen to be in the Stuart area on the days of our Luncheon, please stop by and join us, we'd love to have you. If you need any info, or have any questions, my Email address is BobL34997@aol.com. If you are able to make it to our CHRISTMAS Party/Luncheon, please let me know at least a day ahead of time so that I can let the Restaurant know how many to set up for in our own Private Room. Thank you very much.

That's it for now, but I do want to wish everyone and their families a Happy and SAFE Thanksgiving Holiday along with a Merry, Joyous and Blessed CHRISTmas.

Cheers, Blessings, LOL and Adult Beverages for ALL, *Bob Langevin*

Denver Good Ol' Pilots RUPA Luncheon

On Nov 12 Denver Good OL' Pilots and guests met for social hour and lunch. We had a larger turnout than the last few months with two people attending for the first time.

The hangar flying waxed hot and heavy until lunch at noon. After lunch Ed Cutler entertained with some humor which was a big hit. Next, Steve Jacques and Bill Hanson spoke about a FAA award program, "The Wright Brothers Master Pilot Award." It is for pilots who have been in Aviation for at least 50 years with some other requirements. Bill Hanson has applied for and received the award. If interested, do an internet

search of the award for more details.

We welcomed a first time attendee. Kurt Malerich started flying at age 13 in a Cessna 172. By the time he was 18, he had his instrument, commercial multiengine and A&P ratings. He attended Purdue University and Metro State University graduating in 1980. He then joined the Air Force, went through flight training and served as a T-38 flight instructor. After his Air force tour of duty, he flew for a commuter airline for two years and was hired by United in 1986. At United he flew 727 F/E, 737 F/O, 757 F/O, 737 Captain and Air Bus Captain for 5 years. After 19 years at United, he had to take medical retirement due to medical complications from surgery. He is currently active in Aviation utilizing his Aircraft Inspectors license and flying his own aircraft. He is the author of a novel "Jack Spartan Viraci Runner" available on Amazon.

Attending were: Rich Adams, Darrel Ankeny, Rick Bebee, Yumper Black, Stan Boehm and Marilyn Gifford, Chris Bruce, Bill and Mary Lou Carter, Ed Cutler, Bruce Feinstein, Bill Hanson, David Horwitz, Steve Jacques, Tom and Sue Johnston, Cliff Lawson, Jim Lee, Kurt Malerich, Dave Mandolini, Bruce Munroe, Dan Romceovich, Joe Rozic, Bob Sannwald, Rob Schmidt, Mary Frances Ashura-Smith and Arty Smith, Rick Steele, Tony Twardziak, and active pilot RJ Wolf. Your Scribe, *Tom*

SEA Gooney Bird RUPA luncheon

Today's lunch started on a somber note with the announcement that retired SEA Captain Neil H. Johnson, 98, had flown west on Oct. 30, 2019. Most in attendance had flown with Neil and knew of his US Navy WWII service and his exemplary 37-year career with United Airlines.



Our Marriott lunch was served by Peg and her fine crew and the menu had its usual wide variety of choices.

The RCAF has been well-represented in the annals of SEAFO and the Gooney Bird group and its Canadian contingency has always included an abundance of great story tellers.

Sooner than later conversation got around to "antique" aircraft favorites and cross country flying. WWII Canadian trainers including the Avro Anson and 621 Tutor, Airspeed Oxford, and Armstrong Whitworth Siskin and others were covered in depth by Bud Granley and Alex Dunn.



Bob Reid, Hank Kerr, Jerry Ackersen, Jack Brown, Bill Records, Dave Fahrenbach, Erik Malm, Jim Barber, Larry Knechtel and Chuck Westpfahl.



Alex Dunn, Alan Black, Bud Granley, Herb Marks, Mary Breivik, Sylvia Baird, Carol Granley, Donna Westpfahl and Kathy Black and Margie Reid.

The group was reminded of the United Pilot Wives December luncheon at the Seattle Yacht Club, a classy Christmas season event.

Herb Marks closed with a fine selection of one-liners. And we thank Bud Granley for the photography.

Hank Kerr

The Big Island Stargazers RUPA Luncheon

It was a beautiful day for our October luncheon and the town was back to normal after the Ironman World Championship triathlon held the previous weekend.



Talk story centered around recent travels and Bill & Linda Hayes spoke about their trip to the national parks in the western states. Don & Jen Diedrick will soon depart for Barcelona to enjoy a relaxing cruise to Fort Lauderdale. Beth Raphael reported by email that the RUPA Reunion in Dayton was great, and she highly recommended a visit to the National Museum of the USAF.

We received sad news from Linda Chen about the August 20th passing of her husband, and fellow Ruparian, Robert Michael. He had been diagnosed with a terminal lung disease but was not in pain and able to remain at home. Linda said he had more than 20 years of retirement filled with enjoyable activities, music, astronomy, an aviary and his butterfly garden in Holualoa. Many members will recall Bob entertaining us at our monthly meetings with his ukulele and a song. We shall miss the camaraderie of our two Big Island Stargazers and Denver-based captains who flew west in the month of August.

The holidays are approaching, and in lieu of our regular December luncheon we will hold our annual Christmas party on December 12th (the second Thursday of the month) at the Kohala home of Lex and Ebby Pinson. Please contact me if you are on island and would like to partake in the festivities. We wish all of our fellow RUPA members a Mele Kalikimaka me ka Hau'oli Makahiki Hou! *Linda Morley-Wells*

THE BIG ISLAND STARGAZERS ANNUAL CHRISTMAS PARTY

December 12th

At the home of Lex and Ebby Pinson

Please contact **Linda Morley-Wells** at Lmwjet@earthlink.net or **707-889-1401**, if you are on island and would like to join in the festivities.



The Columbia River Geezer's RUPA Luncheon

It was the second Tuesday of November 2019 with Turkey day just around the corner. 10 Columbia River Geezers showed up for lunch in Happy Valley Oregon. We noticed a menu change and again up go the prices. \$17.95 for a club sandwich? I remember when they were \$6.95, at least I think I do? Well, not a big deal? We were happy to get free refills on the ice-tea.



Sitting left to right, Jeff Greco, Glen Corey, Ray Reed, Doug Howden standing tall, Ron Blash, Steve Barry, Lew Meyer, Mike Thomas, John Cooper and Sam Richardson. Tony Passannante did not make it today as he had planned. Wx in the Hillsboro, OR area delayed his inbound flight.

Interesting, there was zero conversation at the table with regard to United's and Aetna's reorganization of our retiree Medical plan.

Left to right, Jeff Greco retired about 2 years ago off the -400 in SFO. Jeff recently moved to Washougal, WA population 15,711. Washougal is located just a couple of miles north of the Columbia river. Glenn Corey recently sold his trusty Cessna 150 and is contemplating restoring a Maul which belonged to his dad and has been sitting in Glenn's barn for many years. Ray Reed peaking around the corner is the most senior person at our luncheon. Ray was formerly on the crew desk at LAXFO. Ray, during the centralization of United's system crew desks transferred to PDXOO where he eventually retired. Doug Howden standing is the delegated Geezer Happy Wanderer. Ron Blash, Steve Barry. Steve Barry has volunteered after his return in January from HKG, to take over duties of hosting luncheons for RUPA's Columbia River Geezers. Steve will be submitting pictures plus updates. Thank you, Steve. Lew Meyer announced that retired Captain Dick Ionata just came out of heart surgery and is apparently doing well. You can't keep a good man down. Mike Thomas announced that no one in our group who purchased tickets at a Rotary drawing for an expensive case of wine had won maybe next year Mike? John Cooper is a retired US Air Captain who occasionally jets around in a Falcon as a Corporate pilot. John also flies his Kit Fox in and out of Idaho's back Country and once in a while, if you happened to be looking down from above, you may notice his Kit Fox parked in the middle of the Willamette River on one of its sandbars. Sam Richardson will be leaving Oregon soon to descend Southwest bound for AKL where he will meet up with his wife [a resident of New Zealand and Oregon] until it's time for them to return sometime in April and May. Something about leaving the OR wintertime Wx behind.

That's it for now, see you all on the second Tuesday of December 2019. *Ron Blash*



San Francisco East Bay Ruparian's Luncheon

Unlike last month, our November luncheon took place without a hitch. Last month PG&E notified the restaurant they would be cutting electrical power to the area due to high winds and high fire danger so the restaurant called us and told us they would be closed. Nothing like that this month, calm winds and mild temperatures.



L to R: Neal Dahlstrom, B.S. Smith, Georgia and Rich Bouska, John & Michele Rediger, Tammy Dahlstrom, and Shirley and Lee Francis.

We had a recent retiree; John Rediger and his wife Michele join us and hope they can be with us on a regular basis. Lee and Shirley Francis were with us again and Shirley says her new knee is working as advertised. She only used a walker for a few days and a cane for maybe a week or two; so now she's good to go. Jerry Udelhoven was missing due to a medical issue and we wish him a rapid recovery.

Conversation around the table ran from the fires and power outages to affairs at United to our recent RUPA reunion in Dayton. We talked about the RUPA cruise for next year. It would make someone a nice Christmas gift. Check with Jerry Poulin for the latest prices and amenities as they change almost weekly. Seating around the table starting lower Remember, we meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon. Come by and join us. *Rich Bouska*

DCA RUPA Breakfast

Welcome to the First Friday (Nov 1, 2019) RUPA DCA breakfast... usually held at the IHOP restaurant in Leesburg, VA at 0900 hrs.



Attending this wonderful event, from left to right around the table...my empty seat (Stokes Tomlin), Gary Cook, Gil Coshland, Charlie Schwab, Bill Anderson, EK Williams, Jim Turner, Fred Streb, a very welcome guest, Larry Rooney and (hidden from view) Bill Davis. Always a good time!
Sent from my Remington typewriter. *Stokes*

Monterey Peninsula RUPA Lunch Bunch

We had 16 attend our November Lunch at Edgar's and hosted by Pete and Donna Walmsley with everyone's thank you.

It was a cloudy and cool day with winds blowing up the Carmel Valley off the ocean. The sun came out long enough to get a picture outside. Judy Quintana spoke about our upcoming Christmas Lunch at the Monterey Peninsula Country Club Beach House on December 11th at 1130. The doors will open at 1115 when the crew finishes the set-up process. Please do not come early. the Xmas lunch is RSVP only and prepaid.

There was a discussion of the new Aetna Medical for 2020 as we went around the table and shared our common knowledge and intentions. There was a general consensus that HR did a poor job of getting the information out and then not having enough staff to answer all the calls from retirees with questions.



From left to right in our picture are Phyllis Cleveland, Ken and Cheryl Bohrman, Wayne Aleshire, Jack Cowles, Pat and Ed Manning, Pete Walmsley, Jane and Jon Rowbottom, Donna Walmsley, Diane Ellis, Brett Morris, Sunee Jines and Judy and Carlos Quintana.

We wish our RUPA Members a Merry Christmas and a Happy New Year!! *Jon Rowbottom*

The Florida First Coasters RUPA Luncheon

The JAX RUPA Group, (oops, The Florida First Coasters RUPA group), met at the Bahama Breeze for lunch on November 5th for a nice meal and conversation.



L To R: Jim & Chrispy Peterson, Bill Gander, Laurie Reeves, Gerry Bradley, Jacquie & George Mathes. As is plain to see, our leader, Jim Peterson, changed the name of our group to the Florida First Coasters. We voted on it and it was a unanimous yes. We were informed that a no vote meant you wanted to be the new leader. (No comment) There were no other changes, (oops, the meetings will begin at 1PM from now on), (oops, the meetings will be on the first Tuesday in the future) Where they will be is TBA, to be determined, you probably already guessed that one. Jim will get out an email every month with the new information.

We had a nice group on Tuesday with a new couple of snowbirds, Jacquie and George Mathes from the Chicago area. We all enjoyed their company.

Next meeting is on December 3d and we are hoping for a nice crowd. IF you are in SE Georgia or NE Florida, we are your kind of people and we would love to meet you.

Till then, I am *Jerry Bradley* for Jim Peterson.

The San Francisco Bay-Siders RUPA Luncheon

A very small group appeared for lunch. We got up to ten, then two had other important things to do elsewhere, leaving us with eight eating lunch together.



L to R: Rich & Georgia Bouska, Jerry Terstiege, Larry & Pat Wright, Keltie Morris, Bob Kallestad and Jeri Johnson. Left early, Jan McNaughton and Craig Norris.

Rose Spring was with us, in spirit, by sending Fall Leaf pin-ons for us to wear. Topics of conversation ranged from insurance, day-light savings time, neurological phenomena, BART, re-numbering of gates at SFO, to name a few.

Bob Kallestad, who had not attended for several months, told us his daughter passed away in June at age 60. That event had a profound effect on Bob that possibly caused him some neurological distress. We were happy to have him back in the fold and hope that his issues will not return.

Fall has descended upon us, and if you aren't still raking leaves the second week in December, we hope that you will join us in December at Harry's Hofbrau to cap off 2019.

Our luncheons are always on the second Tuesday of the month – 11 a.m.

Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA *DL "Larry" Wright*

Sacramento Valley Goodwingers RUPA Luncheon

The Fall in this particular area of the country is absolutely beautiful with moderate temperatures and low humidity conditions. We are located here in Northern California and, as a result of these conditions, bring on horrific fires and power outages during this time of year. Some would question whether this is the best place to reside. Needless to say, despite all the fires, we had a tremendous turnout for our November luncheon. Yes, we had individuals impacted directly by the power outages. I wish them all the luck in the future.



Seated left to right: Trudy Engeldinger, Linda and Ed Akin.

Standing L to R: John Gorczyca, Jim Harty, Dave Leippe, Sharon Gorczyca, Marv Alexander, Ann Blalock, Larry B, Clyde H, John Petts, Rosemary Authier, Jerry Blalock, Karl Winkelbrandt, Joni Cardano, John Kallio, Bill Dos, Julie Akin, Bill Authier, Jim Whittington and Tom Wright.

We had a lively discussion about the Aetna Medicare Advantage Plan. Tom Wright gave a short presentation about his experiences with enrollment. There just seems to be a lot of confusion with the plans presented by United this year.

Of course, we had the continued conversation about the Boeing 737 Max jetliner. There almost seems to be daily articles about the direction of training, how Boeing will survive these disasters and the experience level of the Lyon Air and Ethiopian Airlines.

We had two very significant airshows in our area in the past month. Of course, the premier event in the Bay Area was the San Francisco Fleet Week Airshow. We had no attendees but enjoyed hearing from others how great the airshow was. Also, one of our members, Dave Leippe, of the Goldwingers plays an integral part in the California Capital Airshow. For many months in advance of the airshow, he is always preparing and is involved in the heavy logistics prior to airshow day. Dave has done this for many years and either has the Air Force Thunderbirds or the Navy Blue Angels as the signatory airshow performers. Well done Dave.

We welcome back Ed Akin and his family after another round in the hospital. Ed's wife, Linda, and daughter, Julie, were also in attendance enjoying the luncheon activities. Jim Harty brought two of his bicycle buddies to the luncheon. One of which was also an Army pilot. Thank goodness they were not dressed in their shiny cycle outfits.

Lastly, there is an art....to flying. The knack lies in learning how to throw yourself at the ground and miss. Still Flying High, *John Gorczyca*

Reno's Biggest Little RUPA Group Luncheon

The Oct meeting of the Reno Biggest little group was met by a beautiful autumn day in the high desert. We had a respectable turnout with 15 attending.



From left clockwise: Guy Sapp, Cort de Peyster, Jim Whiteley, Dean Shuff, Bill Shepherd, Gene Lamski, Len Bochicchio, Don Merucci, Bob Moreau, Gary Dyer, Ned Peterson, Chuck Kettering, Lyle U'Ren, Larry Fritz and Harry Adair.

A short briefing on the RUPA reunion in Ohio was given with a representative 3 locals attending that awesome event.

Also, a report that our own "Biff Windsock" aka, Bill Charney, is back from his European adventures in the Red Rockette (Staggerwing Beech D-17) dealing with some medical issues. We wish Bill a swift and complete recovery!

The usual tall tales over adult libations ensued, with the first liar having no chance on one-upmanship.

Please join us if in the Truckee Meadows area on third Wed of the month at 13:00. Check with our fearless leader Lyle U'Ren in the RUPA directory for details. *Cort* Alternate scribe

Southwest Florida RUPA Luncheon

Our November 4, 2019 luncheon at the Fort Myers, FL Olive Garden restaurant had 14 attendees which was a good number for the first one this season. Our server was Colton and Colton is currently in flight training at Page Field working on his commercial and multi-engine ratings. A very enthusiastic 21-year-old young man who says things are going very well, except the financial end of the training is grueling. He is looking at different sources of help from United and Delta and, of course, our group encouraged him. He knows there is a shortage of pilots and hopes this situation continues to exist until he accumulates more hours. We think it will!



L to R Seated: Carl Jordan, Anna Steuerlein, Pat McCusker, Tina, the caregiver for Mamie Thompson and Mamie Thompson.

L to R Standing: Janice Crittenden, Gary Crittenden, Jim McCusker, Faith Osborn, Dot Prose, Gene Chapman, Jack Taffe, King Purton and Jim Sutton.

A summary of the RUPA Reunion in Dayton was given by Dot Prose who attended. Everyone was impressed with the RUPA hand carved souvenir clock thanks to the work of Rich Bousca. Mention was made that there was a lot of interest in another reunion in a couple years. Carl Jordan provided a handout for all of us of his recollections of the United-Capital merger in 1961, especially the turmoil of merging the seniority lists. There was the usual energetic discussions along the full length of the tables.

Attendees were reminded of the 2020 RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL on Thursday, April 2. The fly-in runs from 31 Mar – 5 Apr. The new official name is now Sun-n-Fun Aerospace Expo.

The next luncheon is the second Monday in January on Jan 13, 2020 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*

Washington Area RUPA, Eddie O'Donnell October Luncheon

Rainy Days and Wednesdays', seemed to be the theme for the day, but we had a good group for lunch. Even had the lights blink a few times before lunch was served but no bad storming.

Before being seated, we remembered Dolores Miller, wife of Capt. Ed, and the pleasure of her company at so many RUPA lunches.

This gathering included wives and guests for 29 total. Jon Beckett, Bill Bold, Linda Cerisano, Capt. Melinda Cerisano, Gary and Linda Cook, Mike Frank, Bob Gilbert, Paul Gilson, Jerry and Mary Ann Goebel, Betty and Bob Goodman, Larry Grube, Mike Henderson, Ed Miller, Ward O'Brien, Bob Olsen, Catherine and Don Reinhard, Bernie and Linda Schwartzman, Ann and Fred Streb, Anne and Dave Strider, Stokes Tomlin, Betty and E.K. Williams.

There were expressions of appreciation for having a choice of entree at this lunch. JR's Stockyard Inn has been very good to us and our meals have been well received.

Notable amongst the attendees was Linda Cerisano and her daughter, active 787 Capt. Melinda Cerisano, who gave us some insight into the handling qualities of the Dreamliner. We welcomed to our group recent retiree Bill Bold who made the trip from Annapolis with Henderson and Olsen. Those of us who attended the

RUPA gathering in Dayton gave a recap with expressions of gratitude for those who stepped up to organize and manage the event.



For almost 20 years Jerry Goebel kept the contact list for our lunch group and also managed the Memorial Fund. It has been a couple of years since Mary Ann and Jerry have been able to attend so we took this occasion to recognize the hours they contributed to our RUPA group with the gift of a clock with appropriately inscribed plaque. Thank you Jerry and Mary Ann.

It has been determined that our lunches will be open to spouses and others from now on. Our next lunch will be January 15th (3rd Wednesday) at JR's. Mark your calendar now or put it in your phone. See you there.

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

The November 14th Ham Wilson S.E. Florida Gold Coast Luncheon turned out to be a lively one with many returning Snowbirds from the cold country. Galluppi's had to expand our table three times as more RUPA Flyers and guests arrived. The late Vince Rodriguez's serving wife, Arline, was honored. There was some discussion about passes and health insurance, but most talk was about old friends and war stories.



Attending: Jim Moorehead, Gene Anderson, Owen Weithers, Paul Ramdial, Frances Garrett, Bill Garrett, Bob Engelman, Dianna Engelman, Art Jackson, Paul Livingway, Ned Rankin, Mark Strasfield, Dan Petrovich, Arlene Gemora Rodriguez, Scott Wiemerslage, Stan Blumwald (NWA retired), Ham Oldham, Mike Warde, Bartlett Rolph, Ann Costabile, Debra Law, Dave Friend, and Lyn Wordell.

The next Luncheon (always on the second Thursday of every month) will be November 12th at 11:30 AM at Galluppi's Pompano Beach, FL.

San Francisco North Bay RUPA Luncheon

The North Bay group met on the 6th of November at our favorite restaurant, Sheraton Tolay, at the Petaluma marina.



Wayne Heyerly, Jules Lepkowsky, Don Madson, Mike Tar, Galen Wagner, Bob Billings, Larry Whyman, “Bones” Bribe, Bob Lang, Mickie Orchard. Not in the picture: Sam Orchard, Dee Whyman, Martha Long and yours truly.

A lively turnout and thankfully no one suffered any losses from the latest north bay fire. Some evacuations, lots of inconvenience, but no damages to report. Tales to be told and retold and memories of those good old days when hands on stick and throttle was the way to go. Sigh.....

We meet the first Wednesday of the month, Sheraton Tolay, at 12:00, lunch at 12:30. Come join us.

Per Ardua, *Barney Hagen*

San Diego North County RUPA Luncheon

It was a surprise for our luncheon group that Bob and Ruth Bowman joined us. They don’t come around much, so it was good to see them. Pretty soon we’ll be planning Bob’s 100th Birthday. He’s been around a bit and has the stories we like to hear about flying. Great guy.

We were also joined by the Bowman’s helpers, Noemi and Neydi. Bob and Ruth take them wherever they go and they’re always nice to be around.



Seated L to R: Mark and Susan Mayer, Scott Becker, Noemi, Ruth Bowman, Neydi, Rhoda Green, Bob Bowman, Brad Green.

Standing L to R: Colin Winfield, Molly Herman and Scott Herman.

Molly Herman still flies for UAL and her schedule has her out of town for quite a few of our get togethers.

She's told us she would rather be joining us for lunch than on a layover somewhere but flying for the airlines. Her husband, Scott, sometimes looks at his watch while we're eating and lets us know that while we're eating Molly is over the Bering Sea on her way to Asia or maybe over Greenland on her way to Europe. Or maybe closer to home like across the USA to places we've all been.

A few of us verbally compared assorted metal replacement parts for failed bone joints but even though we weren't checking to see who had the most interesting part. We all figured Brad won, he has a metal pin inside the length of his right femur. He'd never fool one of the screenings at an airport.

Scott Becker and I talked about our upcoming Model Train Club meetings. With Christmas coming up there's for sure going to be a Christmas Train and I get to plan the Christmas Party. Should be fun. Colin is interested in joining our Model Train Club so Scott Becker and I will be showing Colin around our layout and building. Give him a behind the scenes tour. It's very impressive and I bet he joins.

We'll, so much for now. Happy Turkey Day. (United 777 you're 23rd for takeoff. Runways shutdown for snow removal. Yeah, you can shut em down). *Mark*

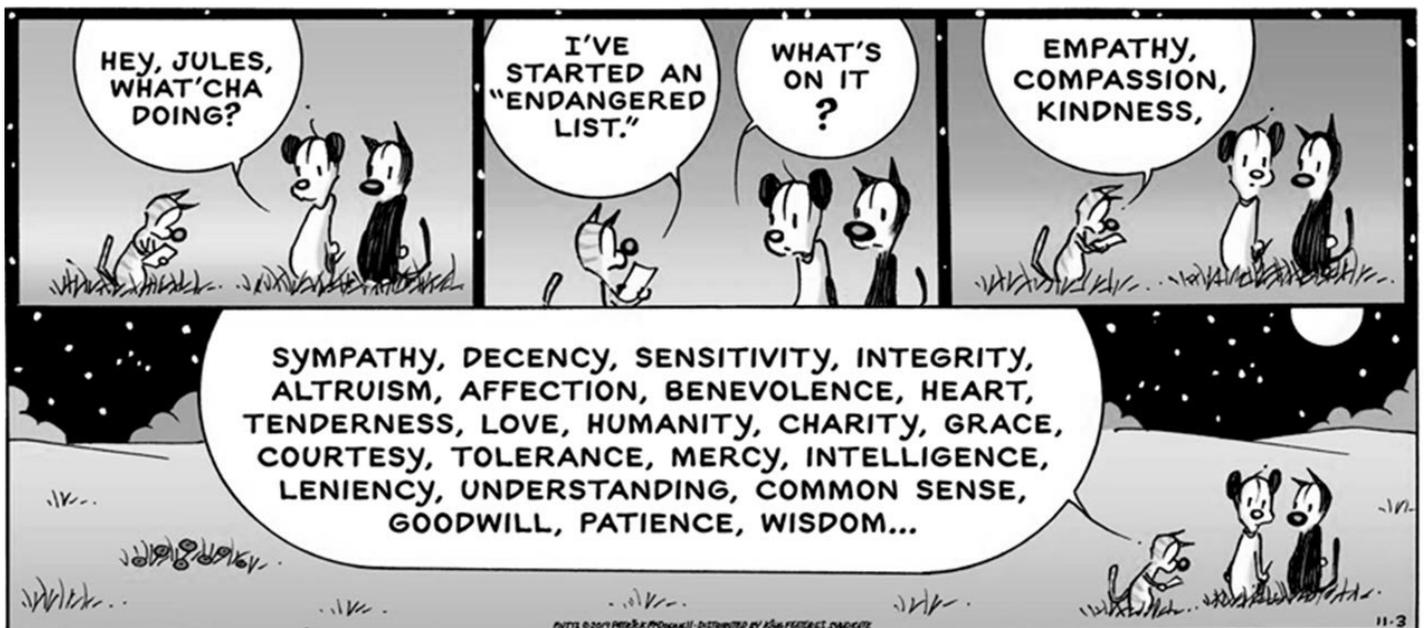
DCA RUPA Boy's Nite Out

There was a meeting of the DCA RUPA Group on Wednesday evening, November 13, 2019 at the Bavarian German restaurant in Hagerstown, MD.



L to R: Charlie Schwab (PAA), Gil Coshland, Dave Strider, Gary Cook, Bernie Schwartzman, John King (of the Flying Circus), and your scribe (with a finger on his IWatch), Stokes Tomlin. The picture was made with an iPhone on a tripod, triggered by the watch. "Dick Tracy" where are you!

Arriving a bit late was Billy Sherrod, who missed the picture but more than made-up for lost time with stories and humour. Sent from my Remington typewriter. *Stokes*



The Intrepid Aviators of Southern Oregon RUPA Luncheon

Amidst the beauty of Fall, the Intrepid Aviators of southern Oregon gathered at our favorite haunt, The Pony Espresso in Jacksonville on our third Thursday. And what a Fall it's been! As I write, in November, the weather continues to hold, the skies clear, temps warm and the colors just now fading. While those in the east and south have endured severe weather, ours has just been gorgeous...and the colors....wonderful! So much to do around here and no better time than in the Fall all makes this year special.



Seated left to right: Chuck Kittle, Michael Bennett, Scot Lee, son Chris along with Banjo Bob Keasbey and Steve Fusco.

Standing, Rose and Cleve Spring, Jim Jaeger, Leeann Fusco and Bob Niccolls.

A good group for lunch and a good time was had by all. The medical insurance changes, taxes, the weather, fun stuff, checking and then being amazed by the great range on Chuck Kittle's Chevy Volt (ah, those wonderful electrons!), the obligatory bad joke, all was there and enjoyed. Gotta close, time to get stuff ready to head to the lake cabin tomorrow. Till next month, cheers, *Bob*

The Greater Chicago RUPA Group Luncheon

Veterans Day in our area was decorated with four inches-plus of snow and frigid temperatures which set a couple records, and sorta victimized our luncheon turnout the next day. One member's furnace went out, another was in a walking boot and the ice wasn't conducive to walking around...little things like that. Still, thirty-six hardy RUPArians and guests showed up for our last luncheon of 2019.



Our luncheon guest speaker was Captain Bob Helfferich's brother Bill, who had flown in from Florida for a visit. Bill worked for the South Florida Water Management District for 33 years and was part of the country's largest conservation land acquisition program. Also, part of the Save Our Rivers program for 23 years of his career, Bill supervised the management of the purchased lands. We were treated to a really interesting talk on exotic plant control, forest management, prescribed burning, and land restoration and use. It was a surprise to learn that the pythons have basically eradicated all other animal life in the Everglades.

We reprised our annual popular "salute to veterans" since lunch was the day after Veterans Day. Some of us were even able to fit into our old uniforms. Or parts thereof.

L to R: Our assembled lunch crowd, and those of us in attendance who are veterans.

Attending with cold toes and warm hearts were LeRoy and Eva Bair, Bruce Carey, Bill Cherwin, Tom

Conley, Jim Downing, Walt & Jan Fink, Kirsten Freund, Bob Helfferich, Bill Helfferich, Denny Holman, Ina Jensen, Phil Jensen, Scott Joseph, Ben and June Kalom, Dick Kane, Russ Kuhlen, Dick and Maribeth Kuhn, Bob McCormick, Jack Mumaw, Steen Munter, Claude Nickell, Pete Novak, Tom Roskens, Ole Sindberg, Gene Stepanovic, Jim Trosky, Gus Tuit, Ken Voelker, Paul Wember, Ron Wilson, Tom and Beverly Workinger.

Our first meeting in 2020 will be March 10th at Nick's Pizza & Pub in Crystal Lake. RUPA members, guests, active and retired pilots, and guests are all welcome to attend. Da Scribe, *Walt*

Ohio Cleveland Crazies (October) RUPA Luncheon

On a nice fall day in October the Cleveland Crazies gathered at TJ's Restaurant In Wooster, Ohio for our monthly meeting. We had twelve members and wives present for a great luncheon, fun stories and perfect service by our server Maddy.



Left to right are: Phil Jach, Harvey Morris, John Hochmann, John Cusick, our server Maddy, Pat Morris, Linda Jach, Dick Sanders, Monica Burrill, Jim Burrill, Dawn Lang, Bob Lang and George Bleyle.

George Bleyle gave us a description of his time at the Air Force Museum in Dayton with the RUPA Reunion. Dick Sanders visited the old Stapleton Tower buildings in Denver and had pictures to share. We had a long discussion on the new Medicare Advantage Plan from Aetna. And Pat Morris provided all of us with wonderful chocolates for our dessert. Cheers, *Phil*

Manassas RUPA Breakfast



Left to Right: John King, Jim Foster, Gary Cook, E.K. Williams, Bill Davis, Hal Cockrill, Sim Stidham, Stokes Tomlin, Gene Couvillion, Don Reinhart.

Always fun telling amazing aviation stories never letting pesky facts stand in the way. War stories aside, we all celebrated the birthday of our senior member, Jim Foster, his 88th trip around the Sun and many more to come. Our hats are off to Stokes for his work at the animal shelter. Also, we had some discussion of the Apple watch's fall alert feature.

We ended our breakfast by wishing all our United Family a happy Thanksgiving. *Gene*

The Sarasota Sunsetters RUPA Luncheon

Wow!! Our group is growing, we started RUPA-SRQ-Sunsetters 1 year ago and have had quite the participation. This was our latest luncheon with 21 participants. We love having our spouses participating as it really brings it to a higher level.



Attending in no particular order: Ann and Roger Nelson, Chris and Peggy Wingardh, Jeff and Jane Munzell, Bob and Nancy Martin, Brian and Mary Sanford, Ed Ripper, Carolyn Faulkner, Mike and Suzi Conner, Jeff Bailey, Jim and Melissa Kelly, Al Mcilrayth, Paul Rice, Bill Cochran, Herb Hunter, Ann and Roger Nelson, Chris Peggy Wingardh.

What was discussed I am sure was everything under the sun and then some. We only meet 5 times a year, and this was the first of the “Winter Season.” Our next is scheduled for January 14, 2020. We expect an even larger group than as all the “Snowbirds” should be in residence.

Till then Happy Thanksgiving-Merry Christmas and Happy New Year. *Chris*
Christer Wingardh, chriswingardh@me.com, +1 941-807-6727

United launches crowdsourcing platform to donate miles to charity



United Airlines announced the launch of Miles on a Mission, a first-of-its-kind crowdsourcing platform that gives customers a simple, easy way to donate miles to non-profit organizations and charities in need of air travel.

The company has selected 12 launch partners and MileagePlus members can now visit airline’s website to make contributions to organizations like the Transplant Life Foundation, OperationUSA and Waves for Water. Each launch partner has 28 days to crowdsource miles from MileagePlus members, with the goal of reaching at least 250,000 miles. New partners will be added to the

program as each launch partner reaches its goal. United is donating two million miles to kick off the Miles on a Mission program, matching the first 50 thousand miles raised for each campaign.

“We want to make a difference in the communities where our customers and employees live, work and fly,” said Sharon Grant, vice president and chief community engagement officer at United Airlines. “Miles on a Mission not only allows us to connect with even more organizations than before but also gives our customers a new way to use their miles in a way that supports the charities and causes that mean the most to them.”

Non-profit organizations with current live campaigns include:

- OperationUSA: An international disaster relief organization with a live campaign development agency that helps communities around the world overcome the effects of disaster, disease, violence and endemic poverty abroad.
- Holocaust Museum Houston: An organization that is looking to fund travel for teachers to provide further education and classroom resources concerning the Holocaust and Human Rights.
- NJ LEEP: A college access and success program serving first-generation and low-income students from the greater Newark, NJ area. The organization helps students build academic and social-emotional skills, develop the habits necessary for lasting success, and gain exposure to professional role models.

- **Swim Across America:** An organization that hosts swimming events across the world to raise money for cancer research and clinical trials at major research institutions to supplement government funded research projects.
- **Watts of Love:** A non-profit that provides solar technology and education to the 1 billion people living without electricity. They offer clean and sustainable forms of energy as an alternative to dangerous forms of energy.
- **Waves for Water:** An organization that provides access to clean water for communities by creating portable water filter systems, digging/renovating wells and constructing rainwater harvesting and storing solutions.
- **The Transplant Life Foundation:** The nation's leading advocacy group for those in the donation and transplantation world, including transplant recipients, living donors and donor families. Transplant Life Foundation strives each day to enhance and improve the lives of its members through its education programs, social networking platforms, TransplantNATION magazine and Transplant Games of America.
- **Off-The-Grid Missions:** An organization dedicated to providing the Deaf and Hard-of-Hearing with access to life-saving resources, especially in high-risk and remote regions around the world.
- **Miles4Migrants:** Dedicated to using donated frequent flyer miles, points and money to reunite and relocate individuals and families around the world separated by war, persecution, and disaster.
- **Animal Lighthouse Rescue:** Dedicated to the rescue, rehabilitation, and finding of loving homes for sats, or stray dogs in Puerto Rico, through their local partner, no-kill shelter El Faro de los Animales, and a team of staff, volunteers, and foster families in NY.
- **Adaptive Cycling Foundation:** An organization that supplies, manufactures and adapts bicycles for injured service members, first responders or heroes as a means for recovery and rehabilitation, both mentally and physically, from injuries and traumas.

The Miles on a Mission platform went live on Friday, October 25, and one of the inaugural non-profits, Veterans Community Project, has already reached its crowdsourcing goals. A new campaign will launch on the platform within the coming days.

“The Adaptive Cycling Foundation is very excited and honored to be included in United’s Miles on a Mission campaign, continuing our alliance with United of giving back,” said Scott Moro, Adaptive Cycling Foundation’s mechanic and founder. “We create One of a Kind Bicycles for One of a Kind Heroes, Heroes who have already paid enough. The United Miles from the Miles on a Mission campaign helps us to provide zero cost travel to individually fit and consult with these Hero Veteran and Active Duty Service Members and First Responders. It’s exciting, motivating, and we are honored to be involved in United’s continuing mission of giving back.”

Eligible charities can apply for the opportunity to launch a 28-day campaign to raise miles for their organization through MileagePlus member donations. Approved charities will work with United to reach goals of raising between 250,000 and 5 million miles.

United Airlines pledges \$40 million to decarbonize commercial air travel



United Airlines announced that it is committing \$40 million toward a new investment vehicle focused on accelerating the development of sustainable aviation fuels and other decarbonization technologies.

The carrier, which earlier this year agreed to purchase up to 10 million gallons of sustainable aviation fuel over the next two years, will look to collaborate with other environmentally conscious partners on this extraordinary initiative. Among all airlines around the world, United holds more than 50% of all publicly announced purchase commitments to using sustainable aviation fuels and is the only U.S. carrier to currently use this fuel on a continuous basis.

“United has been an industry leader in environmental sustainability – including being the first U.S. carrier to announce a bold pledge to cut our carbon footprint in half by 2050 relative to 2005,” said Scott Kirby, United’s president. “However, to achieve this goal, we can’t be content as a leading airline undergoing an evolution to adapt to climate change. We aspire to be the airline leading the revolution to fight climate change, and this new initiative will further empower us to reduce our impact on the environment and fly towards a more sustainable future.”

737 MAX Out of Schedule Until Early March



Since the grounding of the Boeing 737 MAX aircraft in March 2019, United has gone to great lengths to minimize the impact on our customers' travel plans. We've used spare aircraft and other creative solutions to help our customers, who had been scheduled to travel on one of our MAX aircraft, get where they are going.

We have decided to pull MAX flights out of our schedule until March 5, 2020. During this period, we'll continue to take extraordinary steps to protect our customers' travel plans. Moving forward, we'll continue to monitor the regulatory process and nimbly make the necessary adjustments to our operation and our schedule to benefit our customers who are traveling with us.

- In November, we expect to cancel approximately 93 flights a day, which results in roughly 2,800 flights for the month.
- In December, we expect to cancel approximately 75 flights a day, which results in roughly 2,300 flights for the month.
- In January, we expect to cancel approximately 56 flights a day, which results in roughly 1,700 flights for the month.
- In February, we expect to cancel approximately 56 flights a day, which results in roughly 1,600 flights for the month.
- In March, we expect to cancel approximately 56 flights a day, which results in roughly 224 flights for the portion of the month affected.

We are continuing to work through the schedule to try to swap and up gauge aircraft to mitigate the disruption caused by the grounding of the MAX. We continue to automatically book affected customers on alternate flights. If we are unable to place them on a different flight, we will proactively reach out to try and offer other options.

For more than 90 years, the safety of our customers and employees has come first, which is why we have cooperated fully with the FAA's independent review of the MAX aircraft, and we won't put our customers and employees on that plane until regulators make their own independent assessment that it is safe to do so.

US airlines: Restoring traveling public's trust in Boeing 737 MAX top priority



United, American and Southwest Airlines are planning to conduct Boeing 737 MAX demonstration flights with senior company officials, but not real airline passengers, on board, to prove that the troubled aircraft is safe.

Aiming to win back public confidence in the Boeing 737 MAX, major US carriers want to hold the additional checks as soon as the Federal Aviation Administration (FAA) and Boeing clear the 737 MAX to resume operations after months of worldwide groundings. The plans were revealed by The Wall Street Journal, which cited government and industry officials familiar with the matter. "Restoring the trust of the traveling public in the safety of the 737 MAX once it's recertified is our top priority," a Boeing spokesman said.

The plane may be formally cleared to fly before the end of the year, and even though the companies have lost out on money due to the groundings, it will be at least another month before they are ready to welcome passengers on the 737 MAX again. The airlines want the planes to initially take several trips without ticket holders and eventually fly executives, members of the media and potentially corporate clients to vouch for the aircrafts' safety.

The test flights are part of a public relations campaign aiming to raise confidence both among pilots and passengers after two deadly crashes involving 737 MAX planes claimed lives of 346 people. The anti-stall system, known as MCAS, has been blamed for both tragedies. It has recently been revealed that Boeing misled regulators about the "egregious" software program.

Pass Traveling for The Holidays?



Busy airports, long lines and full flights: The holiday travel season is in full swing! Lots of customers who travel during the holidays may not be experienced fliers, so when pass travelers are prepared, agents can focus on taking care of customers in the final minutes before boarding. Use this holiday checklist (and check it twice) to make sure you're ready to go!

- Get to know our app: Our award-winning United app is your travel toolkit. You can check in, check flight status and view your position on the standby list. Even better, your app will update with your boarding pass as soon as you've cleared standby – no need to wait in line to talk to an agent. Download the United app for free before your next trip.
- Dress for success: Before you decide what to wear on the plane, check out the Pass Travel Attire policy. Remind your pass riders, too. They represent you – and United – when they're pass traveling, so we expect them to follow the attire policy, whether you're traveling together or not.
- Know the rules: Explain to your pass riders how the standby process works and that they should contact you if they have questions. Pass travel is an awesome privilege, but it's never a guarantee, so understanding the process and setting expectations with your pass riders is really important.
- Have a backup: Keep in mind that some of our more popular destinations like Honolulu, Orlando and other warm locations are in high season and may make pass travel a challenge. If you need a backup travel plan, you can purchase interline tickets online. We have 127 interline ZED agreements that increase our global footprint far beyond the United network.
- Remember your ID: Don't expect your employee ID to get you through security. Remember your official identification so you don't get stuck.
- No seat swaps: Traveling with a companion? Remember that seats together is never a guarantee. If you want to make sure you're seated together, purchase a seat. It's never okay to ask a revenue customer to swap seats.
- Be flexible: Open Search lets you check flights with the most seat availability to or from anywhere, and you can set up Flight Watch to send you notifications with boarding totals for up to 10 flight segments of your choice.

CLEAR has been added to IAH and EWR



Employees and customers at IAH and EWR can now get through security checkpoints faster by using CLEAR, the secure identity company using biometrics to build a frictionless and secure world. Thanks to our partnership with CLEAR, we were able to bring this technology to the two hubs this week.

Once at the airport, CLEAR members access security through a dedicated lane where they verify their identity with a tap of their finger or blink of an eye before continuing to physical screening.

“Everyday thousands of customers travel through our terminals at IAH, and our goal is to make it a positive experience,” said IAH Hub VP

Rodney Cox. “Expanding CLEAR lanes throughout our terminals is another example of United investing in the customer experience and specifically improving the day of travel experience. We look forward to continuing to partner with CLEAR and expand their presence in Houston and other hubs throughout the country.”

In addition to IAH and EWR, we're working to make CLEAR available at ORD in the coming months. DEN, LAX, SFO and IAD already offer the technology.

As announced last September, as part of our partnership with CLEAR, employees are eligible for an exclusive 3-month free trial and a discounted membership price of \$99 per year. Additionally, membership is complimentary for MileagePlus Premier® 1K® members and discounted pricing is also available at varying rates for other Premier members, U.S. United credit card holders and general MileagePlus members.

United Rolled Out Its New Livery Celebrating Star Wars



We rolled out our long-awaited new livery celebrating Star Wars: The Rise of Skywalker at IAH, and it was just as incredible as you might have imagined it would be. The design is like nothing you've ever seen before on a commercial airplane: A blanket of stars covers the entire fuselage, providing the backdrop for X-wing and Tie Fighter spacecraft, which have been reimaged for the new film. Doug Chiang, Vice President and Executive Creative Director for Lucasfilm, worked with his in-house designers to come up with the concept and was instrumental in the execution.

“Approaching the design for United Airlines was unlike anything I had ever done before,” he said. “I typically design for a flat screen when I design for films... an airplane fuselage presented a broad and exciting canvas.”

Working with this kind of medium for the first time, Chiang looked for interesting ways to give his ideas a little extra pop. “We leveraged the curve of the fuselage to give the impression of three-dimensionality,” he said. “By placing the main X-wing and Tie Fighter on the broadest area of the aircraft, it gave the impression that the spaceships were spatially coming out toward the viewer. Two smaller spaceships were placed on the upper and lower edges of the fuselage to reinforce this perspective. The resulting illusion is one of false dimension, like a classical tromp l’oeil painting where the imagery seems to jump out of the canvas.”

In addition to Chiang and his team, the finished product you see is the result of months and months of hard work on the part of our marketing team, our fleet engineers and a team of painters and graphic application specialists. United Fleet Engineer and Star Wars fan Neil Sorensen was one of those people, and he described the experience like a childhood dream come true.

“When I found out we were doing this, I was pretty excited,” he said. “We get proposals for special liveries all the time, but not everyone that comes our way gets the green light. I am pleased that this was one project that did come to life.”

Neil and his team oversaw the transformation process from beginning to end, ensuring Chiang’s design could be applied to the Boeing 737-800 without compromising its operational or safety reliability. Like Chiang, Sorensen couldn’t help but be awed when he saw the finished product. When you spot it, there’s a good chance you will, too. The Star Wars: The Rise of Skywalker plane will operate on domestic U.S. flights and will have the tail number N36272, if you want to keep an eye out for it. And keep an eye out for more coverage on today’s big unveiling extravaganza.

United Airlines Puts Jet Lag to Rest



United Airlines customers now have a new, scientific way to battle jet lag through a first-of-its-kind partnership with Timeshifter, an app that outlines the best time to see and avoid light, sleep and enjoy caffeine to adjust quickly to a new time zone. All MileagePlus members receive access to a free Timeshifter jet lag plan. The app is targeted at customers flying across three or more time zones and will be a helpful tool for them to manage their jet lag as they travel throughout United’s global route network.

“We want to do everything we can to help improve the experience of traveling across time zones, whether it’s a business trip to Tel Aviv or a vacation to Tahiti, our customers should arrive feeling fresh and ready to hit the ground running,” said Vice President of Loyalty and President of MileagePlus, Luc Bondar. “Timeshifter takes all the guesswork out of avoiding jet lag and instead uses science and algorithms to design a customized, step-by-step trip across time zones. I was a believer the first time I used the app and I think our customers will love it too.”

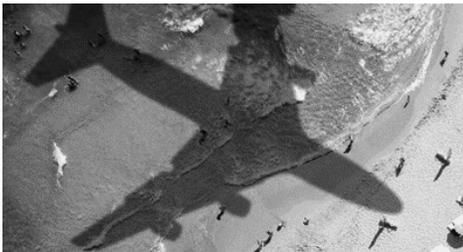
Timeshifter was developed by top researchers in sleep and circadian neuroscience and is aimed at customers

crossing three or more time zones. The app uses an algorithm to customize plans for customers based on a number of factors including normal sleep pattern, flight details and individual preferences, creating a personalized jet lag alleviation plan. Each plan includes:

- Instructions for when travelers should prioritize exposure to bright light or avoid it.
- A sleep and napping schedule based on his or her own sleep preferences.
- A plan to optimize caffeine intake for alertness and sleep.
- Optional timing for taking melatonin, should travelers choose to do so.

United flies some of the longest routes in the world, including the two longest flights operated by a U.S. carrier with non-stop service between Houston and Sydney and between San Francisco and Singapore. In December, United will become the only airline to fly direct from North America to Cape Town, South Africa with the start of brand-new service from New York/Newark. United flies 320 routes to 120 international destinations from the U.S.

The future of air travel and digital travel



Advances in digital and artificial intelligence for air travel are coming in thick and fast, World Travel Market (WTM) London delegates heard. Liam McKay, Director of Corporate Affairs at London City Airport told WTM delegates it won't be long before biometrics replace paper documents and check in will be carried out somewhere else. During a session entitled Gathering Storms, Airlines and Airports, he said: "In the future, there will be less space than you expect for check in. It won't be done in the future at an airport. It will be done at your office or at home. "Currently, we have travelers flying from London City who work at

Canary Wharf can drop off bags at their offices. "Soon you'll be able to turn up without your passport. It will be more or less a paperless experience based on biometrics. That future is much closer than you think."

Hank Jan Gerzee, Chief Digital & Innovation Officer at Schiphol Airport in Amsterdam, told the moderator John Strickland the airport already has the facility for people to drop off luggage at the car park, before they get into the terminal. In another development, the world's first automatic bridge to allow passengers to walk off the aircraft and into the terminal, has been installed at Schiphol, speeding up the disembarkation process for flyers and helping aircraft to be more punctual.

Virtual assistants, multi-language websites and wearable technology will shape the future of digital travel, a WTM London session also heard today. The themes emerged in a discussion entitled 'Genesys Session: The Future of Digital Travel' led by Paul Richer, founder of technology consultancy Genesys.

Daniel Wishnia, chief digital transformation officer at German property company Aroundtown said the \$2.1 billion purchase of Fitbit by Google illustrated how important wearable health and tracking devices would be in future. "The message is prediction – to try and understand a person's behaviour, to see what that person will choose and buy."

Virtual assistance and voice technology were part of this future, he said. "It's not only about the weather forecast, it's about where can I go? My assistant knows I like sushi and recommends restaurants that are nearby. This kind of data will lead us to understand how we approach our future customers."

Devices like Alexa and Google Assistant will eventually shape travel decisions through learning more about our tastes, lifestyle and health, he said. "The assistant will be interactive; it will know your calendar and tell you it's time to take a break."

Joel Brandon-Bravo, vice president of travel solutions at translation service TransPerfect warned of the need for multi-lingual approaches. He said that of the \$30 trillion growth in middle class consumption predicted between 2015 and 2030, only \$1 trillion would not come from Asia. Similarly, there were no English-speaking countries among the top 10 emerging markets.

Proxy technology, where an enquiry is redirected to a hosted site in the client's own language, would permit new market penetration, he said. He also urged companies not to think that no new social media channels would emerge, citing the enormous recent growth of short form mobile video site TikTok.

Money Talks, but all mine ever says is goodbye.

A very good coverage of Boeing's problems

This article published as received

A very good coverage of Boeing's problems from the Vancouver Island Aircrew Association, November 2019 edition of Air Vibes.

Why would a commercial airliner with a long history of safety and reliability experience two recent fatal crashes within minutes of takeoff? Is it, in fact, a new aircraft, with fundamentally different handling characteristics that required fundamentally different operational software -- and pilot training? And given the aircraft and airline industries' inherent interest in safety, how could a new aircraft have been introduced into fleets worldwide without the requisite training? Differences in costs -- and philosophies -- between hardware and software provide an explanation.

Gregory Travis 812 606 1199
greg@littlebear.com 3/15/2019

The following article was sent to me by several colleagues and is excerpted from the original written by the above engineer; however, the original is 18 pp long.

If any readers want the original PDF, please contact this Editor.

Introduction: I have been a pilot and aircraft owner for thirty years. I have been a software developer for over forty years. I have written extensively about both aviation and software engineering over those years. Now it's time for me to write about both, simultaneously and in the context of another subject near and dear to me: "normal failure."

Let's start by admiring the company that was Boeing, so we can know what has been lost. As one journalist put it in 2000, "Boeing has always been less a business than an association of engineers devoted to building amazing flying machines."

For the bulk of the 20th century, Boeing made miracles. Its engineers designed the B-52 in a weekend, bet the company on the 707, and built the 747 despite deep observer skepticism. The 737 started coming off the assembly line in 1967, and it was such a good design it was still the company's top money maker thirty years later.

How did Boeing make miracles in civilian aircraft? In short, the civilian engineers were in charge. And it fell apart because the company, due to a merger, killed its engineering-first culture.

In 1997, Boeing, with both a commercial and military division bought McDonnell Douglas, a major aerospace company and competitor. With this purchase, the airline market radically consolidated. Unlike Boeing, McDonnell Douglas was run by financiers rather than engineers. And though Boeing was the buyer, McDonnell Douglas executives somehow took power in what analysts started calling a "reverse takeover". The joke in Seattle was, "McDonnell Douglas bought Boeing with Boeing's money."

The merger sparked a war between the engineers and the bean-counters; as one analyst put it, "Some of the board of directors would rather have spent money on a walk-in humidifier for shareholders than on a new plane". The white-collar engineers responded to the aggressive cost-cutting and politically motivated design choices with the unthinkable, affiliating with the AFL-CIO and going on strike for the first time in the company's 56-year history." We weren't fighting against Boeing," said the union leader." We were fighting to save Boeing."

The key corporate protection that had protected Boeing engineering culture was a wall inside the company between the civilian division and military divisions. This wall was designed to prevent the military procurement process from corrupting civilian aviation. As aerospace engineer Pierre Sprey, noted, military procurement and engineering created a corrupt design process, with unnecessary complexity, poor safety standards, "wishful thinking projections" on performance, and so forth. Military contractors subcontract based on political concerns, not engineering ones. If contractors need to influence a Senator from Montana, they will place production of a component in Montana, even if no one in the state can do the work.

Bad procurement is one reason (aside from military officials going into defense contracting work) why military products are often poor quality or deficient. For instance, the incredibly expensive joint strike fighter F-35 is a mess, and the Navy's most expensive aircraft carrier, costing \$13 billion, was recently delivered without critical elevators to lift bombs into fighter jets. Much of this dynamic exists because of a lack of competition in contracting for major systems. Monopolies don't have to produce good quality products, and

often don't.

At any rate, when McDonnell Douglas took over Boeing, the military procurement guys took over aerospace production and design. The company began a radical outsourcing campaign, done for political purposes. In defense production, plants went to influence Senators and Congressmen; in civilian production, Boeing started moving production to different countries in return for airline purchases from the national airlines.

Engineers immediately recognized this offshoring as a disaster in the making. In 2001, a Boeing employee named L. Hart Smith published a paper criticizing the business strategy behind offshoring production, noting that vital engineering tasks were being done in ways that seemed less costly but would end up destroying the company. He was quickly proved right.

The first disaster was Boeing's 787 Dreamliner, a test case in how to attempt to cut costs and end up driving up expenses. The company went over budget by something like \$12-18 billion. As Sprey put it, "You don't have to be wearing a deer-stalker hat to deduce that the rotten practices bred by DoD procurement have finally infected the executive suite of Boeing's commercial division." Aside from the offshoring of key capacity, the 787 had significant engineering problems, including electrical systems that caused battery fires on the planes.

In 2005, Boeing hired its first ever CEO without an aviation engineering background, bringing in James McNerney, who got his training in brand management at Procter & Gamble, then McKinsey, and then spent two decades at General Electric learning from Jack Welch how to erode industrial capacity in favor of shareholders. He brought these lessons to Boeing and greenlit the 737 Max to compete with a more fuel-efficient Airbus model.

The key decision was, rather than just build a new plane, was to upgrade the 737 model. That way, airlines, especially Southwest Airlines, would be able to buy the plane and not have to retrain their pilots, as pilots must be recertified for a new aircraft model but don't have to be recertified for upgrades of old models. But this choice caused significant problems, because the aerodynamics of the 737 body didn't fit with the Max's engine, which was obvious during the first wind tunnel tests. The testing in 2012, with air flow approaching the speed of sound, allowed engineers to analyze how the airplane's aerodynamics would handle a range of extreme maneuvers. When the data came back, according to an engineer involved in the testing, it was clear there was an issue to address.

The old Boeing would have redesigned the plane, but the McDonnell Douglas influenced Boeing a new one and tried to patch the problem with software. And it was bad software, written by two engineers paid \$9/ dollar an hour. The Federal Aviation Administration, having outsourced much of its own regulatory capacity to Boeing, didn't know what was going on, and Boeing didn't tell airlines and pilots about the new safety elements.

This disregard for engineering integrity and safety had come from the Wall Street driven financialization of the 1990s, through General Electric's McNerney, but also from military procurement culture. Current CEO Dennis Muilenburg, for instance, has presided over a series of problematic projects in the defense division, from the X-32, the losing entry in the F-35 joint strike fighter contract, to the Airborne Laser system. Muilenburg has handled the 737 Max problem the way a defense official would, through public relations and political channels rather than the way a civilian engineer would, which would be through an aggressively honest review of engineering choices.

The net effect of the merger, and the follow-on managerial and financial choices, is that America significantly damaged its aerospace industry. Where there were two competitors - McDonnell Douglas and Boeing, now there is one. And that domestic monopoly can no longer develop good civilian aerospace products. Hundreds of people are dead, and tens of billions of dollars wasted.

Boeing now has a rocky situation ahead of it. There is little trust in the current leadership of the company, and it will face significant liability from airlines who bought the jet, as well as mass cancellations of orders. There is a criminal investigation into the company, as there should be. This is likely to have significant and severe financial consequences.

The right policy path would be Congressional hearings to explore what happened to this once fine company, followed by a break-up of the company into a civilian and military division, or if possible, find a way to create multiple competitors out of this fiasco.

Muilenburg should be fired, his compensation clawed back, and the Department of Justice should clean

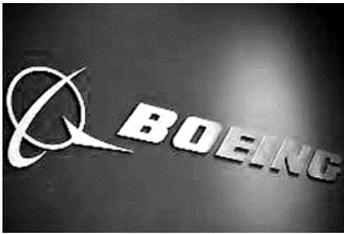
house and indict every relevant executive who empowered what looks like fraud at the core of the 737 Max fiasco. Congress should expand the FAA so it can once again do its job. With a new leadership team in place, Boeing could fix the 737 Max and begin planning great aircraft again.

In other words, we should put safety conscience civilian engineers (AND PILOTS) back in charge of both building planes and regulating them. Otherwise, planes fall out of the sky.

And now we are hearing of fatigue cracks in the “picklefork” fitting, on the 737 NG, that, in four places, joins the wing to the fuselage!

What has Boeing done with structural fatigue testing? Remember the Comet? Editor.

Boeing Dumps Robots That Flubbed Its 777X Jet Assembly



The Boeing Company has finally dumped the robots that were used to assemble two main fuselage sections on the Boeing 777 and 777X long-haul aircraft. America’s biggest aerospace corporation gone back to human labor again, after years of struggle with a robotic system that flubbed the assembly of its giant 777X jet.

Awkwardly called FAUB, or Fuselage Automated Upright Build, the system was introduced with great fanfare four years ago, advertised as an example of Boeing’s innovative spirit. It featured robots working in unison to drill holes precisely and put together the outer frame of the widebody jets. But the top-notch robots – made by a company based in Germany – lacked the famous German accuracy and quality. They couldn’t synchronize drilling holes and inserting fasteners, which contributed to a snowballing of catch-up work that had to be finished by humans.

Back in 2016, it was reported that problems were amassing at Boeing’s final assembly line. “FAUB is a horrible failure,” one Boeing worker admitted at the time. “They keep forcing these unfinished, damaged airplanes on us.” Another veteran mechanic said each section was coming out of FAUB with hundreds of incomplete jobs. “It’s a nightmare,” he said.

Now, Boeing will rely on skilled workers again to manually put fasteners into holes drilled by a system known as “flex tracks.” While it’s still automated, it’s not as big and autonomous as the faulty FAUB.

The plane maker’s top managers admit that FAUB was a complete failure. “It was hard. It took years off my life,” Jason Clark, a Boeing vice president in charge of 777X production, has said.

The long-range 777X was originally scheduled to make its first test flight this summer, but it was postponed until 2020 due to issues with its General Electric engine. It isn’t clear if the latest revelation will cause further delays.

Marketed as a more fuel-efficient successor to the best-selling 777 model, the 777X provides seating for 365 passengers and has a range of over 16,000km.

El Al Israeli Airline Pays Tribute to Retiring Boeing 747s



Israeli airline El Al laid on a fitting tribute to mark the end of its use of the huge Boeing 747 aircraft dubbed ‘Queen of The Skies’ by aviation fans, with the pilots tracing an enormous plane in the skies. The impressively detailed pattern of the aircraft was traced out as the aircraft headed from Rome to Tel Aviv on its last flight for El Al.

The aircraft, which is being retired by airlines around the world, holds a particularly special place in the history of El Al. The airline used the planes as a key element of Operation Solomon – a covert military operation which airlifted 14,500 Ethiopian Jews out of Addis Ababa and brought them to Israel in May 1990. Thirty-five flights made the journey over a 36-hour period. One of the El Al flights even set a single-flight passenger load record, carrying 1,122 passengers. Israel undertook the sudden mass transit out of concerns for the safety of Ethiopian Jews amid political instability in the country.

The 747 is being replaced by newer and more efficient models such as the Boeing 787 or Airbus A380, though they don’t have the same passenger capacity.

Travelers Don't Trust Airlines



An alarming number of passengers (55%) do not trust airlines to abide by air passenger rights laws, a new global study revealed.

The survey, which investigated to what extent consumers understand their air passenger rights, has surfaced a worrying level of distrust in air carriers. Only about half (55%) of US travelers have filed compensation claims. This year, 169 million U.S. passengers have been affected by flight disruptions. Many travelers experienced disruptions that are eligible under EC 261, and are battling with airlines to be awarded compensation that is rightfully theirs.

Adding insult to injury: airlines lacking in transparency: Under EU law EC261, if a flight is delayed by more than three hours, cancelled, or in an instance of denied boarding, passengers are entitled to financial compensation of up to \$700 per person if the cause of the disruption was in the airline's control. This law protects U.S. travelers on flights out of the EU and flights to Europe if they are with a European airline.

Despite the clear European legislation, the research has revealed that only one-third (33%) of people in the United States have been informed of their passenger rights during a flight delay or cancellation. Furthermore, more than half have never had an airline communicate their rights to them following a disruption.

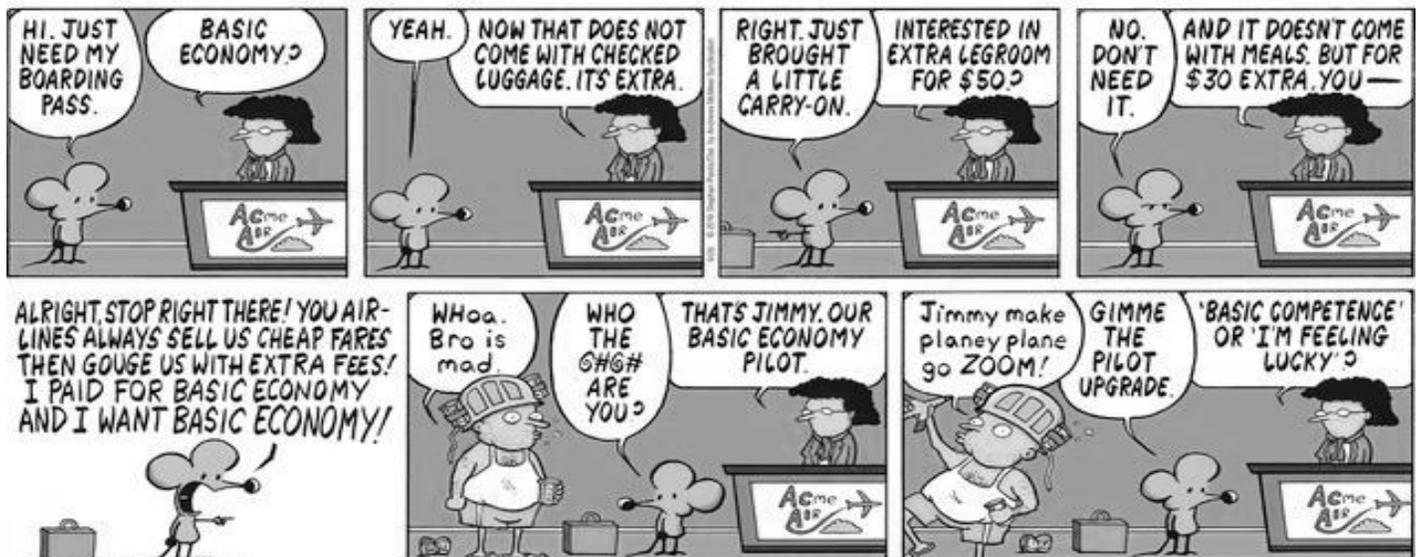
Passengers forced to fight for rights: In addition to the lack of transparency, United States passengers have to contend with poor claims handling by airlines. A separate study found that United States airlines reject an average of 25% of claims on wrongful grounds. This shows that even passengers who are aware of their right to claim compensation are facing an uphill battle for compensation that is legally theirs.

The survey also revealed a brazen lack of honesty from airlines; 24% of United States passengers facing a significant flight disruption have accepted an airline's offer of vouchers or food instead of claiming for financial compensation. This shows how little air passenger rights are understood, and that many people believe that the "right to care" is the full extent of what they are entitled to when a flight is disrupted. What many travelers do not know is that accepting a voucher or cash offer from an airline is often not the best course of action. Taking vouchers may seem easier, however, these can often have expiration dates or terms that make them less valuable than the compensation they are eligible to claim.

Passengers are losing out on money that is rightfully theirs because airlines are dishonest about their own passengers' rights. The compensation claims process has become so disheartening that many passengers give up after their initial claim was rejected, highlighting the fact that many consumers feel powerless against airlines. United States passengers already have limited protections against the airlines when compared to European travelers, so their lack of faith in airlines is unsurprising. EC261 — which protects all travelers on flights departing from the EU and flights to the EU on a European airline — is in place to empower passengers and should not be used by airlines as smoke and mirrors allowing them to shirk their legal responsibility.

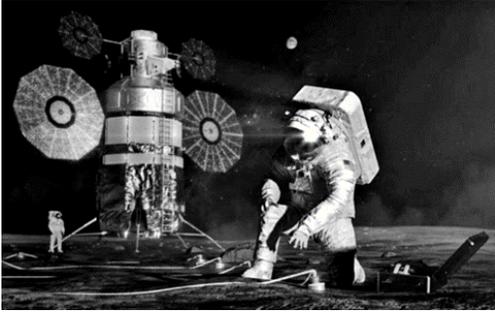
PEARLS BEFORE SWINE

BY STEPHAN PASTIS



NASA shares details of lunar surface missions—and they're pretty cool

By Eric Berger



There are a lot of reasons to be skeptical that NASA will actually enact the Artemis Moon program to land astronauts on the Moon by 2024—Congress may not fund it, NASA's large, costly rocket remains far behind schedule, and history has been unkind to deep-space exploration programs since Apollo. However, should lunar landing missions occur during the next decade, they have the potential to go far beyond what NASA accomplished with the Apollo program half a century ago.

NASA scientists John Connolly and Niki Werkheiser spoke at the annual meeting of the Lunar Exploration Analysis Group, and they provided more details about the agency's plan for human missions in the 2020s.

The first mission to the Moon's surface, consisting of two crew members, will remain on the surface for 6.5 days—this is double the longest period of time any of the Apollo missions spent on the surface. The two astronauts will conduct up to four spacewalks on the surface of the Moon, performing a variety of scientific observations, including sampling water ice. "We will have a very robust science program from the very beginning," Connolly said.

One big difference between this first mission and Apollo is that NASA intends to pre-position equipment on the surface, including an unpressurized rover for astronauts to use during their spacewalks. The agency intends for this rover to have the capability to be controlled remotely—it will be like Tesla's "Smart Summon" feature, only on the Moon.

Connolly discussed Artemis landing locations near the South Pole of the Moon, noting that several "permanently shadowed regions" could be reached by short forays of 5km to 15km, well within the range of the aforementioned rover. Scientists believe that, over billions of years, ice has become trapped in these darkened areas where crater walls prevent sunlight from shining.

Why we're going back to the Moon—with or without NASA. NASA has also been studying the illumination of the South Pole along the ridges of these craters, where there is near-continual sunlight during the lunar summer. For example, Connolly said the period from October 2024 through February 2025 along the rim of Shackleton Crater (at 89.8 degrees south) will have near-constant illumination. This is important for solar power generation.

Another Artemis mission is scheduled to follow in 2025, followed by delivery of a pressurized rover as early as 2026. This would enable much longer forays from the landing site. Before the end of the decade, NASA says it could evolve the crew size to four people, for 14-day missions, and begin to establish facilities for mining water ice and producing oxygen.

Sample return? The goal, Connolly said, would be to go to the Moon to stay, while also building up capabilities for eventual human missions to Mars. "We are going to do some testing for Mars on the Moon, but we are also looking at a long-term lunar surface presence," he said.

Scientists at the lunar meeting were also interested in rock samples from the Moon. In a discussion of the human landers NASA plans to use in 2024 and beyond, Greg Chavers, an engineer at Marshall Space Flight Center, said the agency has plans for this. Companies bidding to build the lander for NASA will be required to provide a minimum sample return capability of 35kg, (77lb) with the goal of 100kg (220lb) . Companies will be evaluated, in part, on their sample return capacity, he said.

One of the limitations on returning samples is the Orion spacecraft, which will carry astronauts back from lunar orbit to Earth. Chavers said the Orion spacecraft does not have any designated space for a box of sample rocks taken from the lunar surface. "We just don't know what the capability will be," Chavers said of bringing rocks back to Earth inside Orion. This would seem to be an important detail to nail down.



Single-Pilot Aircraft with AI Will Become Reality Over Next Decade



Airbus Chief Technology Officer, Grazia Vittadini, said that European aerospace giant is currently working on a single-pilot aircraft model to meet rising air travel demand. Demand for air travel doubles every 15-20 years, which results in more noise, emissions, fuel consumption and a higher requirement for pilots. The single pilot model is being developed with the help of automation technologies such as artificial intelligence (AI).

“While the human component will continue to be accountable for strategic decisions, AI will take care of the routine tasks, taking away workload from the pilot so that his/her attention is focused. There will be AI apps for aiding activities, such as image recognition of runways or signs at the airport and conversion of speech to text, as communication plays a significant part of the pilot’s workload,” Vittadini said.

Airbus will start testing the single-pilot model with freighter aircraft and expects this to become a reality over the next decade or so. Vittadini said issues regarding passenger safety will be enhanced with these new technologies.

Airbus’s move to do away with two pilots comes on a day when Boeing announced that it has scaled back the use of automation to make fuselage sections for its 777 jetliners amid reports of reliability issues and returned to having human mechanics do some of the work.

Airbus, which spends about €2 billion annually in research and development (R&D), is also working on a complex hybrid-electric aircraft demonstrator, E-Fan X. In the test aircraft, one of the four jet engines will be replaced by a two-megawatt electric motor, which is roughly equivalent to the power of 10 medium-sized cars. The electric propulsion unit is powered by a power-generation system and battery.

The future is Snacks

By Natalie B. Compton/The Washington Post



The Golden Age of airplane food is over; airlines eye sustainability, and flyers are going to have to pay to get something special.

The rattle of a flight attendant’s service cart sparks a nostalgic joy in me. No matter how many times I fly, I perk up when those trolleys come rumbling down the aisle, maiming any appendages brazenly stretched beyond arm rests. What, pray tell, will the flight attendant hand me this time? A Stroopwafel? A rectangle of lasagna?

Sometimes food on a plane sets the tone for your trip, like a baguette and wine on Air France or an ube pastry on Philippine Airlines. Sometimes food on a plane absolutely fails to do that, like the ambiguous goo an airline served to me as “pasta” on a flight to Chile. Not getting a meal at all is a possibility as well. Since the Airline Deregulation

Act of 1978, airlines have been doing whatever they can to cut costs and stay competitive. Free food was an easy perk to nix. Today, you won’t find a lot of food on most domestic flights anymore. If you do, you’re likely to be paying for it, or it’s just a snack. A bag of pretzels here, a Biscoff there.

To better understand the state of airplane food today, you have to look at where it started — and where it may be headed. While many fliers complain about paying for food on planes, it’s actually the way things were from the very beginning. Passengers on Handley Page Transport’s repurposed World War I bombers from London to Paris in 1919 experienced the first in-flight meal, and it wasn’t free. It was a prepackaged lunchbox that cost roughly three shillings (or \$9.50, a steep price at the time), according to Matthew Burchette, senior curator of the Museum of Flight in Seattle.

“Right after World War I, air travel really started — no pun intended — to take off,” Burchette says. “As aircraft got more and more sophisticated, it was easier for airlines to begin to think about actually serving their clientele food.” Planes grew in size, and their food and beverage amenities followed suit. According to Burchette, cold food was the norm until 1936, when United Airlines became the first company to install a kitchen onboard. Guests were given the option between fried chicken and scrambled eggs. The move inspired other airlines to do the same. Galleys became more advanced, complete with electric ovens in the

beginning of the Jet Age. “It wasn’t until the golden age of air travel, which is the ’50s and early ’60s, that [in-flight food service] really just went nuts,” he says.

Pan American World Airways, or Pan Am, was a leader in swanky in-flight food service. The meal on a July 20, 1939, flight started with a tropical-fruit cocktail, followed by cream of tomato soup, a half-broiled chicken with wine sauce, wax beans and Delmonico potatoes. For dessert, passengers had Boston cream pie and Blue Mountain coffee. Menus boasted playful illustrations and lengthy wine and spirits lists.

A traveler in economy in the 1960s could expect to enjoy a selection of French wines with their meal of cream of tomato soup, veal with pilaf, salad and dessert. In the ’70s, flying Pan Am from Fairbanks, Alaska, to Tokyo meant starting with cocktails like a Manhattan or whiskey sour, followed by hors d’oeuvres, teriyaki steak or chicken, rice and dessert. Smokers could choose from a selection of cigarettes.

Then there was the Concorde. Introduced in 1969, the supersonic airliner powered by turbojet could transport passengers from Western Europe to the East Coast of the United States in 3 1/2 hours. About 30 times more expensive than the standard transatlantic flight, a ride on the Concorde was pure luxury.

“Nothing was higher and ‘schmancier,’ for lack of a better word, than the Concorde,” Burchette says.

Without screens on seat backs or personal gadgets to keep travelers happy on long-haul flights, in-flight meals in the days of yore served as entertainment. Meals were multi-course. Flight attendants wielded large knives to carve hams and steaks tray-side. Eating and drinking was as much about the experience as it was about feeding passengers. “Tablecloths. Silverware. I’m old enough that I can remember actual knife and fork. And of course, the booze flowed freely,” Burchette says. But the glory days of free-flowing champagne and canapés proved to be unsustainable. The in-flight experience took a turn with deregulation.

“Deregulation was the game-changer, because you had all these low-cost carriers come in and start to compete against the higher-class carriers,” says commercial airline historian Shea Oakley. Airlines “started cutting back. They would still feed you on long-distance flights, transcontinental or international flights, but domestic passengers started getting next to nothing.” Commercial aviation became mass transportation, allowing billions of people to travel around the world at a lower cost than ever. The style of in-flight dining had to change, too.

“Back in the old days it was about the service. Now people want speed,” says Enda Kavanagh, product manager for in-flight customer experience at Aer Lingus. While the Irish carrier had to speed up its service, it still offers complimentary meals in coach. This isn’t the norm in a post-deregulation world.

Airlines began to unbundle their services as a way to earn more revenue while keeping ticket prices competitive. Passenger services that were once complimentary, like checking a bag or getting lunch, now come at a fee. Oakley says unbundling services has led to airlines grossing some \$35 billion annually. Slapping a fee on every possible amenity became the norm for economy fliers. We came to expect the \$10 cheese-and-cracker box, just like we expected the \$8 water bottle at the airport. If a meal did come your way, it was not a multi-course experience, but a small rectangle covered in aluminum foil, served with a dinner roll and cube of dessert.

Eating meals in economy got worse, and it had nothing to do with the food. Passengers today are so cramped while sitting that it’s near-impossible to enjoy anything in coach, since the average seat pitch has shrunk from 35 inches to 31 inches. Navigating a meal on your tiny tray table is a test of claustrophobia tolerance, particularly if you’re trapped in a middle or window seat.

Up in business and first class, the luxurious touches of the Concorde are still alive and well. Champagne still flows freely. Your multi-course meal, designed by a Michelin-starred chef, may still end with your selection from a dessert cart rolled to your lie-flat seat. Once you’ve sipped your digestif, you can wipe your face with a linen napkin and apply some Bulgari toiletries to your dehydrated skin.

But further back in economy, meals are less elegant. If you’re flying internationally, you’ll get a tray of food and a drink and pray that you don’t drop anything under your tray table, where it’s impossible to retrieve it. Flying domestic? You can buy an overpriced turkey sandwich or a small container of hummus with some crackers if your single packet of pretzels don’t hold you over.

While the nickel-and-diming in economy can be a huge frustration for passengers, the future of airline food may not be doomed, however. There are people working hard to make airplane food better in unique ways.

U.S. Travel EDxec to Senate: Americans not REAL ID-Ready



Research by U.S. Travel and Longwoods International previously found that 57% of Americans are unaware that next October 1, 2020 is the deadline for having a REAL ID-compliant driver's license—or an acceptable alternative such as a U.S. passport—to board a domestic flight.

U.S. Travel Association Executive Vice President of Public Affairs and Policy Tori Barnes testified before a Senate subcommittee, October 17, 2019, on the looming October 1, 2020 deadline set to hit American air travel.

The research also estimated that 99 million Americans are currently without any kind of REAL ID-compliant identification.

Barnes summarized U.S. Travel's policy proposals for getting ahead of the REAL ID problem, which include:

- accepting CLEAR and TSA Precheck membership as alternatives to REAL ID;
- allowing application for REAL IDs online;
- accelerating the implementation of biometrics as a means to securely identify travelers; and
- developing procedures for screening passengers who show up to the airport without a REAL ID.

"Turning travelers away at the checkpoint is not an option," Barnes told the committee.

USCIS begins producing security-enhanced travel documents



To prevent secure document tampering, counterfeiting, and fraud, the U.S. Citizenship and Immigration Services (USCIS) will begin producing a new security-enhanced U.S. travel document, which is a booklet that looks similar to a U.S. passport and serves dual purposes. The travel document can serve in place of:

- Form I-327, Permit to Reenter the United States: Lawful permanent residents use the Reentry Permit to return from temporary travel outside of the United States and, in some cases, may use a Reentry Permit for travel in place of a passport; and
- Form I-571, Refugee Travel Document: Those with refugee or asylum status use a Refugee Travel Document if they wish to temporarily travel outside of the United States and, in some cases, may use a Refugee Travel Document for travel in place of a passport.

The new travel document will include a variety of secure features:

The new travel document will include a variety of secure features:

- Redesigned booklet cover
- Four montages containing three images, each of notable U.S. architecture, used throughout the booklet
- A combination of first-, second- and third-level security features (overt, covert and forensic) Overt is something you can see with the eye, such as the central image of the Statue of Liberty.
- Covert is something that requires a tool, such as a magnifying glass, to see fine detail artwork.
- Forensic is something that requires laboratory examination.

According to USCIS, prior versions of the travel document will remain valid until their expiration date.

Pickles



Brian Crane

How Pan Am Extended Aura of Jet Travel to All

By Laura M. Holson/The New York Times



On Oct. 26, 1958, Pan American World Airways made the first commercial nonstop flight from New York to Paris. A marching band played John Philip Sousa as guests boarded the plane, where 111 passengers supped on cuisine from Maxim's in Paris. Twenty-five years later, the airline commemorated the voyage by inviting celebrities like Eartha Kitt and the boxing champ Floyd Patterson to Paris in one of the original Boeing 707 jets. Once there, the crew was feted at a party.

Pan Am went out of business in 1991. But for many, it is still synonymous with luxury air travel. And while the 1958 journey was not the first trans-Atlantic flight by an airline, it was perhaps the most significant, according to news reports at the time. Pan Am helped usher in the era of commercial jet travel with daily flights to London and Paris that ultimately made it easy for tourists — not just wealthy patrons — to see the world.

“It was a game changer,” said Gabriella Williams, a librarian at the University of Miami who oversees the digitization of one of the largest collections of Pan Am brochures, magazines, advertising and financial reports. “More people could afford to get on planes. The dawn of the jet age implemented economy class.”

Pan Am's status as a cultural icon persists nearly three decades after the airline collapsed under crushing debt. There are Pan Am items for sale on eBay, including travel bags, cutlery and captain's wings. It continues to be memorialized in television, movies and documentaries. The Pan Am Historical Foundation offers travel tours to Morocco, Iran and Egypt. Ms. Williams said half the visits to the university's special collections libraries, where the Pan Am catalog is housed, were from people interested in the airline. “The brand, at one point, was the biggest in the world,” she said.

Pan Am flew its first international flight in October 1927 and went on to become the most recognizable American airline, known for elegant service, dashing pilots and adventurous travel. Earlier that year, Pan Am's founder, Juan T. Trippe, had merged three airlines to form the company after receiving a contract from the United States Postal Service to deliver mail between Key West, Florida and Havana. Pan Am delivered 250 pounds of mail to Cuba on its first trip. Within a year, it would establish regular service to the island nation.

Trippe had a flair for marketing and public relations. In 1928, he hired the pilot Charles Lindbergh, who had become world famous a year earlier when he made the first solo nonstop flight between New York and Paris, as a consultant. Lindbergh was to explore new routes in South America, Europe and Africa for the airline. By the early 1930s, Pan Am had expanded service throughout the Caribbean and Latin America.

Pan Am acquired China Airways Federal in 1933, which allowed the airline to expand into China. That year, Trippe, who was born in 1899 in Sea Bright, N.J., the son of an investment banker, was featured on the cover of *Time*. But air travel was expensive then, mostly for business executives and the well-to-do. Airlines sought to differentiate themselves with first-class service, not with low fares, as airlines do nowadays. Consider this: The 1958 flight to Paris cost economy-class passengers \$489.60, or about \$4,350 today. “They competed by who offered the most frills,” Ms. Williams said.

That meant a large part of the population was forced to stay home. Edward S. Trippe, Juan Trippe's son, recalled his first 14-hour flight to Europe on a DC-6, an airplane made by the Douglas Aircraft Company. “It was all first-class,” said Mr. Trippe, who is the chairman of the Pan Am Historical Foundation. “We slept in bunks we pulled down above our seats. It was a luxury event.”

It was in 1958, though, that his father and airline executives embarked on what would become the golden era of jet travel, fueled, in large part, by new technology that made it possible to fly long stretches without having to refuel. In 1955, Pan Am purchased a number of Boeing 707s, the first commercially successful airliners to be manufactured. Mr. Trippe said his father wanted to open up international markets and lower airfares. “He wanted a new generation who were able to see where their ancestors were born,” Mr. Trippe said. “Pan Am had an international character. Its whole image was London, Hawaii, Africa, Japan, Rome. The advertising conjured up these images. You could go there.”

Pan Am was later beset by troubles. High fuel prices in the 1970s hobbled the industry. In 1988, a bomb

exploded on a trans-Atlantic flight over Lockerbie, Scotland, killing 259 people onboard. The company declared bankruptcy in 1991.

The flight on Oct. 26, 1958, took more than seven hours. It had been scheduled to continue on to Rome after Paris but was canceled after the Italian government imposed a new surcharge on jet airfares, according to an article in The New York Times. Of the success of the New York-to-Paris flight, The Times said, “A long procession of commercial jet flights is lining up behind it.”

Mr. Trippe was on the 25th-anniversary flight. He said he remembered seeing the actress Maureen O’Hara, who later owned her own seaplane company, aboard the plane. “The jet age propelled us into a new era,” he said. “It shrunk the world.”

Hybrid electric Twin Otter



Ampaire and IKHANA Aircraft Services have launched a NASA-funded feasibility study for modifying the venerable Twin Otter workhorse aircraft for hybrid-electric propulsion.

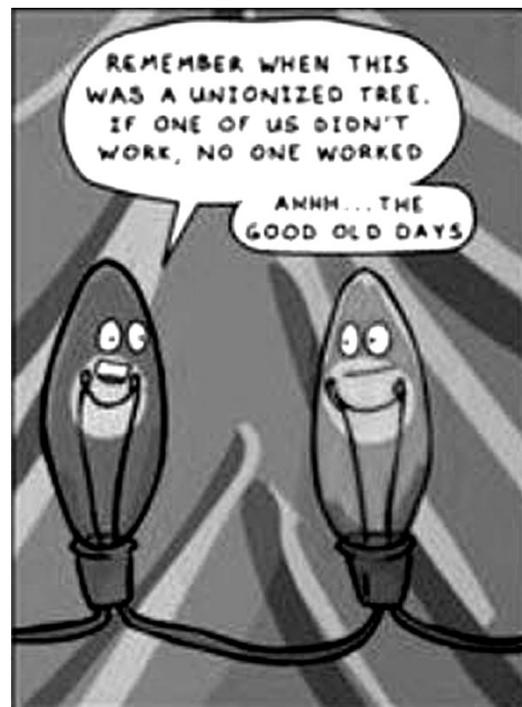
Ampaire was awarded a NASA contract to address hybrid-electric propulsion on the Twin Otter as part of NASA EAP (Electric Aircraft Propulsion) efforts. Ampaire and IKHANA are jointly executing this NASA program. The two companies are collaborating to evaluate various hybrid diesel/electric configurations for the aircraft, and to develop cost, schedule and risk mitigation plans for a further phase of aircraft development.

The ultimate aim is to pioneer a revolutionary hybrid electric variant of IKHANA’s RWMI DHC-6-300HG™ Twin Otter aircraft. This 14,000 lb. aircraft would produce over 1MW of total power and carry up to 19 passengers and cargo, while achieving dramatically reduced fuel consumption. This effort draws on Ampaire’s and IKHANA’s collaboration for flight tests and technology development on two Ampaire Electric EEL six-seat flight demonstrator aircraft, which are Cessna 337 twins modified for hybrid electric power. Leveraging Ampaire’s plug-in parallel hybrid propulsion technology, the hybrid Twin Otter unlocks groundbreaking capabilities for civil and government customers.

“The electrification of 19-seat commuter aircraft is a near-term possibility that will benefit operators and passengers, while reducing atmospheric emissions and helping the aviation industry achieve its carbon neutral growth objectives,” said Ampaire CEO Kevin Noertker. “We see NASA’s support as validation of Ampaire’s retrofit strategy. It’s a low-risk, achievable path to a hybrid/electric, and ultimately a fully electric, future. This retrofit strategy differentiates Ampaire from new-build, capital intensive programs.”

Noertker explained the importance of the 19-seat category to making progress in electric flight. “Ampaire’s study of the aviation market indicates that one-third of aviation emissions are accounted for by route segments of less than 1,000 kilometers. We have the technology today to address these route segments, on aircraft up to 19-seats., while hybrid electric solutions will come for larger aircraft in the longer term. We can have a hybrid electric Twin Otter in service in just a few years. That is what makes this first phase of work for NASA groundbreaking. This research will have broad application beyond just the Twin Otter platform.”

“The Twin Otter is a unique multi-role aircraft with proven flexibility to operate as an urban commuter, a back-country bush plane, and in various special missions applications. It’s an ideal demonstration platform for electrification technologies and as a certified product will have broad market appeal in its own right.”, said IKHANA president and CEO John Zublin. “The IKHANA team is excited to be pioneering hybrid technology for the DHC-6 Twin Otter; adapting and certifying new capabilities that expand utility for operators is what we are all about.”



As the 747 Began Its Final Approach, a Pilot Takes a Flight Down Memory Lane

By Capt. Mark Vanhoenacker/The New York Times 2017

How much do I, a Boeing 747 pilot, love the airplane that I fly? It's tough, and maybe a little embarrassing, to answer. But as the iconic jet's eventual retirement draws closer, I am surely not the only 747 fan who's taking some very long flights down memory lane.

To share with you the jumbo dimensions of my 747 obsession, I could describe my wedding cake (hint: it had wings of marzipan, and four chocolate engines). I could share my Twitter moniker, @markv747. Or I could go farther back, to the day when I, an awkward 14-year-old, stood with my mom and dad atop the Pan Am terminal at John F. Kennedy International Airport, and stared in wonder at the towering tail fins of the 747s all around us, as proud and promising to my wide-opened eyes as masts in a harbor.

I could tell you pretty much everything about my first passenger flight on a 747, a KLM Royal Dutch Airlines flight to Amsterdam, on June 25, 1988 (in 33A — a window seat, of course). And I'd certainly describe the marvelous night of Dec. 12, 2007, when I first piloted a 747, for British Airways, the airline I now fly for, from London to Hong Kong. That night the majesty of the 747 made the experience of takeoff new again, as joyful as it had been on my first flying lesson years earlier, when a steely-eyed instructor and I strapped ourselves into a Cessna, rumbled down the runway of my hometown airport in Pittsfield, Mass., and lifted into an autumn-blue Berkshire sky.

Recent news reports have suggested that the last 747s in passenger service with U.S. airlines will be retired this year. It's worth noting that other 747s — including refurbished, newer and cargo versions — will fly for years to come. New passenger 747s took flight as recently as this summer, and cargo models continue to roll off the assembly line. Nevertheless, as many 747 pilots start to ponder which aircraft we'll fly next (personally, I am drawn to the sleek lines and "Star Trek"-caliber cockpit of the Boeing 787), it is a good time to reflect on the outside importance of the plane known as "Queen of the Skies" — not just to its most passionate and geekiest, pilots, but to billions of passengers and to the world it helped change.

For those who grew up under 747-crossed skies, it can be hard to appreciate how revolutionary the jet's dimensions were when it first (and improbably, to some observers) got airborne in 1969. The inaugural model, the 747-100, was the world's first wide-bodied airliner. The jet weighed hundreds of thousands of pounds more than its predecessors (the Boeing 707, for example), and carried more than twice as many passengers. Born in a factory so large that clouds once formed within it, the 747-100 was nearly twice as long as the Wright brothers' entire first flight.

The aviation historian Martin Bowman has written that during the 747's first takeoff, from Paine Field, in Everett, Wash., in February 1969, the blast of its engines knocked over a photographer. Indeed, the jet's elephantine proportions were both a gift and a challenge to the travel industry. Peter Walter, who retired in 2011 after 47 years in ground-based aviation jobs, shared with me his memories of the day the 747 first came to the airport in Freeport, Bahamas. "The aircraft did not look all that big on the runway, but once it was on the ramp it looked enormous," he wrote. The mobile steps that had serviced a previous generation of airliners were too short, so crews stacked one set of steps atop another in order to reach the lofty doors of the new leviathan.

For pilots, crew members and passengers who love the 747, it's easy to forget that the airliner was first of all a business proposition, one that aimed to harness economies of scale and a raft of new technologies to cut the seat-per-mile cost of air travel by about 30 percent. Yet on a planet that previously only the richest could cross at will, the 747's most lasting impact may have been on everyday notions of distance and difference. Having inaugurated the "age of mass intercontinental travel," wrote the scholar Vaclav Smil, the 747 "became a powerful symbol of global civilization." The writer J.G. Ballard compared the jet to nothing less than the Parthenon — each the embodiment of "an entire geopolitical world-view." Juan Trippe, Pan Am's legendary founder, called the 747 "a great weapon for peace, competing with intercontinental missiles for mankind's destiny."

The hopes and fears of the era that gave us the 747 can seem distant. Nor is it easy, in the age of the internet, to feel the same awe at the 747's ability to shrink and connect the world. Looking back, it's perhaps enough to marvel at the billions of reunions, migrations, exchanges and collaborations of all manner that were made possible, or at least more affordable, by this aircraft. Today, the equivalent of around half the planet's population has flown on a 747. The jets have also served in firefighting, military and humanitarian roles. In

1991, as part of Operation Solomon, about 1,100 Ethiopian Jews boarded the 747 that would take them to Israel. Never before had an aircraft carried so many passengers — including, by the time the jet touched down, several babies born midair.

If the 747's place in history is assured, so too, it seems, is its cultural stature. The jet remains a go-to synonym for aerial enormity, one that a "Game of Thrones" director recently deployed to suggest the dimensions of a dragon. The 747 also endures as a symbol of speed, escape and, frankly, sexiness, one that — along with the pleasingly palindromic rhythm of its number-name — has appealed in particular to singers. A 747 playlist might include Prince ("you are flying aboard the seduction 747"); Earth, Wind and Fire ("just move yourself and glide like a 747"); and Joni Mitchell, who gave perhaps my favorite tribute to 747s ("...over geometric farms.")

The jet also seems certain to be remembered as an icon of modern design. "This is one of the great ones," said Charles Lindbergh of the aircraft that many consider to be uniquely good-looking. I am surely not the first to speculate that the jet's distinctive hump (fashioned to facilitate cargo-loading in a future that many expected to be dominated by supersonic passenger jets) suggests the graceful head of an avian archetype. Frequently, looking up from my cockpit paperwork, I'll spot several passengers in the terminal photographing the very jet in which I am sitting. I often see even senior 747 pilots disembark the aircraft that they've just spent 11 hours flying to Cape Town or Los Angeles, and then pause, turn around and photograph it.

Indeed, the jet may be most esteemed by those who have been lucky enough to fly it. The very first to do so, the test pilot Jack Waddell, described it as "a pilot's dream" and a "two-finger airplane" — one that can be flown with just the forefinger and thumb on the control wheel; it is hard to imagine higher praise for such an enormous aircraft. Personally, I find the aircraft to be both smooth and maneuverable, a joy to fly and to land.

Like every 747 pilot since, Mr. Waddell also took a keen interest in how the plane looked. Remarkably, he did so even as he was piloting the new jet on that first-ever flight. "What kind of a looking ship is this from out there, Paul?" he said over the radio to Paul Bennett, a pilot in the "chase" aircraft that was following the newborn 747 through the skies of the Pacific Northwest. The reply from Mr. Bennett echoes through aviation history: "It's very good looking, Jack. Fantastic!"

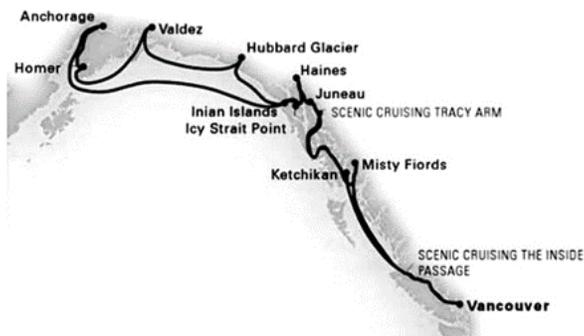
Many 747 pilots feel the same, and are pleased, but not surprised, to hear that the British architect Norman Foster once named the aircraft his favorite building of the 20th century. Now, well into the 21st century, I asked Mr. Foster for an update. The 747 "still moves me now as it did then," he told me in an email. "Perhaps with the passage of time, and in an age of 'look-alikes,' even more so."

Mr. Foster has plenty of company. At the start of my first book, a sort of love letter to my job as a pilot, I invited readers to send me their favorite window seat photographs. Many also wrote to share their particular passion for the 747. One reader detailed his first 747 flight, on Alitalia, bound for Rome in 1971. "I have been hooked ever since," he said. Another, Andrew Flowers, a 42-year-old South African writer who lives in Helsinki, wrote that the 747s he saw as a child in Cape Town stood for what "I wanted most in the world: a way to Europe, to adventure, to freedom." When Mr. Foster emailed me, he also attached a transcript of remarks he made about the 747 in a 1991 BBC documentary. "I suppose it's the grandeur, the scale; it's heroic, it's also pure sculpture," he said then of the jet. "It does not really need to fly, it could sit on the ground, it could be in a museum."

Today the first 747 is indeed in a museum — the Museum of Flight in Seattle. When I last visited, I couldn't stay long. (Inevitably, I had a flight to catch.) But if you see me there another time — perhaps in a few decades when I myself am retired, with more time, I hope, to sit on benches and listen to Joni Mitchell — come say hello. I'll tell you how much I loved this plane, and how sorry I was that my parents did not live to join me on one of my flights. Perhaps you'll tell me about the first time you ever saw a 747, or flew on one, and together we'll marvel at how it towers above us even at its lowest altitude, even as it rests on the world.



2020 RUPA Cruise



The next RUPA cruise will be the 14 Day Great Alaskan Explorer departing from Vancouver Canada on June 29, 2020. Discover the ‘Great Land’ by sea – from the Inside Passage to deep-blue Hubbard Glacier to the rustic ports of Homer and Ketchikan.

Day 2 finds us sailing Alaska’s Inside Passage, one of the greatest cruising routes in the world, it offers opportunities to spot some of Alaska’s most iconic wildlife, humpback whales and orca plying the bountiful waters, bald eagles soaring overhead and brown bears lumbering on the shoreline.

Day 3 will find us in Ketchikan which has long been an important hub of the salmon-fishing and -packing industries. Here you can savor the fresh seafood at one of the local restaurants. It is also one of the best spots along the Inside Passage to explore the rich cultural sights of Native Alaskan nations like the Tlingit, Haida and Tsimshian. You can see intricately carved totem poles at the Totem Heritage Center and Totem Bight State Park.

Day 4 will find us cruising Tracy Arm with steep cliffs and glacier-covered mountains flanking the fjord, while the twin Sawyer Glaciers flow from the peaks down to the sea, sloughing off stories-high chunks of water frozen decades or even centuries before. Even more glorious than nearby Glacier Bay, Tracy Arm is part of the 5.7 million acres of pure wilderness sheltered by the Tongass National Forest (America’s biggest). Visitors often see bears, whales and mountain goats roaming across various corners of this pristine area—not to mention chubby baby seals resting on the ice floes.

Day 5 will find us at Haines, known as the adventure capital of Alaska. It is a hotspot for rafting and hiking, salmon- halibut- and trout-fishing in the Chilkat River or kayaking on Chilkoot Lake. During the late fall and early winter, thousands of bald eagles migrate through this area to feed on the salmon, an event celebrated by the Alaska Bald Eagle Festival in November.

Day 6 will find us at Icy Strait Point a former fish cannery. Canneries didn’t survive the advent of refrigeration; most were taken back by the forest or simply left to rot. With one exception, Icy Strait Point, beautifully- restored, now offers a museum and a cannery demo. It gives us a chance to look into history to see where Alaska’s money came from, all in a ghost town of millions of fish. Later in the day we will pass by the Inian Islands located at the northernmost point where the Gulf of Alaska enters the Inside Passage, the Inian Islands are prime feeding waters for a wide array of creatures, including sea lions, humpback whales and sea otters. This is Alaska at its most pristine and wild.

Day 7 is a day at sea.

Day 8 will find us at Anchorage. Alaskans love their summers and the residents of Anchorage are no exception. The city plants thousands of flowers to celebrate the arrival of warmer months and days that last as long as 19 hours from dawn to dusk. Approximately 40 percent of Alaska’s population lives in Anchorage. This diverse city of 300,000 includes a large military population, Native Alaskans, individuals who work for the oil industry and adventure-seeking types who want to get away from “the Lower 48.” While some cities have deer, Anchorage has lots of moose, known for being a bit rambunctious (and should be steered clear of if seen wandering down a street).

Day 9 will find us at Homer; the rich fishing grounds here attracted Native Alaskans centuries before Captain James Cook claimed the Kenai Peninsula for Britain in 1778. After some Russian tyranny—fur traders forced Native Alaskans to hunt sea-otter pelts for them—Homer got a proper start as an English-settled coal-mining town in the 1890s. Today the area’s known as the Halibut Fishing Capital of the World.

Day 10 will find us in Valdez, another fishing paradise. If you haven’t satisfied your craving for fish by now, you will have another opportunity to do so here.

Day 11 will find us at Hubbard Glacier. The glacier is up to 213 feet wide at its face and 164 feet tall, but that’s only the tiniest piece of the ice: The main channel of this frozen river begins 76 miles back, pouring down from around the 11,100-foot mark off the shoulder of Mt. Walsh.

Day 12 will find us in Juneau, the capital of Alaska. It is an unusual capital city in that no roads connect it to

the rest of the state.

Day 13 will find us at Misty Fiords, sculpted by glaciers over millions of years, Misty Fjords' u-shaped "canals" wind through steep canyons of granite, shrouded in western hemlock, Sitka spruce and western red cedar. Misty Fjords is a part of Tongass National Forest and home to grizzlies, salmon, whales, mountain goats and deer.

Day 14 will find us sailing the inside passage on our way back to Vancouver. Summer temperatures average 35 to 60 degrees Fahrenheit so pack warm clothing. And don't forget waterproof gear, even when traveling by cruise ship: More than a meter and a half of rain falls here each year! We also recommend a water bottle, thermos or reusable coffee cup: On scenic cruising days, cruise ships ban paper and disposable plastic products that could litter this unsullied environment.

To view this cruise on the Holland website, go to www.hollandamerican.com. On the first page select Alaska & Yukon in the 'sail to box', select Jun 2020 in the departure date box, for duration select 9-16 days, select Vancouver for the Departure city and click on the search button. This trip will be on the bottom of page 9.

Note: New lower prices for this cruise

\$1,699 for an inside cabin \$1,876 for an outside cabin \$3,999 for a Verandah suite
\$7,399 for a Neptune Suite Port charges and Taxes are \$360 pp.

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 access code 33, or 508-829-3068, or gpsp@aol.com for the latest prices and information. When you book with Jerry, he will give you a discount of \$100 to \$300 per cabin based upon the Category booked. You will also receive Complimentary Sparkling wine and chocolate covered strawberries at embarkation, as well as a complimentary Pinnacle Grill Dinner.

He will also give all in the group 2 cocktail parties.

If lower prices become available, you will be rebooked at the lower rate. Prices are subject to availability and subject to change until booked. The new lower prices have just come through and Jerry has rebooked everyone previously booked at the lower prices. Submitted by, *Rich Bouska*

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.

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Or mail to:

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If you must send a letter by mail, please print or type it to make sure it's legible.

Send to:

RUPA, 2209 Quail Point Terrace, Medford, OR 87504

The deadline for having things printed in the magazine is the 15th of each month.

RUPA Pass Travel Report December 2019

Captain Pat Palazzolo
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Employee Travel Center (ETC)
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or **Help Hub** or Flying Together

MyUADiscount vs. Standing By

Hello fellow aviators,

One of the best travel benefits we have is the ability to buy a positive space ticket with seat selection and getting a tremendous discount, sometimes up to 70% off.

Those who are more risk averse use this benefit a lot and when traveling domestically during peak times or days, it makes a lot of sense.

But if you're not headed to a cruise departure or other must-be-there situation, you might want to consider the benefits of riding on a pass —especially with your vacation pass. This is particularly true of international travel.

The load factors for international travel are actually lower than for domestic travel as a whole. I can tell you from experience and studying loads and flights that it is likely that if you're traveling on an international leg, you have a pretty good chance of getting on, and getting economy plus at that!

Don't take my word for it, see for yourself. Open your United app, pick some international flights that have already departed today or yesterday, check the seat map to see how many empty seats there were during the flight. I think you'll be surprised.

Another exercise in building your confidence in going standby is to look at a random international flight a day ahead that looks like it's going to be full or oversold. Then check the same flight after departure. I think you'll be surprised at how many of those flights actually takeoff with empty seats. And if the seat chart is full, check how many standbys actually got on. That should surprise you as well. And if you don't travel that much, then chances are you have a lot of vacation passes saved up and your seniority can place you pretty high on the stand by list and you can get some of the best seats in the house.

I've averaged one international trip per month since I've been retired, and I've been bumped only twice in 4 1/2 years on an international flight. In both cases I took a later flight and never had to get a hotel, And one of those times was on another airline.

And your chances of getting in Business on international trips? A lot better than domestic because there are no free upgrades. In those fifty some international flights I've taken since retirement I'd say about half were in business. And of those, quite a few were without even using a vacation pass, including a round trip to Melbourne!

One final suggestion. Make your vacation passes go far. Unless they're going to expire, use them only if it'll either get you on the plane or get you into Business. If it's obvious you're going to get on the plane, but not in business, consider whether or not it makes sense for you to use a regular retiree pass, and save your vacation pass.



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United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



United began service to Boston and Hartford on May 1, 1945. Mrs. George S. Patton, Jr. christened "The New Englander" which inaugurated service out of Boston and Hartford. Mrs. Patton, wife of the U.S. Third Army's General, used waters of the Atlantic, Pacific and Great Lakes for the christening. In doing so she followed the example of her mother who christened the first locomotive connecting the East and West via the Northern Route.

By Marvin Berryman DENTK Retired. - UAHF Will continue accepting your tax-deductible monetary (\$) contributions which can be mailed to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Visit our website at www.UAHF.Co

Have you ever visited our RUPA Website?

www.rupa.org

there is a lot of good information on it

Travelers beware: Have a Cyber Security Plan



Before heading out on a trip, most of us make at least a mental checklist to ensure we have everything we'll need while we're away. Boarding pass? Check. Passport? Check. Phone charger and toiletry kit? Check and check. How about a well-thought-out cyber security plan? Probably not... but according to the experts on our cyber security team, we're never more vulnerable to cyber-attacks than we are when we travel. So, in the spirit of National Cyber Security Awareness Month, we're reminding employees to "Think Before You Go."

Remember, never connect your laptop, mobile phone or tablet to an unsecured public Wi-Fi network, and never, ever charge your device using a public USB port. Criminals can easily infiltrate unsecured networks or set up their own networks in public places, like airports and hotels, and use them to steal your information, and they can just as easily modify USB ports to install malware on your device when you plug it in.

Of course, that's easier said than done for those of us who travel for work. If you have to use Wi-Fi while you're on the road, at least connect using a VPN that will encrypt your data.

What Is a VPN, and Why Would I Need One? A VPN, or Virtual Private Network, allows you to create a secure connection to another network over the Internet. VPNs can be used to access region-restricted websites, shield your browsing activity from prying eyes on public Wi-Fi, and more.

Beyond that, if you're not using them, it's a good idea to turn off the Wi-Fi and Bluetooth connections on your devices when you're away from the house or the office and disable any auto-connect options. You should also lock your devices with passcodes, make sure each one is running on the latest version of its operating system, and update virus protection and firewall software. And please, please avoid free anti-virus software or VPNs; you get what you pay for.

To further protect yourself, many security experts also recommend changing the passwords you use to access secure websites before you travel abroad, then changing them again after you return home.

Be vigilant when using credit and debit cards, especially when visiting a foreign country. If you're shopping or dining someplace that looks like it doesn't have the right kind of security infrastructure in place to protect your data, leave the card in your wallet and pay cash.

Finally, don't simply throw away your boarding pass or bag tag after landing – shred them. The barcodes on those documents contain a lot of personal details, including MileagePlus information and trip itineraries, which can be used against you by a clever criminal.

The Best Time to Take Your Blood Pressure Drugs May Be at Night

By Nicholas Bakalar

Blood pressure medicines may work better if they are taken at night.

Spanish researchers randomized 19,084 men and women with diagnoses of high blood pressure, half to take their medicine at bedtime and the other half when they awoke. Over a six-year follow-up, there were 3,246 coronary events — stroke, heart attack, heart failure, angina and others — and 310 deaths from cardiovascular disease.

The study, in the *European Heart Journal*, controlled for age, sex, number and type of blood pressure medicines, sleep apnea, smoking, diabetes, obesity, cholesterol and dozens of other cardiovascular risk factors.

Compared with those who took their medicine in the morning, those who took it at night were 43 percent less likely to have any cardiovascular event. Their risk for stroke was 49 percent lower, for heart attack 34 percent lower, and for heart failure 42 percent lower. Bedtime users had a 45 percent lower risk for death from any cause, and a 56 percent lower risk for death from cardiovascular disease.

The study also found that bedtime therapy was associated with improved kidney function and healthier cholesterol levels.

"The results were highly significant regardless of age or sex," said the lead author, Ramón C. Hermida, a professor of biomedical engineering at the University of Vigo in Spain. Check with your doctor before changing your medication routine. But taking medicine at bedtime, he said, "is a cost-free intervention that can be directly applicable to all hypertensive patients."

Three Sites to Help Aging Parents Organize Details

By Liz Weston of NerdWallet

Certified financial planner Sean Fletcher of San Francisco knew his dad had an estate plan, complete with a health care directive detailing what medical treatment should be given in an emergency. When the father had a massive heart attack, though, no one knew where he kept those documents.

Fletcher's family was lucky: An aunt found the paperwork in a closet. His mother was able to stop treatment according to his father's wishes so that he could die more peacefully. "Despite her misgivings, I believe this minor miracle gave my mom the confidence to carry out what she had agreed to do," Fletcher says. It's not enough to be organized and responsible. We need to think about who will be responsible next. Fortunately, there are several sites that can facilitate that transition for our aging parents — and also for ourselves. In fact, the best way to introduce these sites to your parents may be to use them yourself. That way, you'll be familiar with how they work and can vouch for their helpfulness in getting information to the people who will need it.

WHEALTHCARE

Whealthcare was co-founded by two people who specialize in the areas where health care meets finances: physician-turned-financial-planner Carolyn McClanahan and software developer Chris Heye, whose other company, Cogniscent, develops cognitive and behavioral assessments to aid older people in making sound financial decisions. Users answer questions on the Whealthcare site, and these assessments are used to create a "financial caretaking plan" that identifies the issues they're likely to face as they age. The service also provides a transition plan that allows trusted people to take over and a customized to-do list to make sure crucial documents are in place. (Powers of attorney allow others to make vital decisions if we're incapacitated, for example, and health care directives spell out what life-prolonging measures we do and don't want.)

Another assessment gauges a person's risk for fraud, exploitation and bad financial decision-making, and offers recommendations for protecting against those threats. A "proactive aging plan" helps people prepare for transitions in living arrangements, driving and health care decisions, allowing them to document their wishes. A feature called WhealthcareConnect can match people to financial advisers who specialize in issues facing older adults. The annual cost is \$39 for one individual plan, \$69 for a couple and \$149 for a family plan that includes up to five people.

EVERPLANS

Everplans is an online vault where you can store important documents, contacts, login credentials, instructions on what to do with your social media sites and anything else your family might need to know to handle your affairs. The site offers step-by-step guidance to identify and organize your important information, from insurance policies to pet care plans. If you're not comfortable uploading something to the site, you can leave instructions to help your family find what they need. You name "trusted deputies" and decide what they can access on the site, and when. You might give one deputy (say, your spouse) access to all the documents while another (perhaps your executor) gets access only after your death. The service costs \$75 per year.

EVERSAFE

EverSafe monitors financial accounts for unusual activity, large transactions and other potential problems. The site alerts you via email, text or automated phone call and can be set up to signal trusted others, as well. The basic service, which costs \$7.49 per month after a 30-day free trial, monitors bank and credit card accounts and the dark web, where your personal information may be for sale. For \$14.99 per month, you can add credit monitoring. For \$24.99, the site will monitor investment accounts as well. An additional \$4.99-per-month service monitors your home and other real estate for new liens or defaults on your property.

I found the dark web monitoring particularly interesting and was surprised at how many of my passwords had been exposed in various breaches. It was good motivation to change my passwords — and to make sure my trusted deputies could access the new ones. Because protecting all my information and accounts won't do much good if my family can't find what they need when I'm gone.

For a Longer Life, Get Moving. Even a Little.

By Gretchen Reynolds/The New York Times



Men and women who move around throughout the day, even if they just stroll or clean the kitchen and do not formally exercise, are less likely to die prematurely than people who almost never leave their chairs, according to a heartening new study of physical activity and mortality. The study, the largest of its kind to date, finds that any activity, no matter how modest, can reduce mortality risks, with some of the greatest gains seen when people shift from being almost completely sedentary toward rising and ambling for even an extra hour each day.

By now, none of us should be surprised to hear that movement and exercise are good for us. Many studies show links between activity and longevity, with more moving almost always tied to longer life spans. A limitation of these past studies, however, is that in many of them, researchers asked people how active they had been in recent days or weeks, and few of us can recall in detail how we spent our time. In particular, most of us cannot accurately report how many minutes and hours we spent sitting or completing gentle, everyday activities like cooking and cleaning. Some of those past studies, however, did equip people with activity trackers to objectively monitor their days. But most of those have tended to be small or focused only on men, women or the elderly, making their results difficult to interpret for the general population.

So for the new study, which was published in August in the *British Medical Journal*, an international consortium of researchers decided to find, combine and reanalyze as much data as possible from earlier studies that had provided volunteers with activity monitors.

To start, the researchers turned to online libraries containing studies about exercise and longevity during which volunteers wore accelerometers. Out of dozens of studies, eight passed the researchers' strict criteria for methodology and reliability. Those eight studies used slightly differing statistical methods and definitions of what constituted easy or moderate exercise and activities, though. So, the researchers contacted the authors of these studies and asked if they would reanalyze their original data, using standardized statistical methods and activity definitions. They all agreed, and the researchers now wound up with data covering 36,383 middle-aged or older men and women from the United States, Britain or Europe who had worn an accelerometer for several days. The data also covered each participants' general health, body mass, smoking history and other aspects of their lives. The researchers also had information about participants' deaths. Each of the eight earlier studies had followed people for an average of about six years, checking their names against national death records.

Now, to tease out the links between how much people moved and how long they lived, the researchers divided the 36,383 men and women into four categories, based on how often and intensely they moved. People who sat for long hours and almost never formally exercised constituted the least-active group. Those who moved about for approximately an hour more each day, even if their activities were untaxing, made up the second-least-active group, and so on.

The researchers next compared activity levels and mortality and found, to no one's surprise, that the men and women who were the most active were the least likely to have died. That group's risk of premature death was about 60 percent lower than for the men and women in the most-sedentary group.

More unexpected, people in the second-least-active group also were significantly less likely to have died than those in the least-active group, even though their activities consisted primarily of moseying, housecleaning, cooking or gardening.

Overall, the researchers found, someone's chances of dying prematurely continued to drop the more he or she moved, up to a plateau at about 25 minutes per day of moderate exercise, such as brisk walking, or 300 minutes a day of light, gentle activity. Beyond that point, people did not gain additional longevity benefits, although their risks of premature death did not rise either.

The relationship between moving more and living longer remained strong even when the researchers controlled for body mass, smoking, diets and other factors and excluded data from anyone who had died during the first two years of the follow-up period, since they might have been inactive because of an underlying illness.

Of course, this was an observational study, and does not show that being active causes us to live longer, only

that the two are associated. It also looked almost exclusively at Caucasian adults.

But the findings are encouraging, says Ulf Ekelund, a professor at the Norwegian School of Sport Sciences in Oslo, Norway, who led the new study. They suggest that “all activity counts” in terms of reducing our risk of dying early, he says. “So, walk,” he advises. “Take the stairs rather than escalators. Use your bike if possible for transportation. Sit less, move more and move often.”

The Upside to Positive Thinking

By Nicholas Bakalar/The New York Times

Having an optimistic mind-set may reduce the risk for cardiovascular disease and early death, a review of studies has found. In previous studies, optimism has been shown to be associated with a range of favorable physical health outcomes and with greater success in work, school and relationships.

This new meta-analysis, published in JAMA Network Open, included 15 studies that measured optimism and pessimism by asking the level of agreement with such statements as “In uncertain times, I usually expect the best,” or “I rarely expect good things to happen to me.”

Analysis of the 10 studies that looked at heart disease, which pooled data on 209,436 people, found that compared with pessimists, people with the most optimistic outlook had a 35 percent lower risk for cardiovascular events.

Nine studies with data on all-cause mortality included 188,599 participants and found that optimists had a 14 percent lower risk of premature death than the most pessimistic people.

The studies had an average 14-year follow-up and controlled for various health and behavioral characteristics, including a wide range of cardiovascular disease risk factors.

“It seems optimists have better health behaviors,” said the lead author, Dr. Alan Rozanski, a professor of medicine at the Icahn School of Medicine at Mount Sinai. “They’re more likely to exercise and to have better diet. And there is evidence of direct biological effects — they have less inflammation and fewer metabolic abnormalities.”

Will you get dementia? Many may not understand their risk

By Lindsey Tanner/Associated Press



Many older American adults may inaccurately estimate their chances for developing dementia and do useless things to prevent it, new research suggests. Almost half of adults surveyed believed they were likely to develop dementia. The results suggest many didn’t understand the connection between physical health and brain health and how racial differences can affect dementia risk.

Substantial numbers of people who rated their health as fair or poor thought their dementia chances were low. At the same time, many who said they were in excellent health said they were likely to develop the memory robbing disease.

Many said they tried at least one of four unproven memory-protecting methods, including taking supplements like fish oil and ginkgo. The most popular strategy was doing crossword puzzles. Mental stimulation is thought to help, but there’s stronger evidence for more challenging activities than puzzles — things like playing chess, taking a class, reading about unfamiliar topics, said Keith Fargo, who oversees research and outreach programs at the Alzheimer’s Association. He was not involved in the study.

Research has shown that regular exercise, a good diet, limiting alcohol and not smoking make dementia less likely. Supplements have not been shown to help.

“We really haven’t done a good job of getting the word out that there really are things you can do to lower your risk,” said Dr. Donovan Maust, the study’s lead author and a geriatric psychiatrist at the University of Michigan.

The study was published online Friday in JAMA Neurology. It’s based on a nationally representative health survey of 1,000 adults aged 50 to 64.

The survey asked people to assess their likelihood of developing dementia and whether they had ever discussed ways to prevent it with their doctor. Few people said they had, regardless of their self-rated risk for dementia.

LETTERS

The Early Days of Flying the Mail

Twas a rainy day at the airport,
And the airplanes stood in rows,
Watching the weather-bound pilot
Assuming a thoughtful pose.
He stood in front of the printer.
His face grew very grim,
As he watched the ceiling lower.
It looked "lousy" to him.
He called in a consultant,
John Wolf strode thru the door.
"What the hell," he shouted,
"It's been like that before."
"Go roll me out a ninety-five,
I'm feeling plenty tough.
I'll fly this mail to Cleveland
Or lose It in the rough."
"I think I'll c-c-cancel,"
Said Larned, tall and slim.
Ping Pong called him strongly,
Fog didn't appeal to him.
Jimmie Johnson made some landings
On the chairs, the desks and floor.
Flew up and down the office,
And channeled thru the door.
Then Emery Martin muttered,
As he strode around the room.
"I won't pay their blasted fine
Till there's another boom."
Bob Dawson polished his models,
Getting them ready to sell.
For he made no money flying,
That is, to hear him tell.
Bill Williams slumbered soundly
Up in the Pilot's room,
When someone brought the weather up
Which so increased the gloom.
That Warren drew his forty-five,
And the trusty gun went "boom."
He tore the tape in little shreds
And said, "it makes me weep."
Then he turned his back upon the boys,
And went right back to sleep.
"NK CV 1042"
The chattering printer spoke
"Zero zero, freezing mist"
And we all sat back to smoke.
They called up Pilot Hudson,
To take the section thru,

But Clarence smiled, and sweetly said,
"I've something else to do."

Little stood as if transfixed,
And gazed with open mouth,
For the weather never got that bad,
When he was way down south.

Herlihy stood by a window,
Waiting for things to clear.
For It was even getting tough
For a mechanical engineer.

"Though I'm a mountain-mover,"
Reeder was heard to say,
"You can put that mall right on the train
I'm staying here today."

This last drove Knoop crazy,
and put Addems on the wire,
Wondered what was doing,
He surely was on fire.

He said, "Now don't you worry,"
They could depend on him.
For he was on the hanger roof,
So he could "Bring them In."

This last crack was the final blow.
It drove us all insane.
Lott gathered up the mail bags,
And put them on the train.

GARY BABCOCK—Camarillo, CA

It's been 15 years since LAFD sprayed my 777, hard to believe. Joy and I are doing fine.

We took a drive thru Aspen, Dillon and Rocky Mountain NP to catch the golden leaves last month. It was great, just before the first snow of the season. In May we toured Yosemite. The best waterfalls we've seen in a long time after last winter's Sierra snowfall. Last year we took a great cruise from MCO to Bahamas, Jamaica, Cayman and Cozumel. It was Joy's first time in the Caribbean.

Jason and Jill are still in Irvine, CA. Their six kids are growing up. Youngest (Grady) is 12. Lucy and Wyatt (he was on my last flight) are in high school together. Noah is a freshman up in Washington State Univ. Oldest boys (Jacob and Ethan) are working. Colin is working in PDX and is planning a wedding with Esther next June.

Best wishes for the holidays, stop by if you're in the area.

Joy and Gary ORD 69-02 LAX 02-04

ED CHAPMAN—Jordan, MN

What? Already? Didn't it use to take longer to make a trip around the Sun?

Well, it's been a good year, anyway...a trip to Austria for some hot air ballooning in the Alps (26th time in the last 32 years), CFI flying with a small Club in Caledonia, Minnesota, two weeks of flying in a Club 182 with friends who were over from Amsterdam (including several days on Mackinac Island, Michigan).

In the 1970s I had a Mooney for three years and about 1,000 hours...gas was 53 cents a gallon. Fast forward over 45 years: a retired doctor with a Mooney in Caledonia lost her medical because of complications from falling off a ladder at her organic apple orchard, and would I be willing to put a few hours per month on her Mooney to maintain its condition? Well, you might as well have held out car keys and asked a 16-year-old to put some miles on a Ferrari. Yup, I'll do that for you!!

Sneaking up on 73 and enjoying every day...all the very best to you and yours in 2020! Dues sent separately.....thank you, RUPA! *Ed*, ORDFO

PHYLLIS CLEVELAND—Carmel Valley, CA
My first letter to RUPA after retirement February 1st, 2007 – 12 years already! My allowance from the PBGC keeps me ahead of the tax man and paying for the pharmaceuticals I never thought I'd need!

First and foremost, a big “*thank you*” to John Gorczyca and Rich Bouska for arranging our October RUPA Reunion in Dayton, Ohio! The organized events went off without a glitch and was thoroughly enjoyable, fun, and entertaining! Loved the camaradery and shared enthusiasm of old friends! Visiting the Wright Brothers Museum and the Air Force Museum was a once in a lifetime experience – a must see for aviators and historians! Any interest in having a reunion every two years at different locations?

Keeping myself busy, besides RUPA activities, I'm Chair of the Monterey County Airports Land Use Commission, Chair of the Point Sur Lightstation Visitor's Center, Board Member of the Central Coast Lighthouse Keepers Association, past President and currently Secretary/Webmaster of the Carmel Valley Rotary Club, member of the Monterey & Salinas Valley Railroad Museum, and a Flight Simulator Instructor at the Bob Hoover Academy. (We have a full motion Redbird Simulator – not airline quality but certainly an excellent trainer.)

Thank you to our current volunteers who have and are doing such an excellent job running RUPA! Where else can you get timely informative articles geared to our pilot group and our age bracket –

thank you Cleve!

SFO 747-100, SP, -200, and -400, all aging heavy wide bodies like me! *Phyl*

CORT de PEYSTER—Reno, NV
13 years gone from UA and all is well.

A cruise last spring on Cunard Lines, of Titanic and Lusitania fame, was the travel high point of 2019. We sailed from Hamburg, Germany via the North Sea and Baltic Sea to St. Petersburg, Russia then back to Kiel, Germany where we visited friends at the Baltic Seaside village of Timmendorf Strand. The cruise included a visit to my White Russian stepmother's childhood home in Estonia, called Schloss Fall. It was fascinating to see where she lived during and after the communist revolution as a young child.

Still flying for XOJet along with a dozen or so UAL retreat brothers, including former ALPA Master Chairman Jay Heppner who joined our ranks along with his XOJet new hire classmate Danny Cerna (SFOFO) last winter.

Speaking of winter, already purchased, is a season ski pass at North Star, anticipating another banner snowfall in the Sierras soon.

Attending the RUPA reunion was a first this year. It was very well attended and awesome, thanks to our new President, John Gorczyca.

A big thanks to Cleve for being our editor for the last 11 years and to the Executive Committee of John G., WM, and John R. for keeping RUPA growing, financially sound, and the great organization it is.

Till next Dec., God willing, all the best for 2020.
Cort, 1968-2006 DCAFO, ORDFO, SFOFO

RICHARD GOUDEY—Port Orange, FL
Birthday 82 yesterday so I am reminded to send my dues and a little extra.

Our son Ryan and his wife Erin welcomed their second son last month. This brings the grandchildren in the family to three boys and one girl.

Still spending summers at our little lake in Pennsylvania which is sitting atop the most prolific natural gas field in Susquehanna County. Very quiet as the gas is flowing 6,000 feet below us and contributing to much needed maintenance expense.

Sold my Aeronca Champ last spring much to my daughter's dismay...she and our son Ford got their licenses in the beautifully restored little plane which was so much fun to fly. Another of our children lives in Alaska and flies for a regional airline.

Daughter Paige has moved from NY City to Newport, R.I where she can work as an Executive Producer from home and fly out to assignments from TF Green airport. Her brother Ryan lives there also and is able to do his work from Newport and enjoy the many events held there. Judy and I plan to visit there next summer.

Friends at the lake visited Normandy in June and were able to locate the grave in Colville sur Mer of Pfc. David L. Goudey, 2nd Ranger Battalion who died on the beach at Point du Hoc, June 1944. I always wanted to go there but was able to get 7,000 ft on a crossing from Heathrow to Amsterdam and saw the whole area by airliner.

Just want to say how much I enjoy reading the *RUPANEWS* when it comes each month although it seems I recognize fewer names than in past years. Appreciate all the work it takes to produce such a great publication.

Dick, EWR, JFK, ORD, LAX, SFO

BILL GUERRIERI—Oconomowoc, WI
Retired in 2013 and this is my first update, SHAMEFUL.

The magazine seems to get better every year and informative thanks to the RUPA staff for all their hard work. My father was a UAL Maintenance Inspector (1946-1988). I remember reading the company newsletter “The Friendly Times” which had a section like our magazine has about retired pilots and what they were doing post UAL. Now I am one of them!!

Retirement found Nancy and me in South Carolina, but with family in Wisconsin and both children downtown Chicago, we decided to move to Oconomowoc Wisconsin. Exactly halfway between her family and the kids. Have had lots of fun during the last six years. Our Burmese cat, Amelia Earhart, will just have to find some warm spots in the house. Golf, not as long as I used to be, traveling with a few Viking cruises under our belts.

Never flew a variable speed propeller aircraft and ended up with an award (EAA) winning Navion,



which I bought and flew home to South Carolina from California. After five years and almost 600 hours a Delta pilot made me an offer I could not refuse!!

Grand children are much easier to visit from our present location in Lake Country.

Having only minor aging ailments, we plan to continue traveling, fly and build jet model airplanes, golf, bike and participate in family events.

Miss the flying and all the people and places that I encountered at the BIG U!!! Best to all. *Bill*

KEN MILLER—Coeur d’Alene, ID
Thank you for all your work for the pilots of UAL! Find dues check for \$34 enclosed.

I’ve lived in Coeur d’Alene, ID for five years now after 34 years in Reno, NV. (Yes, a commuter to SFO, ORD & LAX) and yes, I just had my 85th birthday (yikes, just 15 years to go!)

I retired in 1996 and have only used 3 passes on UAL in the last 23 years: two funerals and one wedding and kicked off the plane once!

When I joined UAL in 1996, I only waited one day after the physical and written tests in DEN on a Sunday. UAL told me to drive back home to SLC and expect to wait six months. I left DEN at sundown and drove towards home in SLC in the cold winter night. I forgot to top off the gas tank and my engine quit running in the middle of nowhere; I put the transmission into neutral to get the most glide. The car stopped by itself at a gas pump in the middle of nowhere, so I filled up and made it back to SLC. The next morning, I went out to Hill AFB to say goodbye to my Operations Officer and he said, “You going somewhere, the AF just froze everybody on active duty after the Pueblo was captured.” I said, “It doesn’t apply to me, I have my discharge papers! The sergeant was going on vacation and wanted an early start!” This was just before the Air Force announcement, and my life has been going the same way ever since! My friends say, “Don’t change anything” and I am still being blessed! *Ken*

JOHN J O’CONNELL—Geneva IL
Hi Cleve, This could be our 27th or 28 tine to check in. Hello to all.

Thank you to all those who make the magazine the best there is and at a pilot’s best bar-gin too.

I would like to also thank Paul Weiss for the update and suggest that it would be special to get more long overdue updates.

We are still kicking here in Geneva but not quite as

high. We do limited travel to Iowa. Football games (grandson at Wartburg, IA) and birthday parties for great grandchildren at Bondurant, IA. Family times are extra special.

We are kept busy here at Greenfields. Exercise programs, music entertainment, and a new activity called WOW. It allows us to travel the world. With many interesting destinations via high tech. The computer visually takes us there on the wide screen and we have two-way conversation with site. Last week we visited the dolphin research site in Florida Keys.

THANKS again for all your efforts. GOD BLESS.
The O'Connells

DON SOBEY—Oro Valley, AZ

Enjoying the plus side of retirement now. I have now been paid for more years by UAL retired than I worked. On the minus side all the warranted body parts seem to be failing at the same time. If this keeps up the TV Million Dollar Man and I will be kin. With the help of a pacemaker, spine surgery and cataract removal along with modem (legal) chemistry I am still able to enjoy the golf experience 3 times a week.

So, as I thank the Lord and my parents for my genes, I check the batteries in the golf cart and rattle out to do battle with the Birdies, Pars and Bogies. Its sunny and 92. AZ VFR!

Don, ORD mostly

JOE UDOVCH—Laguna Hills, CA

Birthday number 83 coming up in November and although I was born on a Friday the 13th, I consider myself quite lucky in the life I have been able to lead. With a wonderful family including my three daughters, Cathy, Christi, and my third daughter, Carynn who is a Down Syndrome individual, for whom I and my elder daughters act as conservators. Early on in Carynn's life, her mother enrolled her in the Alzheimer's study at UCI (University of California, Irvine), which is a primary venue for the study of the Alzheimer's phenomena. Along with other schools throughout the U.S. and Europe, they are trying to find a "cure" for Alzheimer's, and Down Syndrome individuals provide the capability of seeing how they exhibit signs of aging well before the general population, but in much the same way.

When I graduated from the University of California at Berkeley in 1959 with an engineering degree, I immediately joined the U.S. Navy to participate in flight training, and which led to 26 years total in the Naval Reserve, and allowed me to fly a variety of aircraft, from fighters to Naval transports. During

this time, I also joined United Airlines, and it permitted me to fly the same airplane on United as in the Navy: the DC-6 and the C-118. While putting in a total of 31 years on United, I was continuing my Naval Reserve flying, eventually retiring as a Commander.

I recently moved to a retirement community called Reata Glen which is just a short distance East of San Juan Capistrano on the Ortega Highway. It's interesting to note that we have several retired United pilots living in the same community, which makes it easy for us to take our monthly 15-minute jaunt down to our RUPA meeting in Dana Point at the Wind&Sea Restaurant. Mark Kerce, Bill Stewart, Chuck Ryerson and myself are here now, until we can convince a few more people to join us.

Because I "volunteered" to move up to Ted Simmons spot as the leader of the group when he flew West, I find myself a little overburdened in taking care of the RUPA meeting chores, and don't always get the write-ups in in a timely manner. I have gotten a little help from several of the troops, with a particular mention to Rico Santamaria, who is still an active pilot on United, and who provides us with current news about what is going on with the airline. This is interesting to the rest of us and we are somewhat jealous that we can't join him.

Because my youngest daughter is showing signs of deteriorating health, I have been trying to get someone to step up and volunteer to do the RUPA meeting job.

I get my regular exercise and swimming in at Reata Glen and hope I can just continue to keep on keeping on. Cheers, *Joe*

IN MEMORIAM

JAMES BURNS

Jim Burns passed away on October 16, 2019. Jim was born on April 12, 1934 in Deer Park, Ohio

A naturally gifted athlete, from a young age Jim excelled in sports. He received a scholarship to play two sports at Sacramento State—basketball and baseball. Jim soon enlisted in the Navy and discovered a new love, flying. He tested to become a fighter pilot and after his naval flight training, he took his commission in the Marines, because, in his words, "they are tougher." (Also, he hated taking off aircraft carriers.)



After the war, Jim continued to fly in the reserves and play amateur basketball. He played on the Seattle Buchan Bakers of the National Industrial Basketball League. He graduated from University of Washington and was attending U of W Law School when he decided to join United Airlines as a pilot, retiring after 33 years as a 747-400 captain.

At age 29, Jim took up a new hobby—Golf. He was like a duck to water. His love and enthusiasm for the game were evident, and it wasn't long before he was a scratch golfer. He was an executive for several years for the Northern California Jr. Golf Association and a founding member of the Junior America's Cup tournament. He also managed to rack up an impressive 17 holes in one—two of those on back to back days in a tournament! He spent several years on the San Francisco team representing the United States in a world airline golf tournament known as The Rose Bowl, which created a network of close friends across multiple continents. He often taught at golf clinics in Hawaii, California and in Utah. After his retirement, Jim spent multiple years donating his time as the Timpview High School Golf Coach in Provo, UT.

Jim loved genealogy. He enjoyed serving as a missionary with his dear wife at the Family History Library. He also loved music and could play the organ and the accordion. He was quick with the one liners and could make everyone laugh. His childhood stories growing up poor and orphaned were legendary, filled with escapades with gypsies, hobos, and carnival workers. He tirelessly worked to give his family the life he didn't have growing up.

Jim is survived by his five children, their spouses; eight grandchildren, one great-grandchild and one sister. He was preceded in death by his sweetheart, Darlene, one sister and both parents.

In lieu of flowers, donations can be made to the Veteran Administration's Fisher House of Salt Lake City.

LEROY OTTO EMBRY, JR.

Leroy Otto Embry, Jr, 90, of Poplar Grove, IL passed away October 12, peacefully at home, surrounded by his family.

LeRoy was born on May 30, 1929 in Kendrick, Oklahoma. At age 14, he owned his first car and went to work delivering ice. He proudly served 6 years in the US Navy. He learned to fly in Hawaii, using his GI Bill and became a flight instructor, before returning to Oklahoma. This al-



lowed him to begin a career as a commercial airline pilot for United Airlines from 1954 to 1988. He said many times he was from the luckiest generation and proud to be a part of the greatest industry; aviation. Leroy met and married his love, Dorothy Jane Prater. She stood by his side for 67 years, until his last breath, a true love story.

Leroy was the king of 'one liner's" and as he so often told many friends & family over the years; He too, was, "a gentleman and a scholar and his kindness and generosity were exceeded only by his good looks!" Leroy's integrity, work ethic, reliability, dignity and class are some of many qualities he has passed on to his family. He will be missed by all who knew him.

Leroy is survived by his wife, Dorothy, five children, fourteen grandchildren and eighteen great grandchildren.

Memorial donations, in his honor, should be made to your favorite charity. Leroy would want you to apply your time, energy and financial or monetary donations to what moves your heart.

NORMAN D. MILLER

Norm flew west September 28, 2019. He was born July 23, 1923.

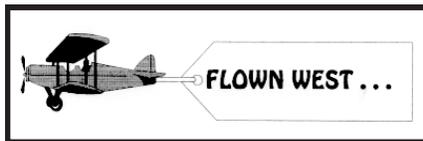
Norm was born to fly. At the age of 19 he joined the Army and was accepted into the cadet academy after completing his basic and advanced training. He was an aviation cadet from March 14, 1944 to Feb. 1, 1945 when he was commissioned as a 2nd Lieutenant. After his military obligation was completed, he went to Youngstown Ohio where his family was. He was determined to become a pilot for United Airlines and told them he would accept any position for the chance to work for them. He was offered a job in ground services and so began a long career with United. He eventually became a pilot stationed in Colorado where he remained for the rest of his life. He flew Douglas DC-3, DC-4, DC-6, DC-7, DC-8, Convair 340, and retired flying Boeing 727 in 1978.

After his retirement he could frequently be found on his flight simulator charting flights and flying to places around the world.

Norm was preceded in death by his wife Ann in 2008. He is survived by two children, four grandchildren and eight great grandchildren.

Norm's life was a trip well flown.





James Burns	Oct. 16, 2019
Leroy O. Embry, Jr.	Oct. 12, 2019
Neil H. Johnson	Oct. 30, 2019
*Clinton T. Powers	Oct. 24, 2019
*Vincent A. Rodriguez	Nov. 09, 2019
Howard F. Wray	Oct. 20, 2019

**denotes RUPA non-member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds—and done a hundred things
You have not dreamed of—wheeled and soared and swung
High in the sunlit silence. Hovering there
I've chased the shouting wind along and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace,
Where never lark or even eagle flew.
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.
John Gillespie Magee, Jr., September 3, 1941

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



December, 2019 Edition

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To:

RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-378-6855
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—Please RSVP—831-622-7747
SAC Valley Gold Wings (1st Monday, 12:00)—*Cliff House of Folsom, Folsom, CA*—916-941-0615
San Diego Co. (2nd Tuesday)—*San Marcos CC*—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
Sarasota Sunsetters (2nd Tuesday, Jan, Mar, May, Sep, Nov)—*Geckos Bar & Grill*—941-807-6727
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

Oregon Coasters (1st Wednesday, 12:00)—Call for monthly restaurant in Florence, Larry 541-999-1979
The Columbia River Geezers (2nd Tuesday 11:00)—*California Pizza Kitchen, Clackamas Town Center*
503-659-0760—Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville*—541-245-6896

Washington

PNW Flyers (To be announced) 916-335-5269
Seattle Gooney Birds(2nd Thursday 11:00AM)—*Airport Marriott*—360-825-1016

Washington D.C.

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

