
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message
About the Cover
Local Reports

Page 3
Page 4
Page 4-17

Articles
Letters
In Memoriam
Calendar

Page 5-37
Page 38-46
Page 46
Page 48

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Thousand Oaks Denny Fendelander

Colorado

Denver Good Ol' Boys Tom Johnston
..... Stanley Boehm

Florida

N.E. Florida Steve Moddle
S.E. Florida Gold Coast
October thru April, — Lyn Wordell & Ned Rankin
May thru Sept., — Jim Morehead & Art Jackson
S.E. Florida Treasure Coast Sunbirds Bob Langevin
S.W. Florida Gary Crittenden
Tampa Matt Middlebrooks

Hawaii

Hawaiian Ono Nene's Larry Becker
Big Island Stargazers Linda Morley-Wells
..... Beth Ann Raphael

Illinois

Greater Chicago Area Group Claude Nickell
The Joe Carnes 31 North-IL RUPA Group E. Allan Englehardt

Nevada

Las Vegas High Rollers . Andy Anderson - Jerry Johnson
Reno's Biggest Little Group Gary Dyer - Lyle U'ren

New York

New York Skyscrapers Pete Sofman

Ohio

Cleveland Crazyies Richard McMakin

Oregon

The Columbia River Geezers Ron Blash
..... Tony Passannante
The Intrepid Aviators of Southern Oregon Bob Niccolls

Washington

Seattle Gooney Birds William R. Brett
..... Brent F. Revert

Washington D.C.

Washington D.C. E.K. Williams Jr.

The renewal date for dues is your birthday and is printed in the back cover address box.

Send your \$25 renewal check (made out to RUPA) and/or your updated information to:

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E-mail: rupasectr@aol.com

Change your mailing address for any reason, permanent or temporary, advise RUPA at the above address or email. You can even phone: 707-938-7324

DO NOT forget to fill out the Post Office mail forwarding postcard!!

The P.O. will only forward the "NEWS" for 60 days, so tell everybody!

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PRESIDENT'S LETTER

New Members Leon reports our New Member roll continues to grow. This month I would like to welcome 14 more to RUPA. Captain Jon Carter, Larkspur, CO, Captain John "Ed" Doughty, Earlville, IN, Captain Ray Oswani, Mufreesboro, TN, Captain Tom Parker, Capitola CA, Captain Alan Cowart, Kingwood TX, Captain Tom Harry, Boiling Springs, PA, Captain Curt Grayburn, Crystal Lake, IL, Captain Jonathan Leach, Redlands, CA, Captain William Kramp, Manhattan Beach, CA, Captain Colin Winfield, Encinitas, CA, Captain David Stoddard, La Grange, WY, Captain Dennis Beachler, Gig Harbor, WA, Captain Cassin Young, Arnold, MD and Captain Paul Williams, Aurora, CO.

RUPANEWS Our Editor, Cleve Spring.....a round of applause!!!!!!.....will be on the RUPA Cruise to the Fjords. As a result, he will not be returning to the Good Old USA until May 25th. Cleve has been a machine cranking out the NEWS shortly after the 15th. Please plan on a two week delay on your June *RUPANEWS*. I look forward to joining Cleve on the back end of the cruise and I am sure you will ALL grant him a little SLACK for the delay of the June NEWS. Cleve.....you DESERVE a break!!!!

Travel Carry-on bag sizes are now being enforced on United. The rules simply stated are:

- Over: One carry-on item that fits in the overhead bin (no larger than 9 x 14 x 22 inches including handles and wheels)
- Under: One personal item that fits under the seat in front of you, such as a laptop case or other small item (no larger than 9 x 10 x 17 inches)
- Checked: Any oversized or extra items that do not comply with the over/under guidelines

All customers, including non-revs, must comply with the carry-on sizes. RAFA has heard from some travelers that their trusty old rollaboards measuring 9x14x22 have been refused as carry-on if over-packed/bulging. The good news is all employees, retirees and eligible pass riders are exempt from 1st and 2nd checked bag fees when flying on passes, including myUAdiscount tickets. Note; the max weight per checked bag is 70 lbs. You can find more information on our carry-on policy at united.com/carryon.

RUAEA The Retired United Airlines Employee Association (RUAEA) is holding a convention on October 1-4, 2014 in San Diego at the Town and Country Resort. They usually get a pretty good turnout in numbers and cross section of all employee groups. We have placed a flyer in the May *RUPANEWS*.

DIRECTORY We recently had a suggestion from a member to put out Directory on the RUPA.ORG website. We had a full discussion of the issue. On the positive side it would allow easy access from any computer. On the negative side our website is not secure so our personal information could be accessed by anyone. We thought about securing the site with a password, but, as we all know, passwords need to be changed regularly to really be secure and the logistics of notifying the membership each time would not be easy. In the end we decided to limit our information to the Directory that is mailed to you in January. If anyone would like to know the names of retired pilots in their area please contact Leon and he will access the information from the RUPA Database and send it to you.

RUPA CRUISE Jane and I will be joining the second week of the upcoming cruise to the Norwegian Fjords in May. I look forward to meeting our fellow cruisers during the week and visiting a new place. I will report on our trip in my July Letter. *Jon Rowbottom* RUPA President

How to update your personal Information!

Address changes, (Attention Snowbirds!!!!)

The Post Office will forward the *RUPANEWS* for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let us know by one of the following methods:

RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupasectr@aol.com

Send your *DUES* to the above address (include your file number)

Check your RUPA Directory to make sure we have your correct information

About the Cover

La Guardia Airport 1977

The Big Island Stargazers RUPA Luncheon

March was the first meeting for RUPA's newest chapter *The Big Island Stargazers*. Seven members and guests attended the luncheon at the Fish Hopper Restaurant in Kailua Kona.



First time attendees included, left to Right: Winfield Chang, David Carlson, Beth Raphael, Dick and Grace Slinn, Linda Morley-Wells and Walt Wells.

Regrets came from Don Diedrick and Al Rimkus, who will join us in April, and Sam Wilson, who was stuck on the Mainland and flew in too late to attend the luncheon.

It was enjoyable to relive and share our UAL history with each other. There was also a lively discussion about the pass travel survey results and how happy UAL states we all are. The group was enthusiastic about the start of this RUPA chapter and is looking forward to the future meetings.

Fish Hopper Supervisor, Kathleen, was gracious to coordinate our monthly luncheon and pupus were on the house. Our waitress, Margaret, was pleasant and efficient with iced tea flowing throughout the meal. March birthdays were celebrated by Beth and Linda and Key Lime pie was also provided by the restaurant.

If you are on the Big Island, please join us on the third Thursday of each month at 11:30am at the Fish Hopper down on the waterfront on Alii Drive. Aloha, *Linda & Beth*

DCA Boy's Night Out in Hagerstown

Here we are, again, the BOYS OF DCA, at the winter meeting of Boy's Night Out in Hagerstown, Md, March 5, 2014. This meeting is held every Quarter (more or less) in honor of our layovers in Frankfort, Germany a few years ago, well, quite a few now!



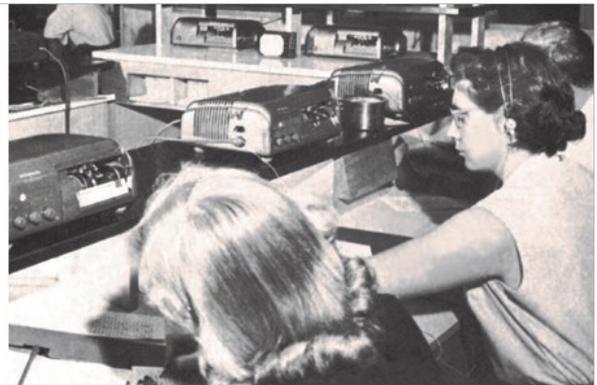
Pictured: (Front Row L to R) Chuck Rine, Gil Coshland, John King, Gary Cook, Bill Nolan, Bill Atkins, and Charlie Schwab (PAA).

(Back row L to R) Bernie Schwartzman, Bill Wellborn, Paul Davis, John Easton, EK Williams, Lew Myer, Pierre Ney, Stokes Tomlin (your intrepid photographer).



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



In 1955, operations on United's 15,000-mile system was controlled from United Air Lines Operating Base (OPB) at Denver's Stapleton Airport. OPB was the headquarters of two administrations - Flight Operations and Transportation Service. United experts analyzed system-wide performance of the previous 24 hours and planned for the next 24 hours. Messages arrived from 82 cities via teletype and telephone.

The Denver "Communications Center" was the nerve-center of United's 13,000 mile-long private telephone and the 26,000 mile-long private teletype system linking every Mainline airway city.

"Space Control" advised the stations as to Space Available for connecting or originating passengers, air mail, express and freight. For instance, on Chicago-bound flights "Payload Control" determined the name and destination of each passenger aboard a flight and also received a list of originating and connecting passengers boarding in Chicago. *Marvin Berryman DENTK Ret. from the 11/55 United Mainliner Flight Plan booklet.*

Please mail your tax-deductible \$ contributions and donations of **United & Continental Memorabilia & Artifacts** to: **UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.** www.uahf.org

*****"ATTENTION "SNOWBIRDS"*****

SNOWBIRDS: Make sure you notify me when moving back north. I tried keeping a list, but it wasn't working. So PLEASE let me know by the 20th of the month, when you want the next issue going to your summer address. Reverse in the fall. And do have a great summer!

Leon Scarbrough rupasectr@aol.com

THE SAN FRANCISCO BAY-SIDERS' LUNCHEON

We had an excellent turn-out for the SFO Bay-Siders' April Luncheon. The usual suspects attended as you can see in the accompanying pictures.

We were happy to have Bob Ahrens attend whom we haven't seen in a long time. Also, Bill and Pat Smith came down from the San Francisco North Bay Group.

Not very much conversation about the company, just a little about travel passes and the coming May Cruise.



Front Row L to R: Bob Kallestad, Carol Gillett, Georgia & Rich Bouska, Billie & Sam Cramb, Jeri & Dick Johnson, Bill Klett, Bob Kibort, Jerry Terstiege and Rose Spring.
Back Row: Jerry Quitney, (Capt. Harry "Horny" Hofbrau) and George Mendonca.



Front Row L to R: Gene & Carol Walter, Bill & Pat Smith, Bruce McLeod, Bob & Roz Clinton, Burkie & Bob Callaghan, Pat Wright and Neil Kelly.
Back Row: Bob Ahrens, Cleve Spring, (Capt. Harry "Horny" Hofbrau) and Larry Wright.
Rich & Cyndi Erhardt were too late for the picture taking.

Our Luncheons are always on the second Tuesday of the month 11:00am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

~Invitation to the June New York Skyscrapers Coed Luncheon~

You are cordially invited to join your fellow retirees at the Spring luncheon of the N.Y. Skyscrapers on Wednesday June 11th, 2014

12:00 noon - followed by lunch at 1pm

at:

The Rock Spring Golf Club, 90 Rock Spring Road,
West Orange, NJ 07052



The price is \$40/person, including 2 raffle tickets, to be collected at the door.

~Retired UAL pilots, spouses, widows and guests are welcome.~

If you can contribute a raffle prize, please contact us. The raffle proceeds will be contributed to the UAL Retired Pilots Foundation.

Please contact one of us by June 1st for reservations:

We will be obligated to pay the Golf Club for the number we tell them a week ahead of time, so please confirm your plans to attend, and please update us if your plans change.

Pete Sofman psofman@gmail.com 203-322-0724

Bob Beavis bbeavis@optonline.net 732-449-9126

Or mail your reservation to: Pete Sofman, 1230 Rock Rimmon Rd, Stamford, CT 06903

=====

Directions to Rock Spring Golf Club, 90 Rock Spring Road, West Orange, NJ 07052

(973) 731-6464. for a map, click on: <http://tinyurl.com/3uw8ucn>

From I-280, which runs between I-80 and the NJ Turnpike (I-95):

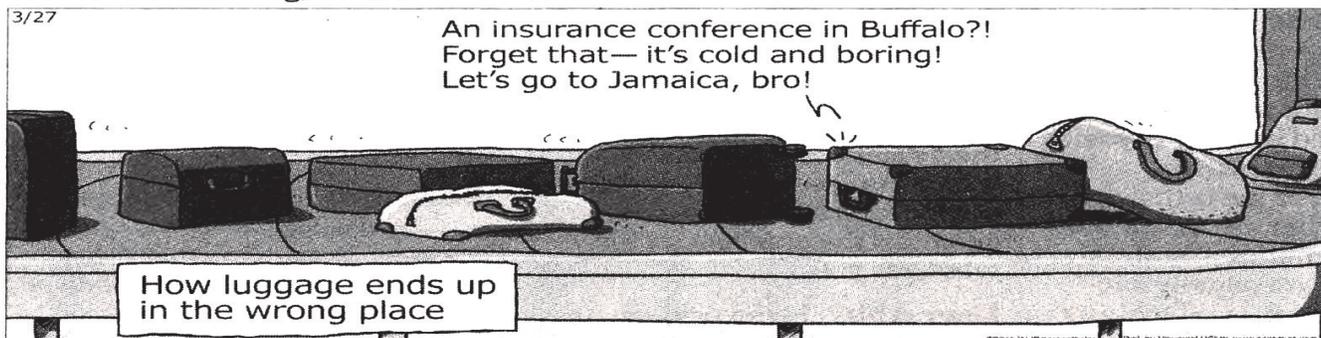
I-280 Exit onto County Route 577/Prospect Ave. Follow Prospect Ave south for 1.8 mi.

Turn left onto Northfield Ave/Rte 508 for 220 ft., Take the 1st right onto Rock Spring Rd, and proceed to the Club parking lot at the end of the road.

Planning to attend so far: George Bleyle and friend Diana Zaleski, Roger Bjornberg, Frank Ernst, Jim Gardner, Larry Gardner, Ted Garrity, Orie Good, Sue Guletsky, Pat Harben, Chuck and Nancy Hughes, Peter and Judy Kohlsaas, Koop Koopmann?? Harry and Jane Lloyd, Chuck Melbourn, Al Mitchell and daughter Susan, Rip Munger, Jim Pifer, Charlie Pocher, Ned and Rae Rankin, Irv and Mary Soble, Pete Sofman, Al Swanson, and Barbara Weir

Regrets: Howie Aronson, Pat Brannigan, Ben and Ben Conklin, Barney & Rie Higgins... Rie very sick, Gene Peterson, Bob Scott, Dick Strickland, Ron and Becky Tsois.

Wumo Wulff & Morgenthaler



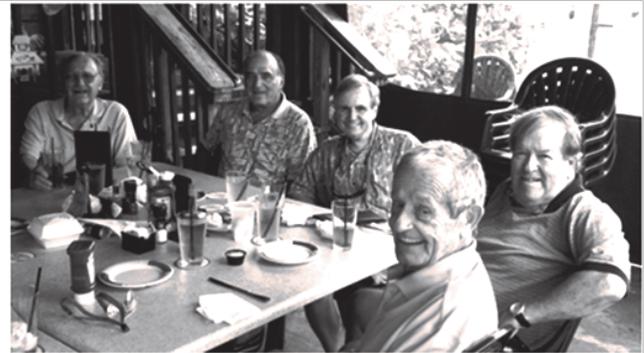
S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Another terrific day at Shrimper's for our RUPA Luncheon as our SE FL. The season (more or less) comes to its conclusion. Our April Luncheon was reasonably well attended (10 of us) and we had a terrific time with good food and phantastick service provided by Lovely Lauren. Many different conversations of all varieties took place depending on where you were sitting at the table. Nothing really dominated the Subject matter, just the usual, a good variety of many different things.....in spite of our efforts, all of the World's problems seem to still exist.....hate it when that happens.... :-(

Those who attended were: George Kane, Del Gartner, Jim Dowd, Bill Cole, John Pinter (heading for CLE soon), Skip La Rocque, Paul Bailey (off to the DEN area soon I expect), Dick Starita, Don Jefferson and myself, Bob Langevin.



L to R George Kane, Bill Cole, Don Jefferson
Skip La Rocque



Dell Gartner, Paul Bailey, Bob Langevin,
Dick Starita, Jim Dowd.

Our Treasure Coast Luncheon in May will be on the 13th at Shrimper's once again and although some of our Members might have headed up North at that point, we'll still get together and have a good time with good food and GR8 Friends. If U happen to be in the area..we'd love to have you join us. Best, *Bob Langevin*

S.E. Florida Gold Coast RUPA Luncheon

Thursday, April 10, was our monthly luncheon in at Galluppis Patio Bar and Restaurant. There were 13 of us present for lunch on another sunny day in Paradise. We were sorry to learn that our senior member, Ham Wilson, is still in the hospital and missed by all.

Also, we were joined for the first time by Neil Hennigan. The other diners included Lyn Wordell, Ham Oldham, Joe Jenkins, Bill Garrett, Burt Olson, Jim Good (Three from Naples Area, and Jim & Burt flew over together ,Albert Johnson, Jerry Bradley, Denny Keast, Art Jackson, Stan Baumwald (ret. NWA pilot, and myself Ned Rankin.

Lynn Wordell and myself will be going north for the summer, but lunches will continue under the direction of Art Jackson or Jim Morehead on second Thursday of the month. *Ned Rankin*

Seattle Gooney Birds RUPA Luncheon

We had 19 present for the first day of spring, a lovely sunny day after lots of March rainy ones. Bill Brett had a cold so Chuck Westpfahl had the 19 present sign in.

Those in attendance were: Fred Sindlinger, Herb Marks, Bud Granley, Bill Stoneman, Al Haynes, Dave Carver,

Jim Barber, George Brown, Gerry Pryde, Howard Holder, Jack Brown, Dick Anderson, Bob Reid, Tom Smith,

Verl Roth, brought by his son-in-law, Guest Terry Mason, Vince Evans, Alan Black and Chuck Westpfahl.

We look forward to having Bill Brett back for the April meeting. Take care of yourself.

With my best regards, *Chuck Westpfahl*

The Intrepid Aviators Of Southern Oregon RUPA Luncheon

Spring has sprung indeed in our Rogue Valley! Beautiful! The flowering trees and bushes are in full glory, warming temperatures and the Pony Espresso there waiting for us all and our monthly lunch. Good stuff!! As always a good group, good conversation and stories, both short and 'tall' abounded.

Our returnees from the Winter travels included Harvey Saylor back from his Kauai digs and Bill Monfort and Janet Russell from Florida. We missed a couple of wanderers though as Jim and Cheryl Jaeger are in Arizona watching major league Spring training (now that sounds pretty good too!) and Michael Bennett is still in Florida.

Lots of variety in subjects for our conversations including starting to think and plan to run over the mountains to Dan Kurtz's in May when he and some buddies will show the cutting horses at work with the cattle. We had a great time last year and we look forward to doing it again.



Our group included, sitting from the left front, Bud Berlingheri, Banjo Bob Keasbey, Harvey Saylor, George Elliott and his daughter Catherine Dimino, Dan Kurtz, Bill Monfort and Janet Russell, Marty Niccolls, Art Lumley and Scot Lee. In back, standing, Mary Berlingheri and Bob Niccolls. We'll be back here at the Pony Espresso in Jacksonville in April if any are wandering through our area. Please join us. Cheers, **Bob**

Impromptu Lunch at the Racetrack

Bill Jensen (SEA ret.) invited a group of retired SEA pilots (Snowbirds) to watch his horse run and have lunch at Turf Paradise race track in Phoenix on March 31. The intent was to supplement our PBGC income but it did not turn out that way. We did find the back door for entrance but not much was earned at the betting window. We all had a great time and agreed to get together again when Bill finds a faster horse. ☺

Eric Malm



In the picture from L to R Don Cobb, Verl Olson, Page Watson, Bill Jensen, Eric Malm, Irv Jones.



Again we celebrate Another Year on June 7th, 2014
**The Cleveland Crazie's
Mid-Summer Do!**



Directions (you should know by now)

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

or

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

On I-480 to Great Northern Exits, Take Exit 6A

South on Rte 252 (Columbia Road) to the German

Cultural Center (approximately 2 miles) on the Right.

Parking will be there, and at the house 1 block east in the drive.

However drop offs are always available.

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

At Richard and Carol McMakin's Home

24926 Nobottom Road

Olmsted township, OH 44138

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

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

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

PLEASE BRING YOUR OWN BEVERAGE SELECTION.

Monterey Peninsula RUPA Lunch Bunch

We had a strong turnout for our April Luncheon at Quail Lodge hosted by Pete and Donna Walmsley. The food was great, the conversation lively and we even had a golf joke. There was some discussion about the purchasing of 20% discounted tickets on United through the Fly Together website. We all seemed glad that ConU made the decision not to mess with our travel benefits.

In attendance were Ed and Pat Manning, Phyllis Cleveland, Paul Olson, Phil and Pat McClain, Diane Emerson, Jack Cowles, Bob and Cindy Benzies, Nancy and Lee Casey, Diane Ellis, Brett Morris, Carlos and Judy Quintana, Milt Jines and Jon and Jane Rowbottom.

Next month we will meet at Edgar's at Quail Lodge on May 14th. *Jon Rowbottom* Scribe



Our Fifth Annual Monterey Peninsula RUPA Golf Tournament is scheduled for Wednesday September 10th!

Pete and Donna Walmsley are again hosting our annual golf tournament played at the beautiful Quail Lodge Golf Course in Carmel Valley. Out-of-town RUPA members are welcome!

Mark you calendars now! 

Contact Pete Walmsley for details at: PeteWalmsley75@gmail.com

Ohio Cleveland Crazies RUPA Luncheon

In celebration of the vernal equinox, the Cleveland Crazies gathered at TJ's in Wooster for their luncheon. No sign of the Snow Bunnies of warmer climes though the meeting continued with a cast of happy spring welcomers.



Attending were George Bleyle, Bob Olsen, Dick and Jo Anne Orr, Jim Burrill, Joe Getz, Chuck Hoyt, Dick Sanders, Ken Wheeler and his helper Diane Johnson, and myself.

Some very interesting thoughts and comments about the missing Flt 370 were carried through the meal, though Bob Olsen wanted to know where Malaysia was on the map. Kenny Wheeler supplied several bits of humor as is his normal contribution and kept the table laughing for some time. Dick Sanders insisted on a photo (enclosed) of the group, and I believe it is just to prove that the Crazies are alive and well.

The Annual Summer DO held here in Olmsted Township, is on again for the 7th of June, a Saturday. Sorry about the late notice but the thought was there. Official notice of the event is in this issue of the *RUPANEWS*. Next gathering on the 17th of April in Wooster as usual. In the mean time, enjoy the warm weather. *Richard McMakin*

Phoenix Roadrunners RUPA Luncheon

We met for our regular luncheon on March 11th at our usual place the Bobby Q Restaurant. This restaurant is great for us with their great staff and wonderful food. They take good care of us all the time. We certainly had a larger than usual group this month.

Those in attendance: Peter & Ellen Moyer, sure good to see them again, Frenchy & Joan Bourgeois, Dennis & Darlene Leahy, Jim & Norma Nugent, even Jim Trosky and Mary Jeanne showed up from the Chicago area, Neil & Lee Johnson, Russell Marsh, a new person John Gordon, Frank Soare, Mike Carlin, Dave Specht, Charlie Schwob, Cory Liston, Gary Dyer and myself.

Again this month, several members sent their regrets for not coming as they could not get space on the aircraft to get here due to such heavy bookings.

We again talked about the new Aetna health benefits coverage and the need to contact Aetna personally to register all persons. Everyone seemed to enjoy the time spent together. Our next planned luncheon will be on April 08th, 2014. *Ken Killmon*

DCA Bob Evans RUPA Breakfast

This is another gathering at the Leesburg, VA Bob Evans Restaurant by the stalwart crew of DCA RUPA. It is often difficult to get everyone to look at the camera at the same time that I squeeze the remote, but, here it is.



On the left and progressing clockwise...Stokes Tomlin, Bob Gilbert, Herb Petitt, Jim Turner, Bill Davis, Fred Streb, Craig Clark, Gary Cook (our esteemed host) and Charlie Schwab (PAA).



From left to right. Sim Stidham, Herb Petitt, Roy Liggett, Stokes Tomlin, Fred Streb, Bud Ruddy, Gary Cook and Gene Couvillion. We meet the First Friday of the month. *Stokes Tomlin*

MALLARD FILLMORE | Bruce Tinsley



Dana Point RUPA Luncheon

Our Group got off to a early start..seems like more Guys are liking the 11:30 start time. It makes sense with opening of the Deck to customers. Parking close to the Wind and Sea sometimes is scarce. Once again the weather was great and several of early' birds' Included Bob Brockmeier and Walt Bohl. Bob and Walt are Docents for The LYON Air Museum at the Orange County air port, www.lyonairmuseum.org is their web site. They invited all to come and visit-hours 10:00-16:00 all week. Aircraft on exhibit include include a B-17 flying Fortress, B-25 as well as Military autos Civilian autos and Military Motorcycle. Will see if we can get a group up to go for a visit.

On Deck were:Bill Rollins, Bill Stewart, Bob Brockmeier, Bob Fuhrmann, Bob McGowan, Bruce Dunkle, Denny Giesea, Don Morgan, Jerry Meyer, John Grant, Park Ames, Ron Dye, Ted Simmons, Walt Bohl and Ken Corica. Ken Corica is new to our group.

Ken is a Docent at the Midway carrier in San Diego. He said to buy your ticket on-line ahead of time. Avege, to get on board 15 minutes ahead of the regular people -might even get a discount. Welcome to our group Ken!

Checked in on Joe Udovch who had a Bad Bicycle accident on (3/7/14). He is in Rehab now. He can be reached at his cell 949-330-3355.

Kudos to Bruce for getting the individual pictures of those who were at the March Lunch...including visiting Joe at the Hospital to include him in the group. Thanks Bruce. The single pictures looked Great!

Seems like every one enjoyed their lunch last month as well as this month. Smiles all around!

In the April 2014 *RUPANEWS* good article on Pass Travel. Well worth checking out. Included was info on TSA Pre Check, Global Entry and Nexus (border crossing at the Canada/USA auto crossing. A lot time to get the card but very useful once obtained...it saves time!! Going through the Canad/USA border check is slow going. Hence the following!

My wife and I are taking a Train to from San Juan Capistrano CA to Vancouver BC...except that the last leg you have to take a bus or a car from SEA to YVR. Anything to stay out of the air. More next month on the Train to YVR. Cheers, *Ted*

Reno's Biggest Little RUPA Group

We all gathered at the assigned time of 1300 hours for our March Luncheon at BJ's Brewery south of Reno. Discussions ensued from a myriad of topics covering old war stories to politics and some one-liners from our resident comedian, Ken Miller.



We had a modest turn out with the attached photo left to right: Bill Shepherd(PAA) , Gordy Newman(PAA), Cort de Peyster, Charlie Kettering, Gene Lamski, Larry Fritz, Jim Whitley, Gary Dyer, Tommy Diehl (RNOCS), Ken Miller, Dean Shuff.

As always and invitation is open to any UALers traveling through or visiting the Reno/ Lake Tahoe area to join us the 4th Wednesday of the month. Respectfully submitted. Alternate Scribe, *Cort*

Denver Good OL' Boys (March) RUPA Luncheon

Per past practice and procedure our meeting was held on the third Tuesday of the month, March 18th, at American Legion Post one on Yale just east of I 25. Thirty one members and guests enjoyed happy hour from 11:00 to 12:00 followed by lunch.

After lunch our Humor Meister, Stanley Boehm, entertained us for several minutes. Guest and active United Captain, Ross Wilhite, when asked, was kind enough to speak for half an hour or so about conditions at United from an active pilot's perspective. His talk centered mostly on the technical aspects of the merger such as cockpit procedures, crew training etc. He was questioned extensively after his talk about many matters. Captain Wilhite's presentation, which was quite objective and professional, was very well received. We thank Captain Wilhite.

Attending were: Al Dorsey, Ted and Rose Wilkinson, Bruce and Marilyn Hepp, Dick Garbrick, Bill Hanson, Stanley Boehm and Marilyn Gifford, Denis Getman, Darrell Ankeny, Keith and Shirley Patton, Don and Christine Johnson, Bernie Stoecker, Jack and Angie Davis, Ron and Georgia Shafer, Dick and Jeanne Kobayashi, Ross Wilhite, Jack Wilhite, Rick Bebee, Joe Collard, Russ Ward, Ray Bowman, Ed Cutler, David Horwitz, and finally Your co-scribe, *Tom Johnston*

Denver Good OL' Boys And Girls (April) RUPA Luncheon

Another successful meeting of Denver RUPA was held today April 15th at the usual place and time, American Legion Post One on the third Tuesday every month. Members began arriving at 11:00 to participate in hanger sessions until lunch was served at 12:00.

After lunch Bob Blessin and Ray Bowman provided some humor to get us off on the right note. We welcomed two new members, both recently retired. Paul Andrews and Paul Williams spoke briefly about their flying careers and time with United. Also, Bill Ford, who had attended a previous meeting but not spoken to us at that time, recounted details of his career. All are highly accomplished aviators who can be proud of their careers.

Ted Wilkinson briefed us on the TSA Precheck program <http://www.tsa.gov/tsa-precheck> which he and his wife, Rose, had applied for. Others reported they had been given Precheck on their SA tickets without applying but said it was random whether or not one would be designated as Precheck when transiting security. Paul Williams mentioned the GOES program <https://goes-app.cbp.dhs.gov/main/goes> which according to him is very expeditious for clearing customs when reentering the US on international flights.

In accordance with our attending members' direction, we will be devoting part of our future meetings to two new items.

First will be the recounting of an interesting anecdote from their flying days by one of our members each meeting. Jack Davis has volunteered to lead off with the May meeting. Second, one of our members will give us a rundown on his flying career detailing as much or as little as he or she desires. We plan on starting with our most senior members and working down meeting to meeting. At this time we have retired United Captain Mack Connelley planning to address us at our May meeting and retired United Captain William A. Fife scheduled to address us at our June meeting.

Attending were: Ted and Rose Wilkinson, Steve Pahs, Bill Hanson, Denis Getman, Jim Adair, Jack Davis, Bob Blessin, Al Snook, Bill Fife and Mark Brown, Dick Kobayashi, David Horwitz, Paul Andrews, Cliff Lawson, Casey Walker, Ray Bowman, Rick Bebee, Bill Ford, Paul Williams, Dwayne Searle, and last; Your Co-scribe, *Tom Johnston*

The Thousand Oaks Meeting Place has Changed

The meeting location for the Thousand Oaks Group has been change to the:
Sunset Terrace, Janns Mall, 235 N. Moorpark Road, Thousand Oaks, CA. 91360
sunsetterracerestaurant.com phone 805-497-4847.

The rest remains the same (2nd Thursday on odd months).

San Diego North County RUPA Luncheon

Hello, Cleve, you hard working volunteer. Our San Diego area Ruparians broke the code on April the 8th. We had 10 attendees, which is almost a record. Most were regulars, but Paul Whitby was there, after having lots of health problems and the passing of his wife Bobbi. A "newbie" was Lane Showalter, and what a pleasure to meet and greet him. We hope he will come back as often as he can.

As usual, the men group together and ditto the ladies, so I tried something different. I sat with the ladies, and for a change, I heard and understood almost all of the conversation, of which I was included. With my lousy hearing, it was a revelation.

Mark Mayer, our youngest member masqueraded as an old guy by growing a nice white beard. He is always helpful, and the pictures he takes add a lot to the meeting. The ladies had interesting conversations, and humorous, too. Not once did the word "airplane" come into the talks. What the men talked about, I don't know, but from past lunches, everyone enjoyed themselves and the subject of the talk is always varied, and clean, too, of course. After all, it is a meeting of ladies and gentlemen. Ahem!

Until the next time, best wishes to you and the rest of the volunteers that you might work with. Bob Harrell



On the left side are Rhoda Green, Evelyn Pauling, Bill Pauling, Lane Showalter and Bob Bowman. Right are Bob Harrell, Ruth Bowman, Paul Whitby, Brad Green and the guy with the beard is me, Mark Mayer

San Francisco North Bay RUPA Luncheon

The April luncheon was a celebration of ten years of monthly RUPA meetings. The first get together was April 1, 2004 and we have been meeting every month since. Six of today's attendees were at the first meeting. A toast to the occasion was done.

Handouts were passed around including copies of the attendance sign in sheets for the first two luncheons and some information regarding giving the PBGC a power of attorney. George had some information from the medical community showing that there is a link between anger and an increase in the chance of a stroke or heart attack. I wonder how many millions of dollars and how much time doing studies it took to figure that out.

The attendees were: Galen Wagner, Bill Smith, Gardner "Bones" Bride, Leon Scarbrough, Jules Lepkowsky, Wayne Heyerly, Don Madson, Tom Gray, Larry Whyman, Dick Hanna, Bill McGuire, Dick Lammerding, George Hise, Norm DeBack, Ken Van Wormer, J. R. Hastings, Don Booker. Bob & Doris Donegan and your reporter, *Bill Greene*

RUPA DAY AT SUN-n-FUN LAKELAND LINDER REGIONAL AIRPORT, FL

Sun-n-Fun Fly-In April 2014 at Lakeland, FL this year could not have had better weather – both driving and flying. Vendors were in abundance along with static displays of Warbirds, Vintage Aircraft, homebuilts, transports, amphibians, rotorcrafts and Light Sport Aircraft. The Blue Angels Flight Demonstration Team arrived and spent most of the afternoon performing. This was the 40th Anniversary of the Fly-In and Expo (1974-2014). It was a great day!

RUPA Day attendance was one of the highest in several years. There was a total of 27 including six RUPA guests who signed in. Other retired airline pilots filtered in and out of the club house and provided even more interesting conversations and stories.

The OX-5 Club's National President, Jim Beisner, gave a brief lecture at 1130 on the OX-5 engine which is on display in the club house. One of the benefits to the attendees is the diversity of aviation backgrounds and experience resulting in valuable networking for “hangar flying” as well as serious kit builders or restorers. Thanks to the generosity of the local OX-5 President Wayne Gordon we were able to enjoy the comfort of the Club's facilities, hot dog luncheon and camaraderie and even meet several WWII vets.

For those not familiar with the Curtiss OX-5 engine (because there were many questions on what it was), it was developed and manufactured by Glenn Curtiss in 1912 prior to the start of WWI to power the JN4 “Jennies” of that era plus many other types of aircraft in the 1920's and 1930's. The OX-5 is an eight cylinder, V-type, water cooled engine, and developed 90 HP at 1400 RPM (if you were lucky). Some of the older members see this engine as the link between WWI and WWII which allowed aviation to expand. There are still quite a few aircraft flying today powered by the OX-5. The club started in the 1950's and has been going ever since and is open to anyone with an interest in preserving the history of aviation. Web site is www.ox5.org.

Those on the RUPA sign-in sheet were: Gene and Mary Lou Hammond, H. Don Brunjes, Lou and Phyllis Balestra, Art and June Jackson, Jim Good, Jack Boisseau, Gene Chapman, Jim Sutton, Gary Crittenden, Norm Clemetsen, Ham Oldham, Bob Olsen, Harv Hallberg, Troy Mashburn, Sam Jacobsen, Burt Olsen, Dick Starita, Zsuzsa Flower, Terry and Michele Allard, Jack JJ Hill and Glinda Hill, Bob Engelman (current RUPA Membership Chair) and Dot Prose.

A group photo was taken at 1:00 with the RUPA banner. There were a couple folks who missed the photo but were, nevertheless, signed in and are listed above. Thanks to all who stopped by. We hope to do it again in 2015.



The group was not in as tight a formation in rows as hoped so the list of names start on the Left and work to the Right. Apologies for partially blocked faces.

Starting on the Left: Bob Olsen, Phyllis Balestra, Lou Balestra, Ruth Oldham, Gene Chapman, Art Jackson, June Jackson, H. Don Brunjes, Gene Hammond, Jim Good, Norm Clemetsen, Jim Sutton, Jack Boisseau, Gary Crittenden, Ham Oldham, Burt Olsen, Sam Jackson, Troy Mashburn, Harv Hallberg and Dot Prose.



Left to Right: Dick Starita, Zsuzsa Flower, Michele Allard and Terry Allard.



Front of the OX-5 Hospitality Center

The dates for Sun-n-Fun are 21-26 April 2015. This is much later than usual (not sure why – probably conflicts with air shows in Europe affecting the availability of vendors).

RUPA Day would be 23 April 2015.

Mark your long range calendars! Have a great summer! Truly, *Gary Crittenden and Dot Prose.*

The Intrepid Aviators Of Southern Oregon RUPA Luncheon

Spring has sprung indeed in our Rogue Valley! Beautiful! The flowering trees and bushes are in full glory, warming temperatures and the Pony Espresso there waiting for us all and our monthly lunch. Good stuff!! As always a good group, good conversation and stories, both short and 'tall' abounded.

Our returnees from the Winter travels included Harvey Saylor back from his Kauai digs and Bill Monfort and Janet Russell from Florida. We missed a couple of wanderers though as Jim and Cheryl Jaeger are in Arizona watching major league Spring training (now that sounds pretty good too!) and Michael Bennett is still in Florida.

Lots of variety in subjects for our conversations including starting to think and plan to run over the mountains to Dan Kurtz's in May when he and some buddies will show the cutting horses at work with the cattle. We had a great time last year and we look forward to doing it again.



Our group included, sitting from the left front, Bud Berlingheri, Banjo Bob Keasbey, Harvey Saylor, George Elliott and his daughter Catherine Dimino, Dan Kurtz, Bill Monfort and Janet Russell, Marty Niccolls, Art Lumley and Scot Lee. In back, standing, Mary Berlingheri and Bob Niccolls. We'll be back here at the Pony Espresso in Jacksonville in April if any are wandering through our area. Please join us. Cheers, **Bob**

Pass Travel Update

(March 21, 2014)



1) Carry-on bag sizes now being enforced on United

Quoted from: FlyingTogether>News>United Daily Feb 28th: "For several months, we've provided the tools, training and technology necessary to raise customers' awareness of our carry-on baggage requirements. We've also educated customers on our policy. Along with updates to united.com, MileagePlus members have received emails detailing our policy. We recently launched an email called "Over, Under, Checked," to reinforce our baggage policy before customers arrive at the gate.

The message has been simple:

Overhead: One carry-on item that fits in the overhead bin (no larger than 9 x 14 x 22 inches including handles and wheels).

Under seat: One personal item that fits under the seat in front of you, such as a laptop case or other small item (no larger than 9 x 10 x 17 inches).

Checked baggage: Any oversized or extra items that do not comply with the over/under guidelines.

We can ensure smoother boarding and fairness to those in later boarding groups by assisting customers with non-compliant bags before they reach the gate, which will ease the strain on customers and employees.

You can find more information on our carry-on policy at united.com/carryon."

All customers, including non-revs, must comply with the carry-on sizes. RAFA has heard from some travelers that their trusty old rollboards measuring 9x14x22 have been refused as carry-on if overpacked/bulging. The good news is all employees, retirees and eligible pass riders are exempt from 1st and 2nd checked bag fees when flying on passes, including myUADiscount tickets. Note; the max weight per checked bag is 70 lbs. See the Baggage Policy on Flying Together for more information.

2) Recent news snippets from the United Daily (archive on Flying Together)

Use the "United Daily" link above, then scroll down to the date of the article you want to view.

2/10: New domestic and international flights announced for summer 2014.

2/17: UAX launches new E175 jet service ex ORD in May 2014.

2/19: 787-9 to fly LAX-Melbourne in October 2014.

2/25: SFO Tech Ops maintenance base changes will save millions.

3/10: More UAX svc with new E175 jets in various cities begins June 2014.

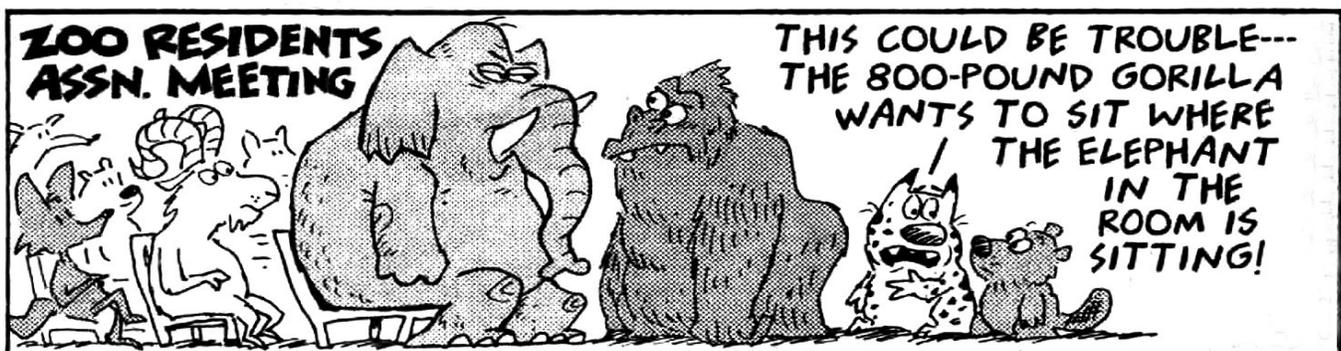
3/12: LHR Terminal 2 opens June 4th, United will be first in!

3/12: 4-year \$400 million LAX terminals 6, 7, 8 renovation project begins.

3/18: More than 200 United jets now have satellite WiFi installed.

Compiled by Kirk Moore Chairperson, RAFA Travel Benefits Committee <http://www.rafa-cwa.org>

FRANK AND ERNEST | Bob Thaves



United helps customers power up with 500 new electronics charging stations



United Airlines is making it easier for customers to power up their phones, tablets, laptops and gaming devices while traveling. The airline is installing nearly 500 electronics charging stations in customer seating areas at many of the airports United serves.

First on United's list is Chicago O'Hare International Airport, which was outfitted with more than 110 of the new charging stations in Concourses B and C. The airline will begin installing the charging stations at its Houston, Los Angeles, Newark and Washington Dulles hubs in the coming weeks as well, along with New York LaGuardia and Louis Armstrong International Airport in New Orleans.

"Our customers have told us they depend on their electronic devices to stay productive and connected at 35,000 feet, and that requires a full battery," said Jimmy Samartzis, United's vice president of customer experience. "From installing charging stations to expanding access to in-seat power and Wi-Fi, United is working to deliver a more flyer-friendly travel experience for our customers."

Each of United's new charging stations offers access to six, 110-volt power outlets and two USB ports, enabling customers to charge a range of electronic devices simultaneously. The new stations also feature a sleek design with a large "power outlet" icon and prominent United branding, helping customers quickly locate the units in gate areas.

United Airlines launches all-new mobile app for Android



United Airlines launched its all-new mobile application for the Android platform on April 9, offering customers innovative new features, smoother functionality and an improved touch-friendly design that enables travelers to access information more quickly and easily. The new Android app, available at united.com/mobile, follows United's redesign of the mobile app for the iOS 7 platform, which the airline launched last year.

United optimized the mobile app for KitKat, the newest Android operating system. The app, which is available for the latest generation Android devices, updates its most popular mobile tasks and introduces new features for Android users, including:

Travel cards for mobile boarding passes, MileagePlus cards, United Club cards and other frequently used information that customers may display on the home screen and easily swipe through.

Travel wallet, which holds relevant information, including upcoming reservations and flight status notifications, in a single location and enables customers to use a simple swipe and save details to the home screen.

The new mobile app also includes all-new features unique to the Android platform, including the ability to rotate the screen, stack multiple boarding passes and utilize a new home screen widget. Similar to the iOS 7 version, the new mobile app for Android enables customers to view seat maps more clearly, purchase Travel Options and book award tickets on multiple flights.

"We are intensely focused on providing customers the digital tools that ensure they have a smoother, faster travel experience," said Scott Wilson, United's vice president of merchandising and ecommerce. "Our all-new mobile app and other digital upgrades offer travelers the information they need where and when they need it throughout their journey with United."

Last year, United introduced its mobile app for Windows Phone 8. The airline will continue to update its mobile apps regularly and expects to launch more features on the popular iOS 7 app later this year.

United has also redesigned its airport check-in kiosk screens, offering customers better functionality and more ways to ensure a smooth travel experience. This summer, the airline will begin to introduce its all-new united.com website, providing customers a simplified, cleaner and consistent user experience across the airline's customer-facing digital channels.

In 2007, United became the first U.S. airline to introduce mobile boarding passes, and it is the first U.S. carrier to offer mobile boarding at all of the domestic airports it serves. United currently offers mobile boarding at 55 international airports, more than any other U.S.-based carrier.

United Airlines' first Boeing 787-9 rolls out of factory



United Airlines' first 787-9 Dreamliner rolled out of final assembly on April 8 at Boeing's Everett, Wash., facility. The rollout marks the first major milestone in the aircraft's production ahead of its expected delivery this summer. The Boeing 787-9 Dreamliner is the second and newest member of the fuel-efficient 787 family. With the fuselage stretched 20 feet longer than the 787-8, United's 787-9 will fly more than 30 additional passengers and up to 300 nautical miles farther with the same exceptional environmental performance, including up to 20 percent less fuel burn per seat and up to 20 percent fewer emissions than similarly sized aircraft. The airline is the North American launch customer for the aircraft.

"The 787-9 is an amazing aircraft that builds on the 787-8's proven fuel efficiency, performance and customer comfort," said Ron Baur, United's vice president of fleet. "We are excited to add the 787-9 to our Dreamliner fleet as it gives us even more flexibility and range to capitalize on our extensive worldwide route network."

Earlier this year, United announced that it will fly the 787-9 on nonstop service between its hub at Los Angeles International Airport and Melbourne, Australia, beginning in October. The airline will fly the route six times weekly with the aircraft. United will be the first North American carrier to take delivery of the 787-9, and this will be the airline's first international deployment of the aircraft type.

Over the next several months, the aircraft will move to the next phase of completion, which includes final cabin configuration and painting. United's 787-9 will be configured with 252 seats – 48 in United BusinessFirst and 204 in United Economy, including 88 Economy Plus seats with added legroom and increased personal space. United's first 787-9 will also be one of five aircraft used by Boeing in a flight test program to certify the aircraft.

United Express received its first two Embraer 175s



Embraer delivered the first two E175s, the 76-seat United Express regional jets, on March 26 and 27.

"The E175 offers a more comfortable onboard experience to meet the demands of the high-yield business customers in key markets while burning 10 percent less fuel per seat than the 50-seat aircraft they are replacing," said Fleet VP Ron Baur.

With 12 seats in first class and 16 in Economy Plus, almost 37 percent of the airplane offers extra legroom for our customers. Each seat in the front cabin contains in-seat power. The aircraft also feature wider seats and aisles and bigger bins compared with the 50-seat regional jets they will replace. The design and cabin layout give customers more personal space and can accommodate standard carry-on bags.

Adding E175s to our express fleet will help us compete better against Delta Air Lines (DL) and American Airlines (AA), which also operate E175s.

United Express expects to induct 70 E175s into the fleet through 2015. These first two aircraft head now to their respective maintenance bases where Mesa Airlines and SkyWest Airlines will prepare them to enter service. After proving runs and certification later this spring, the E175s will begin operating on recently announced United Express flights between IAH and ATL (Atlanta), AUS (Austin, Texas) and MSY (New Orleans). They will also operate between ORD and ATL, LGA (New York La Guardia), and MSP (Minneapolis).



**My Doctor told me to start
killing people.
Well not in those exact words.
He said I had to reduce the
stress in my life.
SAME THING REALLY!**

United to launch San Francisco-Taipei, boost Houston-Tokyo service



United Airlines is expanding its extensive trans-Pacific network connecting its San Francisco hub with Taipei, Taiwan, and launching a second daily flight between Houston and Tokyo. It will operate both services with Boeing 777-200 aircraft. The aircraft flying San Francisco-Taipei will offer 269 seats – eight in United Global First, 40 in United BusinessFirst and 221 in United Economy, including 113 extra-legroom United Economy Plus seats. The aircraft flying Houston-Tokyo will offer 267 seats – 50 in United BusinessFirst and 217 in United Economy, including 72 United Economy Plus seats.

In United Global First and United BusinessFirst, United offers customers seats that recline into fully flat beds, personal on-demand entertainment, in-seat power and USB ports, enabling travelers to rest or to be productive in-flight. Customers in United Economy also enjoy personal, on-demand entertainment at every seat and in-seat power. United is the only U.S. airline to offer the comfort of flat-bed seats in its premium cabins on every long-haul, international flight from the continental United States. The airline also offers more extra-legroom economy seating than any U.S. airline.

These Taipei and Tokyo additions come as United plans to introduce three-times-weekly Boeing 787 service June 9 between San Francisco and Chengdu, China, pending government approval. This nonstop service would be the first by a U.S. airline from the United States to mainland China, beyond Beijing and Shanghai. The company also plans to offer, subject to government approval, nonstop Boeing 787 service between Los Angeles and Melbourne, Australia, six times weekly beginning Oct. 26.

2 essential tools would prevent repeat of Malaysia flight 370 mystery

By Robert A. Clifford



While the cause of the disappearance of Malaysia Airlines Flight 370 remains unknown, we can take steps to help prevent future events like this by employing two existing technologies on every airliner in the world - deployable recorders and asset trackers. Deployable recorders - also known as ejectable black boxes, which jettison from the planes upon impact, float and transmit their positions to satellites. - would give us the airlines location, flight data and cockpit voice recordings within hours of a crash anywhere in the world, even in the middle of an ocean. Future versions will work in hijackings or when transponders go dead. These devices have been put on military airplanes, including versions of commercial aircraft such as the Boeing 707 and 737, for more than 50 years. Since 9/11,

Congress has been funding studies and demonstrations that show deployable recorders are ready to go for commercial airlines.

The good news is that the aviation industry and the government agencies that must approve using this much needed technology already have completed drawing up their required technical standards. The Federal Aviation Administration is making some final changes to the regulatory language. Now we just need the National Transportation Safety Board to recommend the use of deployable recorders to the FAA, and the FAA to require them on all U.S. airliners. There is a need for them on other airliners as well, so it is just as important for the International Civil Aviation Organization to make the deployable recorders a recommended practice for its 191

member nations.

Asset trackers - units that cost less than \$100 to buy and less than \$150 a year in tracking fees to operate would allow authorities to follow airplanes anywhere on Google maps from a smart-phone, laptop or desktop computer. Trackers, such as the Spot Trace from Globalstar, can be concealed inside jets, operate off batteries for weeks after losing airliner power, and work everywhere. In fact, they've been used for many years to track boats, cars, private airplanes and even people.

For example, if a \$100 Spot Trace tracker had been installed on Malaysia Flight 370, we would have known the airliner's flight path from takeoff to wherever it is now in almost real time. While the FAA's process of certifying and developing standards will add some cost to these technologies, the need for them warrants the expense.

More than 200 United aircraft now equipped with satellite Wi-Fi



We recently completed Wi-Fi installation on our 200th aircraft. This is an important milestone given the complexity of satellite Wi-Fi. Our Airbus A320s are complete, and the first Wi-Fi-equipped international Boeing 777 began flying in early March. We plan to have Wi-Fi installed on more than half the fleet by this summer, with installations largely complete by the end of 2014 and the following near-term milestones:

- We will complete Boeing 747s in May.
- We will complete A319s in June (only one aircraft remains without Wi-Fi).
- In the next several months we'll complete more than 50 737 installations, including all 737-900ERs that currently do not have Wi-Fi or entertainment.

We are currently sending more than 25,000 emails per day to customers notifying them if we plan to make Wi-Fi available on their scheduled flights.

To determine if a flight offers Wi-Fi, check Inflight Amenities under Flight Status for a specific flight on united.com or our mobile app, look for the Wi-Fi logo on the side of the plane or listen for an announcement by the flight crew. For the most up-to-date information, please visit www.united.com/Wi-Fi.

Flight attendants support permanent ban on knives in aircraft cabin



The Association of Flight Attendants-CWA (AFA), today pledged unyielding support for a new bill that would place a permanent ban on knives in the passenger cabin. The bi-partisan bill, H.R. 4368, was introduced as a companion legislation to Senate bill S. 1008. AFA issued the following statement, commending the lawmakers who are taking sound action for aviation security and refusing to forget why there is a ban on knives in the passenger cabin.

"After leading intense efforts last year to ensure that knives are kept on the prohibited items list and out of the passenger cabin, our Flight Attendant union remains steadfast in pushing for a permanent ban secured by law. We are dedicated to working with Congress on swift passage of this bill. Passengers, law enforcement, crew members, airport ground staff, security experts and airlines all agree: there should be no knives ever again.

"We applaud the leadership of Representatives Grimm, Gabbard, Joyce and Lipinski. These lawmakers are helping to strengthen our nation's aviation security. Their work will result in safer flights for millions of Flight Attendants and passengers.

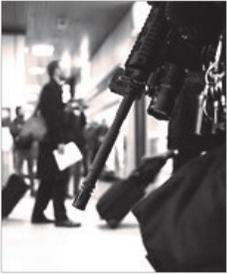
"Flight Attendants are united in this fight and have resoundingly sent one simple message: no knives on planes ever again. Together with our allies, AFA has been successful in keeping knives on the prohibited items list, but it is crucial that Congress act on this legislation for a permanent ban.

"This is a bipartisan issue that is supported by an overwhelming majority of Americans. It's about our history and our future security. It's time: No Knives, Ever Again."

FRANK AND ERNEST | Bob Thaves



TSA union calls for armed officers at airport checkpoints



American Federation of Government Employees National President J. David Cox Sr. today issued the following statement in response to the Transportation Security Administration's review of the Nov. 1 shooting at Los Angeles International Airport, which resulted in the death of Transportation Security Officer Gerardo Hernandez:

"Ever since Transportation Security Officer Gerardo Hernandez was killed while on duty at LAX last November, AFGE has advocated that TSA create an armed, uniformed law enforcement unit within the agency to provide the best possible security for our Transportation Security Officers at the airport checkpoints. Today's report justifies our call

for armed law enforcement officers at security checkpoints.

"AFGE appreciates the first steps TSA has taken, and the support they have shown to the officers and families affected by the LAX incident, but today's report does not go far enough to address the immediate threat posed by individuals who target our officers. The current patchwork of local law enforcement agencies across the country inevitably leaves gaps in security, as we saw at LAX. Only an armed law enforcement unit within TSA can ensure the constant and consistent presence of sufficient law enforcement resources needed in the immediate area of the checkpoints and other key locations in order to prevent another tragedy like the one that occurred at LAX. Now that this report recognizes the need for increased visibility of uniformed officers in and around the checkpoints, and improved response times for law enforcement, AFGE looks forward to working with TSA in achieving this goal at airports nationwide."

Passport database rarely used, Interpol says

By Jamey Keaten/*Associated Press*



PARIS - When you travel, airport security agents may pat you down, inspect your deodorant and scan your body from head to toe. But there's a good chance that no one's checking whether you're using someone's lost or stolen passport. A gaping, if little-known, loophole in international aviation security came into broader view when the international police agency Interpol said its computer systems had contained information on the theft of two passports that were used to board an ill-fated Malaysia Airlines flight - but no national authorities had checked the database.

Largely unheeded, Interpol has long sounded the alarm that growing international travel has underpinned a new market for identity theft and bogus passports have lured many people: Illegal immigrants, terrorists, drug runners, pretty much anyone looking to travel unnoticed. More than 1 billion times last year, travelers boarded planes without their passports being checked against Interpol's database of 40 million stolen or lost travel documents, the Lyon-based police body said. Interpol Secretary General Ronald K. Noble said in a statement that it has long asked why countries would "wait for a tragedy to put prudent security measures in place at borders and boarding gates."

Officials cite recent instances of use of stolen travel documents: A war crimes suspect who tried to attend a conference in Congo, but was instead arrested; the killer of the Serbian prime minister crossed 27 borders on a missing passport before he was caught; Samantha Lewthwaite, the former wife of one of the suicide bombers in the 2005 attack on London's transit system, escaped capture when she produced a fraudulently obtained South African passport.

Sometimes, authorities are outmatched: Ticket-buying regulations and border control techniques vary from country to country, and an Interpol official says there's no one-size-fits-all explanation why some countries don't use its database systematically.

For the last decade, Interpol has stocked and shared information on stolen or lost passports in ways few international agencies can: it has 190 member countries. And air security is increasingly international work. The Interpol stolen or lost travel documents database draws on information from 167 countries.

**CALLING ALL RETIREES FROM UAL INCLUDING MEMBERS OF ARECA,
CLIPPED WINGS, GOLDEN EAGLES, IAM 1781 Retirees Association, RAFA,
RUAEA and RUPA**

RUAEA Convention

October 1 - 4 2014

San Diego, California

Town and Country resort (www.towncountry.com)

Rates are \$109. per night

Full Breakfast buffet included.

Parking is \$2.00 per night

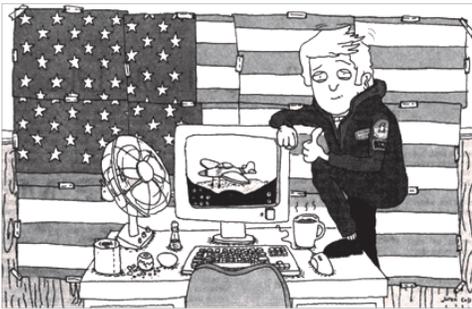
This year, 2014, all retirees, families and friends from United Airlines and merged and acquired airlines of United are welcome to attend the upcoming Retired United Airlines Employees Association (RUAEA).

Spread the word to the more than 68,000 retirees from UA - including members of ARECA, Clipped Wings, Golden Eagles, IAM 1781 Retirees Association, RAFA, RUAEA and RUPA.

More Information coming soon, on www.ruaea.org

The Pilots in the Basement

By Kate Murphy/The New York Times



Much has been made of the flight simulator found in the home of Capt. Zaharie Ahmad Shah, the pilot of the missing Malaysia Airlines jet. Why would a guy who spends so much time flying real airplanes want to pretend he's flying a fake one in his off hours? No one knows Mr. Shah's motivation, of course, but he represents just one of hundreds of thousands of virtual aviation enthusiasts. They grip yokes and advance throttles in their spare bedrooms and basements, virtually flying everything from Piper Cubs to the Concorde. They get clearances and vectoring from fellow hobbyists acting as air traffic controllers who

reference real waypoints in real airspace, adhering to the same stringent rules and procedures that govern actual aviation.

"The simulation software makes it photorealistic - the switches and gauges in the plane are the same, the airports are the same, the scenery is the same - it's a completely immersive world," said Justin Friedland, 66, a former producer for ABC News turned real estate agent in Pound Ridge, N.Y., who has logged 1,426 hours as a virtual pilot and 758 hours as a virtual controller. He is also the volunteer spokesman for Vatsim, a virtual flying network with 100,000 members in 143 countries. Think of it as a vast online video game like World of Warcraft for serious-minded aviation geeks. A rival network, IVAO, has 150,000 members in 56 countries. Most participants are men and range in age from teenagers to octogenarians. Their flights vary in length from long hauls, say, Los Angeles to Sydney (14^{1/2} hours), to shorter hops, like Boston to Martha's Vineyard (35 minutes).

"There's a fair amount of professional pilots and air traffic controllers who get involved because aviation is their passion and they want to encourage others," said Mr. Friedland, who is not a pilot.

An estimated 80 percent of virtual pilots, however, do not have pilots' licenses because they lack the time or money for training or have an issue that would keep them from passing the medical exam. Sometimes their spouses forbid it. Or, perhaps, they are just afraid of heights.

Then there are those like Mark Hubbert, 44, a firefighter in Courtland, VA, who has more than 5,000 hours

of simulated flight time. "Frankly, wouldn't be satisfied flying a single-engine Cessna," he said, referring to a typical trainer airplane. "I want to fly jets," which he does for FedEx Virtual Cargo, one of hundreds of virtual airlines. If it's an airline in the real world, there's probably a virtual version.

One of the largest, Delta Virtual Airlines, has 2,000 active pilots who must pass written and virtual flight tests in order to advance through the ranks as well as to fly progressively larger and more complex airplanes. They fly the same routes as the actual Delta Air Lines, sometimes on the same schedules. While a number of real Delta pilots and employees participate, Terry Eshenour, 70, a former Coca-Cola executive who serves as Delta Virtual Airlines' president, emphasized that there was no formal affiliation with the real airline.

Most virtual aviators use one of two simulator software programs, Microsoft's FSX or Laminar Research's X-Plane, which interface with communication and tracking software usually provided free by one of the virtual flying networks. Within the last decade, a thriving market for so-called add-on software compatible with FSX and X-Plane has emerged. One of the most successful manufacturers is PMDG, which produces stunningly realistic add-ons that put users in the cockpits of aircraft like Boeing's 737 and 777. All the switches and knobs you see on the screen are what you would see in the actual planes, and the programs come with Boeing manuals to help you figure out what's what.

In a post on PMDG's online forum, the company's chief executive, Robert Randazzo, a former airline captain, confirmed that Captain Shah had purchased PMDG's 777 add-on, the same type of aircraft he flew for Malaysia Airlines. He also noted, "Captain Shah was well known to many in the flight simulation community because he had developed an online presence in which he dedicated many hours of his time to promoting the enjoyment of flying generally, and flight simulation specifically."

Hardware can be equally sophisticated with full instrument panels, radios, throttle quadrants, yokes and rudder pedals. Companies like Redbird Flight Simulations and Virtual Fly sell all-in-one units with full motion that cost up to \$60,000.

Pete Wright, 44, a software developer in Deltona, FL, who reviews add-ons for PC Pilot Magazine, flies a home-built rig that includes a yoke, rudder pedals, a full switch panel and levers for throttle, spoilers, flaps and reversers. He also has three HD video screens hooked up to an infrared sensor that tracks his head movements so when he looks back and forth the view out of his virtual aircraft changes accordingly. The setup, plus software, cost more than \$10,000 - more than it would cost to get a real private pilot's license. "But I can stay at home in my cockpit and fly any aircraft you care to name, anywhere in the world," said Mr. Wright, who has more than 12,000 hours of virtual flight time and does demonstrations in his simulator for viewers of his YouTube channel, FroggleSim.

Still, real pilots will tell you that nothing compares to actual flight. Simulators can be fantastic training devices. But they can't replicate the feel of the controls in a real airplane or the dynamic conditions of flight. It's a fact some virtual enthusiasts resist but most concede.

Mr. Friedland of Vatsim said that despite his many simulated flights over all kinds of terrain and in all kinds of weather conditions, "I would no more try to do any of that in a real airplane than I would try to climb Everest without supplemental oxygen or Sherpas."

PICKLES | Brian Crane



Supreme Court rules that Airline can drop frequent flier



WASHINGTON -The Supreme Court decided unanimously that an airline had the right to dump a frequent flier who complained too much. The decision allows airlines to have sole discretion to drop frequent fliers.

The case involved Rabbi Binyomin Ginsberg, who was ousted from Northwest Airlines' WorldPerks loyalty program for complaining too often about getting bumped from flights and repeatedly seeking compensation the airline considered unfair. The airline argued that frequent-flier programs operate at the sole discretion of the airline. Airlines said they can't tailor their programs to a patchwork of consumer laws in 50 states.

In overturning the Ninth U.S. Circuit Court of Appeals, Justice Samuel Alito wrote that travelers have protection from being mistreated because they could sue for possible breach of contract, just not for covenants that Ginsberg had argued were implied by participating in a loyalty program. "They can avoid an airline with a poor reputation and possibly enroll in a more favorable rival program," Alito wrote in the 18-page decision. "Moreover, the Department of Transportation has the authority to investigate complaints about frequent flyer programs."

Adina Rosenbaum, a lawyer from Public Citizen who represented Ginsberg, said the court didn't block breach-of-contract lawsuits against airlines, but that the decision could still hurt consumers. "This decision gives airlines greater freedom to act in bad faith in performing their contracts with consumers, to the detriment of the millions of consumers," Rosenbaum said.

Chris Nemeth, a partner at McDermott Will & Emery law firm in Chicago, who works on contract disputes, called the case a qualified victory for the airlines because the court left open the possibility that a traveler could still sue over a breach of contract. Nemeth said he didn't expect travelers to see changes in how loyalty programs work, except perhaps to explicitly say that airlines won't be bound by covenants for good faith and fair dealing that aren't stated in the agreements. "I don't think passengers can expect any significant differences at all in the way that airlines treat passengers or in the way that the loyalty programs work," Nemeth said.

Northwest, which has since become part of Delta Air Lines, dumped Ginsberg in June 2008 after he complained 24 times in eight months. He flies 75 times a year to lecture, so he enjoys the benefits of loyalty programs. Rosenbaum argued that airlines should be forced to act in good faith, even when those "implied covenants" aren't spelled out in the contracts for loyalty programs. But the 1978 Airline Deregulation Act law prevents regulation dealing with the "price, route or service of an air carrier."

Paul Clement, a former U.S. solicitor general representing Northwest, said airlines wouldn't be crazy enough to dismiss their most lucrative and loyal customers. He said rather than filing lawsuits, passengers can file complaints with the Transportation Department, which investigated 289 cases in 2012.

Southwest Airlines earns top customer experience rating



Southwest Airlines delivers the best customer experience in the airline industry, according to the 2014 Temin Experience Ratings, an annual ranking of companies based on a study of 10,000 U.S. consumers. Southwest Airlines took the top spot for the fourth year in a row, earning a rating of 71% and placing 83rd out of 268 companies across 19 industries. At the other end of the spectrum, US Airways received the lowest ratings of any airline for the third straight year, landing in 251st place overall with a 52% rating.

"Southwest does a great job with customer experience and continues to set the bar for airlines," states Bruce Temkin, managing partner of Temkin Group.

Here are some additional findings from the airline industry: The ratings of all airlines in the 2014 Temkin Experience Ratings are as follows: Southwest Airlines (71%), Alaska Airlines (65%), Delta Airlines (63%), American Airlines (62%), United Airlines (61%), JetBlue Airlines (60%), AirTran Airways (56%), and US

Airways (52%).

American Airlines (+8 points), US Airways (+7 points), and United Airlines (+6 points) improved the most between 2013 and 2014.

AirTran Airways (-9 points), JetBlue (-4 points), and Alaska Airlines (-3 points) were the only airlines whose ratings declined between 2013 and 2014.

Overall, the airline industry averaged a 61% rating in the 2014 Temkin Experience Ratings and tied for 13th place out of 19 industries. It is also one of the 15 industries to improve its rating over the past year, increasing its average by 1.2 percentage points.

Now in its fourth year of publication, the 2014 Temkin Experience Ratings examines the quality of the customer experience delivered by 268 organizations across 19 industries: airlines, appliance makers, auto dealers, banks, car rental agencies, computer makers, credit card issuers, fast food chains, grocery chains, health plans, hotel chains, insurance carriers, Internet service providers, investment firms, parcel delivery services, retailers, software firms, TV service providers, and wireless carriers.

To generate these ratings, Temkin Group asked consumers to evaluate their experiences with a company across three dimensions: functional (can you do what you want to do?), accessible (how easy is it to work with the company?), and emotional (how do you feel about the interactions?). Temkin Group then averaged these three scores to produce a company's Temkin Experience Rating.

In these ratings, a score of 70% or above is considered "good," and a score of 80% or above is considered "excellent." In this year's Temkin Experience Ratings, 37% of companies earned a "good" or "excellent" score, while 25% received a "poor" or "very poor" score. The percentage of companies that earned at least a "good" rating stayed steady from 2013, but has grown by 21 percentage points since 2011.

Southwest Airlines employees to split record-setting profitsharing amount



Southwest Airlines Co announced it will contribute approximately \$228 million—the largest total dollar amount ever allocated—directly to Employees through its ProfitSharing Plan this year. The payment is an 88 percent increase over last year's contribution of \$121 million. Southwest was the first in the industry to offer a ProfitSharing Plan, and this is the Company's 40th consecutive ProfitSharing payment. Through the ProfitSharing Plan, Southwest Employees currently own more than four percent of the Company's outstanding shares.

"The hard work of our People, and the pride and ownership they take in providing outstanding Customer Service, has resulted in four decades of profitability. Our People earned this reward, tirelessly working toward our vision of becoming the World's Most Loved, Most Flown, and Most Profitable Airline," said Gary Kelly, Chairman, President, and CEO of Southwest Airlines. "We had a great year in 2013 because of their collective efforts and contributions toward Southwest's success and profitability, and they absolutely deserve this recognition."

Combined with ProfitSharing is the Company's \$269 million match and other amounts contributed to the Southwest and AirTran 401(k) plans. Southwest rewarded its Employees with a 2013 total retirement benefit of nearly \$500 million. In addition to retirement contributions, Southwest Airlines also invested approximately \$580 million in its Employees' benefits during 2013, which included healthcare coverage, wellness programs, and other benefits. In total, that's more than \$1 billion dedicated to the wealth and wellbeing of Southwest Employees in 2013 alone, on top of base salaries.

Over four decades, Southwest ProfitSharing contributions have totaled \$2.5 billion. In other words:

It's enough money to buy 500 million mini bottles of founder Herb Kelleher's drink of choice, Wild Turkey, which would fill 10 Olympic-sized swimming pools.

Or, \$2.5 billion would buy 83 billion bags of Southwest peanuts—enough for 10 roundtrips to the moon if you lined them up end-to-end.

Smaller Airports Are Being Left Behind

By Joe Sharkey/New York Times



My son Chris is on a business trip in India this week, and his choice of how he got there from his home in Tucson underscores a reality in air service. More often these days, business travelers will choose to drive a few hours to a bigger airport because airline service is not as convenient at their local airport.

The reason, in my son's case: Starting his trip at the Tucson airport would have meant leaving home at 9:30 a.m. for a connection on US Airways to Phoenix, to board a 9:15 p.m. nonstop to London on British Airways (connecting to Delhi). Instead, by driving the two hours from Tucson to the far bigger Phoenix Sky Harbor International Airport, he was able to leave home at 4:30 p.m.

That itinerary illustrates one aspect of what's going on. Airlines have merged and cut routes and capacity while at the same time strengthening partnerships through giant global alliances and code shares - in which one partner airline actually flies the route, even though the ticket has been purchased on another partner airline. My son's itinerary for example, was booked as an American Airlines ticket, though his entire trip was flown on British Airways (but would have started out US Airways had he flown from Tucson).

British Airways and American both are in the Oneworld alliance, whose 13 members also include Cathay Pacific, Iberia, Qatar and Qantas. US Airways flights, as that airline completes its merger with American, will be within the Oneworld alliance, when it departs Star Alliance, whose 28 members include United, Lufthansa, Singapore and Air China.

In short, while you still can get there from here, it's becoming more complicated if you live in a midsize or smaller city, and even in some bigger cities that have fallen off airline hub networks.

"Tucson has excellent international access," said Michael Boyd, president of Boyd Group International, an air travel consulting company. "You can fly to Chicago; you can fly to Los Angeles; you can fly to Denver; you can fly to Phoenix," to board that long-haul nonstop to your international destination. Or if you live in Tucson, a midsize city where overall airline departures at Tucson International Airport were down about 10 percent last year, you might just opt to save time and trouble by driving to a big hub like Phoenix.

Across the country, cities where airline service has been reduced and long-haul nonstop routes eliminated in recent years are clamoring for new flights. Many dangle financial incentives in the hopes that an airline will add an extra flight or two to the local schedule. The justification they cite is that local airports are powerful economic engines, central to business development and a sense of civic pride.

On the other hand, executives in recent years have been singing in a chorus called "capacity discipline." Long ago, they abandoned strategies based on increasing share in a given market in favor of hard-nosed seat, fleet and route cuts - while concentrating efforts on the most profitable routes, international long hauls. At the same time, once-robust (though financially chaotic) airline competition has been sharply reduced by bankruptcies, mergers and increased reliance on merging service in alliances and code shares.

As Mr. Boyd pointed out, there are now only four network carriers in the United States - American, Delta, United and Southwest - along with five "full-schedule, predominantly nonnetwork brands: Alaska, JetBlue, Spirit, Frontier and Virgin America."

Three of the major carriers fly within the three major worldwide alliances: American, United and Delta (which is among 20 members of Sky Team alliance, along with Air France, KLM, Korean and three airlines in China).

Southwest, still digesting some routes from its 2011 acquisition of AirTran, is predominantly a domestic carrier. Including the other five, airlines in the United States all have clearly defined route strategies. They drop routes that don't feed sufficiently into complex revenue models, and add routes, if at all, only after very careful evaluation.

For years, airplanes have been flying nearly full on most routes. The industry is firmly profitable and relatively stable. Unless there is a clear benefit to the bottom line, airlines aren't looking for more places to fly, or looking to add flights from places they already serve, Mr. Boyd said.

Local airports that hope to use subsidies to lure more service "have to address themselves to the realities of the airline industry. And the reality is, it's a shrinking industry," he said.

Hope, of course, springs eternal. For example, Pittsburgh International Airport, still reeling from the effects of US Airways closing its huge hub there in 2004, is offering financial incentives and even looking for a new top executive in a major drive to entice new service. In 2009, with much of its international traffic gone, Pittsburgh offered \$9 million in subsidies to persuade Delta Air Lines to begin a nonstop route to Paris. That service operates seasonally five days a week (this year starting April 27).

Does paying an airline to fly a route from your airport make long-term sense to a locality? In Tucson, which had nonstop service to New York till a few years ago, they're hoping it does. "We're the largest airport in the country in terms of the number of passengers who go to New York that doesn't now have a nonstop flight to New York," said David Hatfield, the business development and marketing director at Tucson International Airport.

Asiana Airline says Boeing bears part of blame

By Jaxon Van Derbeken/San Francisco Chronicle



Asiana Airlines conceded Monday that its pilots were flying a Boeing 777 too slowly in the seconds before the plane crashed last year at San Francisco International Airport, but said the aircraft's navigation equipment was partly to blame. The South Korean airline said in a filing with the National Transportation Safety Board that the causes of the July 6 crash were "complex and interrelated." But it said the plane's navigation instruments had "led the crew to believe" the jet was maintaining enough speed for the aircraft to land safely. Instead, the plane was flying too slowly as it came in for a landing and slammed into a seawall short of the runway. The crash left three young

Chinese passengers dead, including one who apparently survived being ejected but was run over by two San Francisco fire rigs.

Boeing told federal investigators in a filing Monday that the plane's navigation equipment had been functioning normally and had not contributed to the crash. Boeing's chief engineer for air safety investigations, Michelle Bernson, blamed the crash on the "crew's failure to monitor and control airspeed, thrust level and glide path."

The federal safety board is investigating the cause of the crash and may issue safety recommendations. It hopes to complete its report before the crash's one-year anniversary. In its filing, Asiana told investigators that something happened to the autopilot device when the plane was at 1,600 feet and headed to a safe landing. "For an unknown reason," the autopilot issued an order that commanded the plane to climb to 3,000 feet, the airline said. Two of the three pilots in the cockpit said they did not remember pressing a button that would prompt the navigation computer to change the plane's approach, Asiana said. In its filing with the safety board, Boeing said the third pilot in the cockpit said it was possible he had pushed the button. Boeing contends that the cockpit's voice recorder captured the sound of the button being pressed as the plane reached the 1,600-foot level. Three seconds after the button was activated, the pilot flying the plane, Lee Kang Kuk, shut off the autopilot and told the crew he was going to land manually. He reduced the plane's speed to counteract the autopilot's commands to raise the plane's altitude, Asiana said. When Lee shut off the autopilot, he expected the jet's auto-throttle device to maintain a safe speed, Asiana said. But the auto throttle "surprisingly" shut down in the process, and no alarm sounded right away in the cockpit, the airline said. With its speed dropping, the aircraft descended too quickly and came up short of the runway. The warning alarm eventually went off, 11 seconds before impact, but that was too late for the pilots to pull the plane out of its descent, Asiana said.

The Federal Aviation Administration urged Boeing in 2010 to install software on its auto-throttle devices that would cause them to reactivate automatically in the event of a sudden loss of speed, but the manufacturer has not done so, Asiana said. The agency made the recommendation after an incident on a newer model Boeing 787 in which a pilot discovered problems similar to those on the flight that crashed at SFO, Asiana's report said. Boeing responded that the Asiana crew had ignored many obvious warning signs well before the cockpit alarm went off and should have been able to avoid a crash.

Airline baggage mishandling is lowest ever recorded



Airline baggage delivery hit an all-time high in 2013, with the mishandling rate dropping more than 21% from 2012, according to air transport IT specialist, SITA. The 10th annual SITA Baggage Report today reported that the rate of mishandled bags* in 2013 was 6.96 bags per thousand passengers. This is just half the rate reported 10 years ago, despite a 65.6% increase in passenger numbers over the same time period.

From 2012 to 2013, the rate of mishandled bags dropped 21.2%, and the total annual cost of mishandled bags to the industry fell 19.9%. Today, the annual cost of mishandled bags is 50% less than in 2007, when the number of mishandled bags peaked at 18.88 bags per thousand passengers. The industry has achieved this improvement even as passenger numbers rose more than 5% in 2013 to top three billion passengers globally.

Francesco Violante, CEO, SITA, said: “The industry has joined together to tackle the problem of mishandled bags, and we have seen great results. There is still more work to do, but 2013 was the best year ever, showing the benefits of this collaboration.

“As the community provider to the air transport industry, SITA continues to invest in innovative technologies to drive the mishandling rate still lower. This includes self-service solutions for passengers such as self-service bag-drops and our BagJourney application programming interface, which provides end-to-end baggage tracking for integration into airline and airport systems, such as smartphone and tablet apps.”

In 2013, passengers reported 21.8 million mishandled bags. More than 81% of these were delayed bags, with baggage transfers between flights as the leading cause. Although transfer bags remain a challenge for the industry, performance in this area continues to improve.

In 2013, transfer bags accounted for 45% of delayed bags. This is 23.2% lower than 2012. Improvement in transfer performance in recent years has been helped by greater messaging reliability, which enables bags with short connection times to be identified before they arrive at the airport. Better segregation of these “hot bags” in the aircraft and smart mobile devices, such as tablets for key operational staff, have also played an important role.

SITA has led the air transport industry in baggage tracking and tracing solutions for more than 20 years. Today, more than 200 airports and 500 airlines worldwide use its baggage management solutions.

By facilitating communications between airlines and local baggage handling and reconciliation systems, SITA helps ensure that bags reach their correct destination. Its proprietary BagMessage system delivered more than 1.8 billion messages between airline departure control systems and automated baggage systems in 2013. And more than 2,800 airport locations use WorldTracer®, SITA's system which traces delayed and mishandled bags globally.

Often mundane home devices are being hacked

By Chris O'Brien/Los Angeles Times



Internet link provides open door for attacks: To keep an eye on his child via his Smartphone, Marc Gilbert installed Internet-connected video baby monitors in his home in Houston. One evening, Gilbert heard a stranger's voice bellowing obscenities from the monitor. He disconnected the device after realizing that it had been hacked. "I'm a pretty technical guy, and I thought I knew how all this stuff should be hooked up," said Gilbert, who has written several letters to his congressman and other elected officials, trying to bring the security issue to their attention.

Field day: For decades, hackers have used the Internet to break into network routers, personal computers and advanced industrial devices. But now, a whole new generation of often-mundane household devices is being connected to the Internet - and hackers are having a field day.

Thanks to smaller, cheaper processors, speedier wireless connections and the explosion of smart-phones and

tablets, it's becoming easier and more affordable to digitally link just about any object - sports equipment, watches, light bulbs, washing machines, thermostats. If you can think of it, someone has probably stuck a sensor on it and connected it to the Internet. Like a PC, the devices have operating systems and processors. And when they are connected to the Internet, hackers can break in and seize control.

Manufacturers and consumers haven't taken the same security precautions as they would with a PC, however, enabling hackers to turn seemingly innocuous gadgets into drones that can be used to spread malicious spam or launch a massive cyberattack - disrupting services or shutting down entire networks.

Even more frightening for many security experts is the prospect that the hackers could cause physical harm to people by shutting off thermostats, cars or even medical devices. Such fears led doctors to turn off the wireless functionality of a heart implant in former Vice President Dick Cheney, out of concern that someone might hack it and attempt to kill him.

"It's the Wild West out there again," said Tommy Stiansen, co-founder of Norse, a San Mateo, CA cybersecurity firm whose threat-detection team has discovered a wide range of devices being hacked. "The number of devices that have been compromised is staggering." Such attacks are expected to multiply with the proliferation of Internet-connected devices. By 2050, analysts project, there will be 50 billion Internet-connected devices, or five such gadgets for every man, woman and child on the planet.

Consumers for the most part are helpless because they usually have no idea their gadgets have been commandeered. A home wireless router can be configured to provide some rudimentary protections, but most users typically turn on the wall or anti-virus software on their PCs, thinking that would be enough. And as such the wireless router becomes an unlocked door of sorts for hackers to gain access to the household devices.

Proofpoint, a Sunnyvale, CA cybersecurity company, tracked a global attack this year that sent 750,000 malicious emails from more than 100,000 gadgets - including home Wi-Fi routers, TVs, DVRs and even a refrigerator.

The fridge too: "How do you update the software on your refrigerator?" Proofpoint Chief Executive Gary Steele said. "I don't even know how you do that."

When Gilbert, a technician for an oil company, discovered that his baby monitor had been hacked, he ripped out the entire home network and rebuilt it from scratch. His wife, he said, taped over webcams installed in their laptops and PCs. And he was particularly disturbed to learn there was even a search engine devoted to helping hackers find Internet-connected devices, sometimes including the passwords to gain access to them.

These attacks aren't limited to individuals: Businesses and large organizations also are getting slammed. Employees are hooking up all sorts of gadgets to their companies' networks that their IT departments don't recognize or know how to manage. In other cases, businesses themselves are deploying unsecured Internet-connected devices to make their operations more efficient or to launch new services.

PICKLES | Brian Crane



Boeing delivers 8,000th 737



Boeing today delivered the 8,000th 737 to come off the production line to United Airlines, marking another important milestone for the world's best-selling airplane. The airplane, a Next-Generation 737-900ER (Extended Range), features a special logo.

The 737 is the first commercial airplane in history to reach this delivery milestone. The program has a strong backlog with more than 3,700 airplanes on order, including 1,934 orders for the new 737 MAX.

"The 737 program continues to innovate with new features and technology, meeting the needs of our customers now and into the future," said Beverly Wyse, vice president and general manager, 737 program, Boeing Commercial Airplanes. "Boeing has a long and treasured history with United Airlines, and we're proud they're taking delivery of this milestone airplane."

United was the first airline to order and take delivery of the 737-200. Since 1965, United has taken delivery of more than 550 737s and operated nearly every model.

"We're thrilled to celebrate this huge achievement with Boeing," said Ron Baur, vice president of fleet, United Airlines. "The 737 has been an integral part of our narrowbody fleet and we are pleased to continue this tradition by being the North American launch customer for the new 737 MAX 9."

Baur said United's 737-900ER delivered today, along with 737 MAX airplanes the airline has on order, will replace older, less fuel efficient aircraft while providing a superior passenger experience.

New test predicts Alzheimer's onset



Researchers at Georgetown University in Washington, D.C., have developed a simple blood test that gives healthy elderly people an early warning that they may get Alzheimer's within three years. The test is accurate more than 90% of the time, according to a study led by researcher Howard Federoff that was published in the journal *Nature Medicine*.

The blood test is quicker, cheaper and less invasive than other detection methods such as expensive brain scans and painful lumbar punctures. The test could speed the search for new drugs that can delay or even prevent the devastating brain disease.

May lead to widespread testing: It could eventually lead to widespread screening in middle age to identify those most at risk and give them greater warning.

Alzheimer's and other forms of dementia affect some 5.2 million Americans and the number is predicted to double in a generation as the population ages. Last year, 500,000 Americans died of Alzheimer's.

Existing medicines are of limited use and several promising pills have failed to live up to hopes. The latest research opens up the possibility of identifying those who will benefit from them the most.

Ethical considerations: Dr. Simon Ridley, of Alzheimer's Research UK, told the *London Daily Mail*: "More work is needed to confirm these findings, but a blood test to identify people at risk of Alzheimer's would be a real step forward for research."

Dr. Doug Brown, of the Alzheimer's Society, said: "Having such a test would be an interesting development, but it also throws up ethical considerations. If this does develop in the future, people must be given a choice about whether they would want to know, and fully understand the implications."

Researcher Federoff took blood samples from hundreds of healthy men and women 70 and over. During the next five years, some developed Alzheimer's. Their blood samples were then compared with the samples taken from the people who remained free of the disease.

This flagged a battery of 10 fats that were present in lower amounts in the blood of those who went on to develop memory problems - despite their appearing healthy at the time they gave blood. Dr. Federoff then confirmed the finding on a second group.

CHEYENNE, WYOMING AIRPORT HISTORY

Aviation in Cheyenne (1930-1950s) Cheyenne Airport

It was at Cheyenne's airport facility that the first de-icing equipment was installed on aircraft. It was also where wide-scale installation of variable pitch propellers, cabin heaters, and on-board air to ground capable radios was begun. So proficient were United's Cheyenne mechanics that they brought observers from Britain, France, Soviet Russia and Nazi Germany. As United continued to update its fleet with new aircraft, its mechanics at Cheyenne developed an international reputation for innovation and problem solving, creating new solutions for old and new aircraft alike. At one time, Cheyenne was considered the largest aviation roundhouse in the world.

With America's entry into the World War II in 1941, United was asked to put its technical expertise to use for the American war effort. In late December of 1941 two Boeing B-17 bombers were flown to Cheyenne with instructions to modify the planes to carry extra fuel and a battery of cameras for aerial photography. Shortly thereafter, another order was placed to modify eight more B-17s for the British. These aircraft turned out to be photo-reconnaissance aircraft designed to overfly enemy territory from long distances. After the war it was discovered by United officials that the first two modified planes were used in reconnaissance flights over Tokyo in preparation for the famous Doolittle bombing raid of 1942.

United's Bomber Modification Center #10 in Cheyenne was bustling with activity during World War II. Between January 2, 1942, and July 31, 1945 the facility retrofitted 5,736 Boeing B-17 bombers with equipment the factory could not install because of heavy production schedules.

The Cheyenne airport was enlarged by the construction of two new hangars in 1942 and a third in 1943. By the spring of 1943, 1,600 workers were employed at the center with an average of six planes a day leaving Cheyenne for combat areas. In 1942 United also transferred their flight training school from California to Cheyenne. Almost 100 students were in training year round. After the war most of the hangar and rework facilities on the north side of the airport were turned over to the Wyoming Air National Guard and the former Boeing/United Headquarters Building became the City's Airport Administration building.

Because commercial airplanes remained unpressurized until the mid 1950s, most could not fly directly west from Denver over the Rocky Mountains thus Cheyenne remained a major regional airfield and was often used, especially in inclement weather as a place to layover until the weather cleared and flights could resume. United's stewardess school also remained in Cheyenne until approximately 1956 when it was transferred to Chicago.



The Boeing/United Airlines Terminal, hangar and Airport Fountain in Cheyenne were built for BAT (Boeing Air Transport) between 1929 and 1934. The Louis Sullivan-influenced designs form a consistent theme at a time when Cheyenne's Municipal Airport was a major air transport facility. The 1930 hangar was designed by Cheyenne architect Frederic H. Porter and the 1934 Art Deco fountain was designed as a memorial to early aviation history.

Screening for colon cancer can save life

By Dr. Mimi S Lin/San Francisco Chronicle



It has been more than 13 years since Katie Couric had her colonoscopy live on the "Today Show." Her powerful, personal testimony about losing her husband to colon cancer, and her effort to raise awareness about the importance of colorectal cancer screening and prevention, resulted in an increase of more than 20 percent in the colonoscopy screening rate throughout United States, according to the "Archives of Internal Medicine."

Colon cancer is the third-leading cause of cancer-related death in the United States among men and women, expected to cause about 50,830 deaths in 2013. Colonoscopy not only can catch cancer early, it can also prevent colon cancer by removing precancerous growths known as polyps. Still, when physicians say the "C" (colonoscopy) word, some patients cringe. Understandably, no one really likes a test with an unappealing prep and having a scope enter an orifice usually only meant for things to exit.

To demystify the test, here are a few common questions, with answers that often reduce the fear of a colonoscopy.

Q: Why should I have a colonoscopy?

A: It can save your life. More than 90 percent of colorectal cancers are preventable. Each year, 130,000 Americans are diagnosed with colon cancer; more than a third will die from the disease. The death rate is so high because low screening rates lead to discovering cancer at a late stage.

Q: Will I be in pain and is there anesthesia?

A: Colonoscopy is very comfortable because you will receive anesthesia - moderate sedation that probably will make you go to sleep. As a side note, Couric was perhaps more awake and alert than most people would be. She said she wanted to be able to ask questions during the broad cast.

Q: What is the preparation process?

A: The preparation process is very important and allows your gastroenterologist to see clearly throughout your colon. Typically, you will be instructed to drink clear liquids the day before the procedure, along with a prep solution to clean out your colon.

Q: How long will the procedure take?

A: The total time from entering the building to leaving is about 90 minutes to two hours, including check-in, starting an IV, beginning sedation, the procedure and recovery. The actual time for the colonoscopy is 15 to 20 minutes.

Q: Are there complications?

A: There are possible complications with any medical procedure. In colonoscopy, one of the biggest risks is perforation, poking a hole in the colon. The risk is about 0.08 percent. To put that into perspective, it is a lot lower than your chances of being in a car crash in your lifetime. If you drive an average amount for 50 years, your chances of dying in a car are roughly 1 in 100, which is 1 percent - more than 12 times the risk of colon perforation.

Q: Is there anything else I should know?

A: Have transportation arranged to return home. You will not be able to drive after the test because of the residual effects of sedation. Enlist a family member or friend. Paid ride services are also available upon request. You'll be able to return to your regular activities the next day. Colon cancer has serious consequences, but the good news is that with routine screening, early detection and prompt treatment, it can be prevented. As Couric wrote after her test, "Watching a loved one die of cancer is devastating, particularly if the death - indeed the cancer itself - could have been prevented.... But the best test, of course, is the one that gets done."

ABOUT GROWING OLDER from Will Rogers

Eventually you will reach a point when you stop lying about your age and start bragging about it.

TOO MUCH SLEEP CAN BE HARMFUL TO YOUR HEALTH

By Kathryn Roethel/San Francisco Chronicle



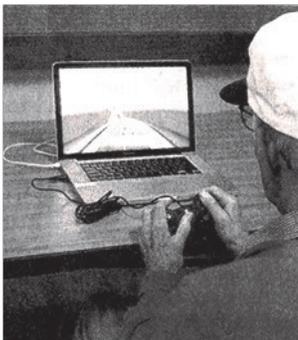
It's no secret that there are health risks associated with not getting enough sleep. Studies have shown that people who sleep less than six hours a night over long periods of time have increased risks of obesity, weakened immune systems, high blood pressure and cholesterol, heart disease and stroke. But there's also such a thing as too much sleep, and new research indicates it carries similar risks.

In a National Health and Nutrition Examination Survey, people over age 45 who reported sleeping more than eight hours a night were twice as likely to have chest pain known as angina and were 10 percent more likely to have coronary artery disease. Other studies have linked sleeping more than eight hours a night with obesity, and doctors have long known of a link between depression and sleeping long hours.

A separate study, published this spring in the *American Journal of Epidemiology*, found that the percentage of people who report sleeping more than nine hours a night has actually increased 9 percent in the United States since 1985.

Dr. Clete Kushida, medical director at the Stanford Sleep Medicine Center, said more research is needed to determine why certain health conditions are more common in people who sleep longer. But he points out that people naturally sleep less as they reach middle and old age. Nine or more hours of sleep is normal for adolescents, but it might be indicative of a problem if older people notice that their time asleep is increasing but still feel tired during the day.

Video game aids memory of older people in study



It probably won't become as popular as "Grand Theft Auto," but a specialized video game may help older people boost mental skills like handling multiple tasks at once. In a preliminary study, healthy volunteers ages 60 to 85 showed gains in their ability to multitask, to stay focused on a boring activity and to keep information in mind - the kind of memory you use to remember a phone number long enough to write it down. All those powers normally decline with age, Dr. Adam Gazzaley of UCSF and colleagues noted in a study re-leased by the journal *Nature*.

The study was small, with only 16 volunteers training on the specially designed game. Gazzaley and other brain experts said bigger studies were needed to assess whether the game could actually help people function in their everyday lives. He's a cofounder of a company that plans to develop a product from the research. Specialized video games might one day be able to boost mental abilities not only for healthy adults of middle age or older, but also children with attention deficit disorder, people with post-traumatic stress disorder or brain injury, and older adults with depression or dementia, he said in an interview.

The work is the latest indication that people can help preserve their brainpower as they age through mental activity. The game, called "NeuroRacer," involves doing two things simultaneously. A player uses a joystick to guide a car along a hilly, twisting road, steering it and controlling its speed. At the same time, a series of signs - actually colored shapes - appears on the screen. The player is supposed to push a button only when a particular kind of sign appears. Players were scored on how quickly and accurately they reacted to the right signs.

The game progresses to harder levels as a player improves, to keep it challenging. "You really had to focus," said one study participant, Ann Linsley, 65, of Berkeley. "I went through 22 levels. By the end, we were really cooking along." In a separate experiment with 174 volunteers between the ages of 20 and 79, the researchers found that as people age, driving the car interferes more and more with performance in reacting to the signs.

Answers about test for bone density

By Dr. Jordan J. Horowitz/San Francisco Chronicle



I ran into Carla the other day at the park. She is a 55 year-old accountant who has been a patient of mine for more than 20 years. Carla is the mother of twin teenage daughters and in recent years has gotten into physical fitness in order to lose weight, manage stress and reduce menopausal symptoms. Carla said she had seen a TV ad starring Sally Field, promoting a medication to treat osteoporosis. That got Carla thinking about her bones and bone density testing. How was the test done? Who should get it? What does it test for?

Bone mineral density, or BMD, is used to predict the risk of fracture. It is measured through a painless X-ray called a DEXA scan. Thicker bone mineral density is associated with decreased risk of bone fracture, while thinner density suggests increased risk. Bone loss is a natural part of aging, and in women loss of estrogen during menopause may accelerate the process. Hip fracture can be life threatening; and fracture of the spine can lead to disability, so it is important to determine who is at risk and needs treatment to prevent fractures.

As a gynecologist, my practice is limited to women. However, men may also have medical conditions that place them at risk for bone loss and fracture. National guidelines regarding bone density testing are endorsed by most professional medical associations. Updated testing guidelines were released by the American College of Obstetrics & Gynecology in September 2012. They recommend that women who do not have medical conditions that lead to premature bone loss should begin testing at age 65. For those at higher risk, earlier testing is advised.

After calculating a woman's bone density, the BMD is compared to either a population of young women (T score) or to her age-matched population (Z score). A positive number means that a woman's bone is thicker than those in the comparison group; a negative number means her bone is thinner than the group. Women will typically have a better Z score than T score because some bone loss is a natural part of aging. By convention, T score is the most commonly used comparison. There are three categories of results:

- * Normal bone - positive T score or between 0 and -1.0.
- * Low bone mass, formerly called osteopenia - T score between -1.0 and -2.5.
- * Osteoporosis - T score lower than -2.5.

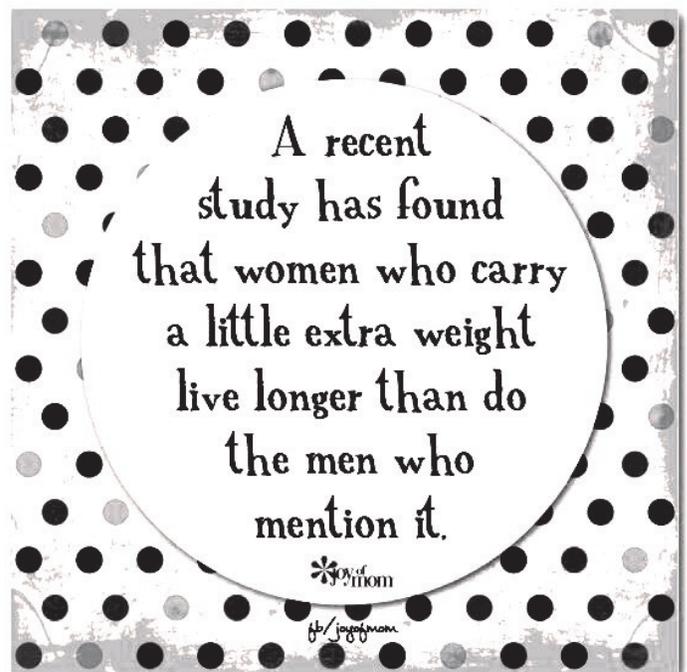
While medication is recommended to treat osteoporosis; lifestyle change and diet are also important in managing low bone mass. Studies show that weight-bearing exercise, including walking, plays a key role. Adequate calcium intake (1,200 milligrams a day) and Vitamin D (1,000 units a day) are also important in preventing bone loss and reducing risk of fracture.

It turns out that physical fitness during childhood and adolescence are vital in building up bone mass so that one starts with stronger bones before loss occurs later in life.

Women with osteoporosis who are on bone-loss medication do not require routine follow-up bone mineral density testing once their bone loss has been shown to have slowed. Women with low bone mass should have periodic, repeated testing.

Ask your doctor if you have any medical condition that would create the need for bone density testing before age 65. If you're age 65 or older, and haven't been tested, ask your doctor for a test.

Dr. Jordan J. Horowitz is a gynecologist with Sutter Pacific Medical Foundation, where he is medical director of quality.



GENE MUTATION LINKED TO PREVENTING ALZHEIMER'S



Two decades ago, researchers began discovering rare gene mutations that cause Alzheimer's disease in all who inherit them. Now, they have found the opposite: a mutation that prevents the devastating brain disorder.

The protective mutation also is very rare - it is not the reason most people do not develop Alzheimer's disease. But what intrigues researchers is how it protects the brain.

It does the reverse of what the mutations that cause Alzheimer's do. Those mutations lead to excessive amounts of a normal substance, beta amyloid, in the brain. The protective mutation slows beta amyloid production, so people make much less.

The discovery, published online in the journal *Nature*, provides strong evidence that beta amyloid buildup is a driving force in this destructive brain disease.

It also bolsters the hopes of drug companies that have zealously developed drugs to reduce amyloid levels with the expectation they might alter the course of the disease or even prevent it.

So far, the drugs have not succeeded, but companies and many researchers have argued that there are reasons for that and that it is too soon to give up on them.

If for no other reason, the discovery's implication for drug development "is hugely important," said Dr. David Altshuler, a genomics expert at Harvard Medical School and the Broad Institute of Harvard and MIT who was not involved with the research.

It indicates, he said, that drug companies' big bets on anti-amyloid treatments could pay off.

The discovery of the protective gene mutation, a product of the revolution that has taken place in genetics, arose when researchers scanned the DNA of 1,795 Icelanders. About 1 in 100 had a mutation in the gene for a large protein that is sliced to form beta amyloid.

Then the investigators studied people 85 and older and people who had been given an Alzheimer's diagnosis. Those with the mutation appeared to be protected from the disease.

The investigators, led by Dr. Kari Stefansson, chief executive at DeCode Genetics, an Icelandic company, then looked at genomes of North Americans and found the gene mutation in only about 1 in 10,000 people. That indicates, Stefansson said, that the mutation arose relatively recently in Scandinavia.

HIGH GLUCOSE LINKED TO ALZHEIMER'S RISK

Associated Press



Higher blood-sugar levels, even those well short of diabetes, seem to raise the risk of developing dementia, a major new study finds. Researchers say it suggests a novel way to try to prevent Alzheimer's disease - by keeping glucose at a healthy level.

Alzheimer's is by far the most common form of dementia, and it has long been known that diabetes makes it more likely. The new study tracked blood sugar over time in people with and without diabetes to see how it affects risk for the mind-robbing disease. The results challenge current thinking by showing that it's not just the high glucose levels of diabetes that are a concern, said the study's leader, Dr. Paul Crane of the University of Washington in Seattle.

"This is part of a larger picture" and adds evidence that exercising and controlling blood pressure, blood sugar and cholesterol are a viable way to delay or prevent dementia, said Dallas Anderson, a scientist at the National Institute on Aging, which paid for the study.

In the United States, about 5 million have Alzheimer's disease. People who have diabetes don't make enough insulin, or their bodies don't use insulin efficiently enough, to turn food into energy. That causes sugar in the blood to rise, which can damage the kidneys and other organs - possibly the brain, researchers say.

The new study, published in Thursday's *New England Journal of Medicine*, involved 2,067 people 65 and older in the Group Health Cooperative, a Seattle-area health care system. At the start, 232 participants had diabetes; the rest did not. They each had at least five blood-sugar tests within a few years of starting the study and more after it was under way.

LETTERS

PAUL ANDREWS—Englewood, CO

I've been flying under the radar with RUPA over the past year as I hadn't actually retired yet. Just wanted to get a head start on it and the magazine has been a great segue to the unemployed life. Sincere thanks to all who work so hard to make it happen. Check is in the mail.

My last flight with UAL occurred on March 10. My wife Terry and my wonderful First Officer Debra Knepper worked with the Denver flight office to make it a truly memorable trip. A party with cake and ceremony took place at DENFO before departure. Days 1 and 3 had New York layovers of sufficient length to enjoy dinners out and a play. I arranged for an extra night for her on day two so that she could explore the city - one of her old haunts - and I prayed that we wouldn't be reassigned while I flew to Montrose and on to Houston for a short layover.



Day 4 was scheduled to LAS and a deadhead home, but we planned to stay in Las Vegas for three days after the last flying leg. That flight seemed magical. We flew a newly published STAR that took us just south of the Grand Canyon on a beautiful day and presented new spectacular scenery. We banked left past Hoover Dam to line up on 25L for my favorite type of landing approach - a strong gusty crosswind from the south.

I managed to land the 757 without further damage to my reputation and we were cleared to cross 25R when the tower inquired as to whether there was "someone special on board." My suspicions were raised and Debra responded that yes, Captain Andrews was here and we were directed to the ramp where fire trucks awaited with a water cannon salute. It was a humbling and honoring experience that I will never forget.

It's a good time to be retiring. I can't figure out what our new Continental management has in mind, and neither can anyone else. The bidding system is incomprehensible; the training is largely done "by memo" now. Procedures change weekly, computers don't work, contracts ignored. It can take days to talk to the crew desk, though they can reach YOU in a heartbeat. You wouldn't recognize it and it all makes you wonder...

I will very much miss the wonderful people I knew and flew with at UAL the last 27 years. *Paul*

HUGH BERRY—Lincoln, CA

Class of '56, co-pilot '65 (I think), Captain '70, retired '91. First assigned to Midway for three months, then Denver until '70, then SFO until retired.

We moved to Lincoln Del Webb Sun City near Sacramento in year 2000 to enjoy all their amenities. What a blessing to have taken the right fork in the road these years. Have several medical scars as we all do, but "am in good condition for the condition I am in".

Now out of the boating pastime, but still enjoy travel in the motorhome. Staying out west mostly now, having toured most of the US. Belong to a couple of RV clubs so the fellowship in travel is enjoyable. Happy to volunteer with church committees and in the audio/ visual booth. Now that is a challenge. Maybe that will delay dementia along with all this necessary computer work these days.

Sure enjoy all the stories from the members and wonderful articles. Great job Cleve. Many thanks to all the officers that keep our RUPA active.

Best regards, *Hugh & Jobie*

BOB BOWLES—Hampshire, IL

I've got a secret. Had it for a couple of years now, so I guess it's time to "fess-up". Some time ago, probably almost 3 years now, I started noticing differences in my posture. It started with a right-hand lean when I was driving my truck. I, of course, blamed the starboard list on an exceptionally fat wallet, which I wear on my left butt cheek. What else could it be? Spending more money, however, didn't make the problem go away.

About the same time, I started having muscle cramps. Nothing serious, but I've never had cramps before, and I would occasionally get a sharp abdominal cramp even when I sneezed. So I started drinking Gatorade. I drank gallons of it. The result was a couple more trips to the bathroom every night, but no help with the cramps. Oh well, it was time for a good physical anyway, so I'll find out. My GP noticed that my cholesterol was a little high, so he started me on a statin. Not much help on the cramps.

A couple of months after starting the statins, I began fasciculating (muscle twitches) and more pronounced cramping. Of course, it had to be that darned statins...right? I never liked those things anyway, so I did what any pilot would do, I stopped

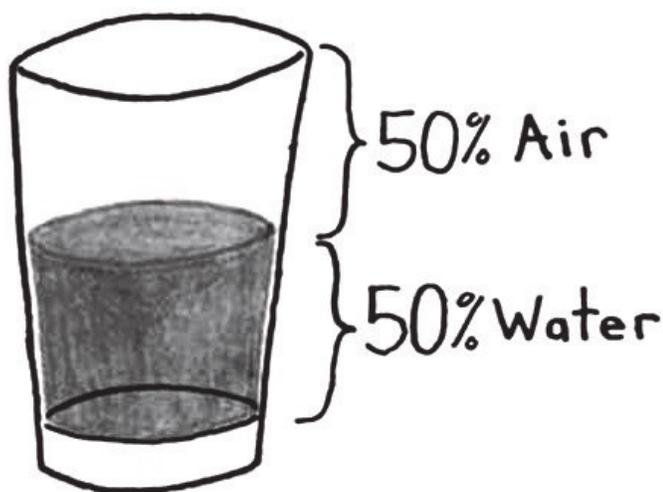
taking them. Thinking the twitching would stop shortly, I was patient and waited. But of course, the problems continued. This was strange... no sickness, no pain, except for the routine cramping of nearly every muscle, which I could immediately stretch out, so no big deal.

Wow, I sure was getting lazy! Work was nearly impossible for me, and my easy-chair called my name every time I walked by. I could hear it calling me from my bed. I could wake up in the morning, and by the time I did my morning shower routine, I was ready to "sit a spell". I guess my parents were right when they called me lazy. The laziness continued until the day I tried to start the airplane and could not turn the ignition key with my left hand. Then I realized I might have a bigger problem than I imagined. Perhaps I might not want to know the answer, because at 69 years old, medical problems seem to become more serious. But, I swallowed my concerns and went to see the Doc again. He immediately sent me to the Neurologist.

After a blood test, vital-capacity (lung volume) test and a needle-electromyogram the Neuro. gave me his assessment. He said "Su mercan callastis atconor mal myam trecky poi poi gelilwntry du du compryan denaro bybrylicek.

I said, "I didn't understand what you said". So he said."SU MERCAN CALLASTIS ATCONOR MAL MYAM POI POI GELILWNTRY DU DU COMPRYAN DENARO BYBYBRYLICEK!!! ESTE?? Oh, of course! I understood it a LOT better when you said it LOUDER! The phrasing sounded like the word "ESTE" was a question, like "Do you understand?", so I replied, ESTE! I gave him his \$2 co-pay and left down the fire-escape, but not before having my parking validated.

So I came home and called my friend Robyn who is an intuitive healer. She diagnoses and solves medical problems over the phone and I have no reason to doubt her credibility. Robyn is very smart... multi-lingual. She speaks English, British, Canadian, and Australian. I don't know how she keeps them straight, but, at least I could understand her. She immediately said, "Oh Darling, you have a touch of ALS, Lou Gehrig's disease." A quick trip to WebMD absolutely confirmed her diagnosis. No known cause, no known cure, and always fatal. Now THAT'S why I didn't want to go to the doctor! DARN!



Technically,
The Glass is Completely Full.

So here I am. I guess I'm gonna croak. Well now really, did any of us think we might not do that someday? But I can tell you, my "bucket-list" did not include, "Kicking said bucket." At least not this early. My lung capacity is down to about 25%...muscle strength the same. My sneezes are a pathetic little "sssh". (All lower case letters and no exclamation point). Walking is impossible; climbing stairs is out of the question. Breathing is labored and balance sucks. My hands don't work very well so tying my shoes, putting on socks, opening mail, and in fact, typing this letter are all difficult. I never thought writing a check would be an issue, but, it is, as is tearing the check out of the book once it's written. I can't tear the paper wrapper off of a soda straw.

I think what we should do is start a pool and see who can closest guess my "checkout date." Winner gets all of the cash. Only one caveat: If I plateau or better yet, turn around, I GET THE MONEY.

And I'm an organ donor, so I want to designate who gets what. I'll leave my liver to the Betty Ford Clinic, my eyes to Marty Feldman, my skin to Hannibal Lechter, my brain to the Senior Managers at United Airlines World Headquarters. I'm convinced that there aren't two functioning brain cells in the entire executive suite.



While this disease has many disadvantages, including the fact that I'm going to die, it's not too bad, as fatal diseases go. "No known cause" means that I don't have to feel guilty about anything. "No known cure" means I don't have to follow some regimen of medicine or therapy, or worse yet, surgery. I have some idea when I'm going to die, so it won't be a big surprise to anybody.

I worked hard my whole life, and I still would be doing it if I had the ability. As it is, all I can do is simple stuff and otherwise, sit down and relax. And then there's the gas! Oohhhhh! It's wonderful. I'm like a plow-horse on bean-curd. True story: On more than one occasion, I have chased Kolby, our blind Schnauzer, out of his bed during a sound sleep, apparently because he thought some wild animal was about to attack him. I mean, they are magnificent. I can fart the alphabet. Except for "W." If nothing else cheers me up, all I have to do is move just the right way, and we have 4th of July indoors. And I laugh. The pilots at our airstrip community have become so accustomed to the turbulent air along the west end of the runway (9-27) that they've actually named it. They call my wind "Mariah."

So what do I have to look forward to? I expect to continue to get weaker in my arms, legs and back until I am wheelchair-bound. My left arm seems to be going first, but right side doesn't perform miracles either. I expect my swallowing to decline until I just can't do it. Breathing will continue to become shallower, and I'm using a respirator most of the time now. At this point, I expect to not live much longer as I have requested not to be put on a feeding-tube or ventilator.

Just to prove that getting old isn't for sissies, on September 7 I found out what "Colonoscopy" means. What a pain, drinking all of that crap, and the multiple trips to the bathroom. And then there was the nausea, after the procedure, from the anesthetic. Achhh!! I felt bad for Jane, having to go through all of that, but at least it wasn't me. I decided that at my first opportunity, I would decline that procedure.

Last year, when I typed my little edition to you, I wasn't sure if it would be my last one. This year, I am. This will be my "swan-song." I'm giving myself (just guessing) a couple more months. I've enjoyed it. Love to all.

Ladies & gentlemen, it has been an hon...*Bob*

JACK DAVIS—Greenwood Village, CO
Hello to all my RUPA friends. Four score and four years! That is a lot of Birthdays. I can still read a novel, drive a car, talk and hear my friends. If we are not in a crowd. Only get up once a night, and if you would like to hear any more of my personal habits just give me a call.

I want to thank all the RUPA officers for their effort and time. Still enjoy the news and RUPA meetings. Hope I will be around again next year to give a few bucks. Jack

HERB GOODRICH—Northridge, CA
Hello Leon! Thanks for the magazine-- I read it faithfully every month.
Permit me to reminisce a little-- I was hired Jan 1946 and flew out of Burbank, CA until moving to LAX December 1946. Flew DC-3s to Catalina with 28 seats, special brakes for the frequent stops and a Quonset hut for a terminal. In my 33 year career I flew all the Douglas aircraft and never flew a Boeing. 1962-1965 flew out of Kennedy and returned to LAX where I finished on the DC-10 in 1979.

In 1982 Jim Day and I started the San Fernando Valley CA RUPA luncheon which is now the Thousand Oaks group. In 1987 I chaired the national RUPA convention in Marina del Rey.

I still live in my home of 50 years with help from caregivers and family. Hilda passed in 2006. I



have 9 grandchildren and 7 great grandchildren. Got a pacemaker last April and endure the macular degeneration of the past 15 years. My hobby is reminiscing, and if anyone remembers me, good or bad, let me hear from you! 818-349-6023. Keep'em flying! Yours truly, *Herb*

BARNEY HAGEN—Santa Rosa, CA
Well, 15 years since the last crew meal and I think I have learned to live without them. And speaking of living - it has been a quiet 15 years with a few trips to Canada to renew old friendships, and a couple of cruises to say we did that.

I spend my leisure time at the Pacific Coast Air Museum, here in Santa Rosa, working on some restoration projects and I recently retired as the Air Operations Director for the museums Wings Over Wine Country Air Show.

So, life if is good - I am still on the green side of the grass and will write again next year.

Barney, ORD-SFO-SEA-SFO

MRS. MOYNA HUDGENS—Englewood, CO
I continue to read each issue though I don't know many of the names mentioned. The *RUPANEWS* is an interesting magazine for anyone interested in aviation. Keep up the good work. *Moyna*

SID HUFF—Homewood, CA
I had a very special birthday, I hit 95 years. Health is okay, stiff here and there. Played some golf until fall.

Having an uneventful winter at our Tahoe home. Very little snow, good for us but not for the skiers or the lively hood of many.

Hope I can hit the old golf ball this spring. Sure going to try.

Best to all the retirees. *Sid*

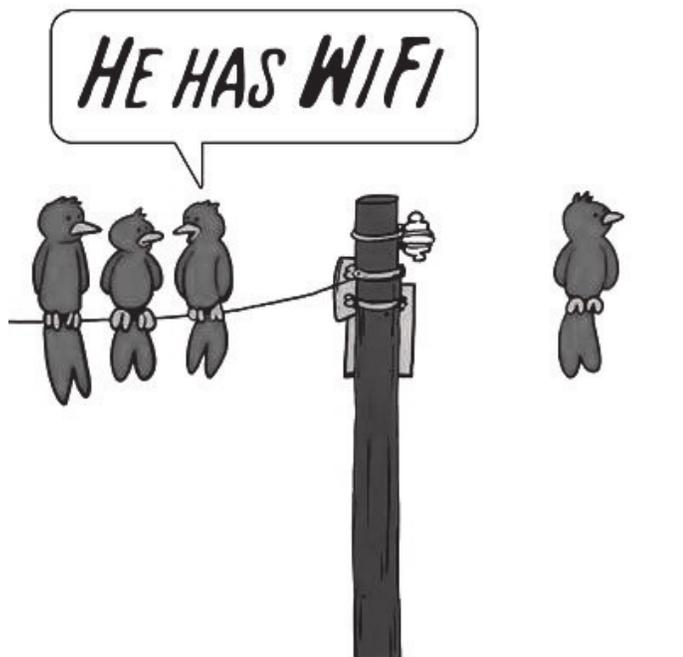
BOB LANGEVIN—Stuart, FL
1st things FIRST, let me say a huge THANK YOU to one and ALL of the entire *RUPANEWS* staff for an Awesome job that they do each and every month. I appreciate it more than U know and can't wait for each edition to arrive.....Thank You - BIG TIME. U may not know or realize it, but U do make a lot of people Very Happy.

Yup, hard to believe, but it's been 11 years now since I set the brake on the -400 for the last time at

ORD and Yes, the check is in the mail...once again. As many of my fellow Retirees have probably said, "I'm so darn BZ, I don't know how I had time to fly the Boeing." AND.....that is so true. My health is OUTSTANDING so far, keeping my weight under control (a lifelong challenge) (154 lbs. this AM) and continue to keep very active with my various activities. To mention a few: QB's (Stuart, FL. and visit other Hangars), RUPA Luncheons in Stuart and FLL, RUAEA Luncheons, Politics, Emailing, Golfing, Boating, MIA Dolphin Season Tix and FSU College Football, following my Boston Red Sox and my every other Wed. night POKERNUT game with Jerry Bradley and a bunch of other GR8 guys that has been going on for the better part of 30 years. We still (the Poker group) miss our long time and dear friend, The Legend, Cap't Jimmy Carter, God Bless his Soul. It's phantastick to get down to the FLL Luncheons on a semi-regular basis to see all of the MIA guys whom I flew with so many times and for so long.....sure does bring back memories. I haven't been doing much Pass traveling lately...but intend to get back into that in the coming few months to visit family and friends up North.

I can only 'hope' that things continue the way that they are going right now.....and live by the TRU-ISM, "if it's not broke, don't fix it."

I wish all of my fellow Retirees well and I'll continue to look forward to hearing from all of you as the months go by, hopefully - for a LONG time. So, until next year, take care, travel safe and keep



the *RUPANEWS* coming.

Best Regards to ALL, *Bob Langevin*
(MIA, CLE and ORD)

PETE MAURY—Florence, OR

Another wonderful year, no significant changes. Volunteer Airport Manager a couple times a month, Treasurer at Elks, and drinking and dancing there every Friday night. Girl friend Shirley broke her hip a couple months back while line dancing to "Acky braky Heart", lots of laughs on the way to Emergency Room in Ambulance. She's recovering well after hip ball replacement, now if we could get rid of the Parkinson's.

Rick's RV-7 almost ready to fly, he's flying 76 & 75 internationally, mostly South America, and an occasional Europe trip. He seems to be doing pretty well after losing his spouse last year. Busy with his EAA, and other projects, nice man.

Can't remember if I mentioned my *RED* "R-Spec" Hyundai Genesis Coupe, 6 speed manual last year, yes, I still have an occasional left foot issue, {damn clutch pedal}. Cops have stopped me a couple of times to talk about car.

Thanks to all the "RUPA" group. Cover to cover every month, a lot of joy and a little sorrow with each issue. Proud to be associated with such a fine group of people. *Pete*

HOWIE MORGAN—Longmont, CO

Howdy to the folks that assemble and deliver the *RUPANEWS*, your doin' a great job and I do look forward to it.

Year seventeen is coming. It has been a productive year as I have been busy promoting a 100% automatic stock trading software that is the absolute answer to building a retirement fund/educational fund that is not involved with the company. And it's fun to watch it trade!

Beside this, I have been totally rebuilding a 1955 Austin-Healey car that I have had since 1958 and hope to have it done this summer. We have done some interesting trips in our C-185 this past year including Oshkosh, Mackinaw Island and Poplar Grove airport [C-77] in Illinois. On this note, I hope that all of you out there that love to fly will keep on your representatives/FAA to get the third class medical eliminated for most general aviation airplanes. The process of renewing a medical is just

outrageous if you've ever had and medical problem. I will NEVER give up but it's certainly a pain in the butt.

My wife, Patti, [ex FA] was MISS RODEO HOUSTON of 1963/1964. She was the first of three before politics eliminated the contest/position. This year she was invited to attend the rodeo for her 50th anniversary which they made a big deal of for her. We [I got to tag along] were invited to ride in the Grand Opening then dinner in the directors club where we watched Reba M. perform. If you're not from Houston, the stadium there is huge. The grandstands go up 7 stories and the arena is 4 acres. Very impressive! Ridin', Ropin' and Reba...doesn't get better'n that!

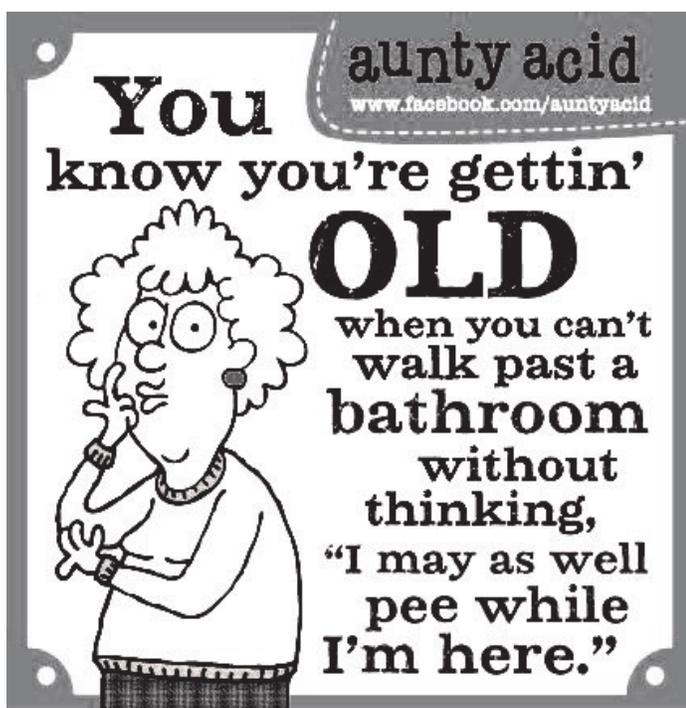
I always enjoyed layovers and usually found interesting things to do and see. One will stick in my mind forever and it is a first for this publication. [Hopefully not banned!] Upon arrival at HKG's Central hotel, the other pilots and I were making plans to go to the Mad Dog Saloon which was a very British establishment that was located in a basement. Amazingly, several Flight attendants asked to go with us. Before I go any further, I want you to know this was a 36 hour layover and no rules were broken! Upon arrival at the Mad Dog, we noticed a group of Brits in traditional dress [Kilts] celebrating the life of a British officer from the past. They seemed to be having a lot of fun. The girl sitting next to me said to me "Howie, I've always wondered what these guys wear under their Kilts" to

which I replied..." just go over to this fellow who looks like a very nice guy and sayI'm from the US and I've always wanted to know what you wear under those Kilts! He'll ether tell you or not! We'll, she let it go for a while and later asked again. We were at a large round table and one of these fellows was just on the other side of the table. So, I told her again to just go ask which she did. This fellow was a good foot taller than this girl and when she asked the question, he looked down, smiled at her and said " aye Lassie...don't be bashful...take a little peek!" At this moment he picked up his Kilt, revealing a rather large appendage. The girl staggered back like she had been shot. That's when the party got started!! It turned out that all these Brits were fun loving folks and it was a memorable event.

Anyhow, I miss the flying, the crews, the sights and the fun. I've always wondered what became of some of the characters that I enjoyed along the way...Buck Manning, Nokie Klutz, Ham Wilson, Shelly Gordon and many others whose names have escaped me.

You've seen lotsa news on the pilot shortage and here is what is happening. My son, Butch, got hired by UAL Express for which I was happy in that he would be the third member in succession of the family to work at UAL. However, the pay was so dismal, he found a job flying a Phenom 100 at TRIPLE the pay and started out as a Captain.

Till next year.so long for now...If you're in Longmont, CO come on by Hangar 33H. 303-601-3536.
Howie



BILL NORWOOD—Mesa, AZ

Cleve, thanks for the great work you continually do for RUPA and all of us members. This my first news in RUPA magazine.

I have been retired for eighteen years, and this phase of life gets better with each passing day; even with the new substandard standby boarding policies. Molly and I still are doing well after 54 years of marriage.

We have had challenges, and as some of you know we lost our oldest son, Bill Junior, an ORD tower controller, in 2003 to pancreatic and liver cancer. We have four grand children from his marriage, and the relationship with all of them and our daughter-in-law is wonderful. Our youngest son and his wife are still in southern Illinois. I stay in touch with a

lot of former and present United employees and retirees.

We moved to Carbondale, IL in July, 1995. Then we bought a fifth wheel and traveled a couple of years. We wintered in Mesa, AZ, for ten years, then we sold our home in southern Illinois and moved permanently to Mesa in August, 2011. A one level home in a fifty-five plus resort community has freed us from the headaches and expenses of two homes.

The airplane and boat ownerships are in the rear view mirror as most of our time is spent traveling and enjoying family. Relatives call us "cruise junkies" since we average about three cruises each year. Some of the many places we have visited were on my bucket list.

Molly, a serious book writer and publisher, convinced me to write a book of my life experiences. I finished this about two months ago.

Happy retirement and good health to all. *Bill*

MICHAEL PERRY—Rye Brook, NY

Gentlemen, first, thank you for all the hard work that goes into putting *RUPANEWS* together every month. I can't tell you how much I enjoy reading all the news, and especially about how everyone is doing, health wise, and otherwise.

While we have had a long winter in the Northeast, spring is just around the corner, bringing with it...GOLF!!! I've already got 10 rounds in, and shooting for 100 rounds this year.

Suzanne and I have a lot to be thankful for, enjoying good health, love where we live, have no plans to retire, and enjoying life. If your travel plans bring you to the NYC area, give me a call for golf at Westchester CC. *Michael*

BOB REID—Mercer Island, WA

Not much new to report except that I am no longer in the running for the "He who dies with the most toys wins" contest. The airplane, hangar and Porsche are gone.

Margie's health issues are stable and I'm doing OK for an old guy. The bike is my exercise of choice

and I'm still skiing, although very carefully.

The grand kids continue to provide us with plenty of sports viewing which we obviously enjoy very much.

The offer of free beer is still good if any of you guys are up this way. Regards to all, *Bob*

PETE SAEGER—Boca Grande, FL

Greetings All! 13 years circling the drain and loving every minute of it.

Checks in the mail. Kinda went out on a limb and went for a 2 year subscription.

The good news for Jeanne and me is that there really isn't any bad news. We're still be bopping between our seaside Island condo in Boca Grande, FL and our tree house condo in the hi-country (Summit county) of Colo.

Health is good, albeit I'm scheduled for a left knee replacement in early June. I can't complain, I figure I got more miles out of it than the maker had designed it for.

Yawl keep up the good work, Ya Hear! *Pete*

BILL SCHOLES—LaCuinta, CA

Dear Cleve, I have not updated to RUPA for some time now. Having just completed 75 orbits of the Sun, and 15 since I set the brakes on the B-747 at Honolulu. I decided to send in my status.

Gay (my bride for almost 51 years) and I spend our summers in Coeur d Alene, Idaho. We enjoy the lake, golfing and hiking and biking in some very petty country. We stay busy with many activities, some are at doctors' offices.

In the winter months we are in the Southern California desert, at La Quinta where we enjoy the warmer weather. We golf and continue what we were up to in Idaho.

I survived a 3 way heart bypass in 2002 and my heart is the least of my health problems. I have prostate cancer to deal with and I had mine removed in 2011. The cancer doesn't want to go away, so we keep a close eye on it and I continue with treatment. I lead a full life and enjoy what ever I wish to try. No insurance issues up to this point.

We have traveled all over the world up until the past few years. It seems that it isn't worth the effort required for the benefit of the activity. Getting old is not for sissies, as I am reminded all the time.

**EVERY DAY, THOUSANDS
OF INNOCENT PLANTS
ARE KILLED BY VEGETARIANS.
HELP END THE VIOLENCE.**

I think of the many memories from working with you pilots over the years. I was fortunate to be a part of some historical times at UAL.

Thanks for the good times. *Bill*

KENNY SCHROEDER—Rapid City, SD

Dear Ruparians: A few years back I wrote here about a WWII navy pilot who had been rediscovered in Dakota Country. The discovery was in 2008 and though our naval service overlapped by 7 years, I had never heard of him. It seems like no one else had either. How did the second highest scoring (24) Navy ACE and most highly decorated naval reserve pilot (2 Navy Cross, 2 Silver stars, 3 Distinguished Flying Crosses multiple Air Medals) manage to hide?

November 1944, two Kamikaze disabled the USS Intrepid and his war was over. Later in 1945 he is released while his nomination for the Medal Honor moves up the chain of command with glowing endorsements from the likes of ADM John McCain. It was returned by Cinc Pac Fleet who said not for a single episode and he has enough medals right now. I attempted a re-nomination and was rebuffed for a lack of 2 eye witnesses.

He finishes school and settles in a sedate quiet life as a teacher, farmer and part time banker in a village of about 300 people.

The navy recalls him for Korea and he remains on active duty until 1967; retiring as a Captain USNR.

On 14 June 2014 "The Friends of Cecil Harris", his widow Eva age 93; her grown children and a host of friends and relatives will gather on the greenway near the north entrance to Northern State University at Aberdeen SD and dedicate an 8' bronze on a granite base in honor and in memory of Cecil E. Harris.

Do not have a clue what to do with myself after June. Me and the Sky Goddess send our fond regards to you all. *Kenny*

PERRY THOMAS—Nevada City, CA

Dear Cleve: Thank you for the many hours you spend each month producing the superlative *RUPANEWS*. Without the News there would be no RUPA. My most sincere thanks to you and your helpers.

It has been 15 years since I last wrote you - not for lack of events but lack of effort on my part. Those

years have been filled with the normal (for Airline people) travel, families growing up, marriages, new babies to visit, and young people making their way in life. My wife of 75 years passed away last July. She was 92 - and I am now 98. I still drive, but do not get out much.

I sold my home for the past 30 years to my Granddaughter and her husband with the privilege of continuing to live here so long as I desire.

I consolidated all my assets into cash then gave it all away to my children. So I have my life pretty well tidied up. I look back with few regrets at a life lived with more joys than sorrows. I can ask for little more than that. *Perry*

DEAN WEIHE—Walnut Creek, CA

Twenty years into this paid vacation and all is well in our new retirement community in Walnut Creek CA. The biggest life changes were downsizing from our home of thirty two years and selling our 42 ft. Carver which we have enjoyed cruising the Bay and delta since retirement.

Our next adventure is acquiring a class B RV and planning a trip around the perimeter of the U.S. to experience the places I have flown over. We will be accompanied by our Labradoodle Andy.

My health is pretty good; I am now ten years into the stage 4 throat cancer remission, treated with chemo and state of the art radiation. When diagnosed, the oncologist asked how long I had smoked and he could not believe never. In retrospect, all those years in a smoke filled cockpit maybe took their toll.

I was recently fitted with high tech hearing aids and realized that I should have done it sooner. Our audiologist shared a new Johns Hopkins report that opines that untreated hearing loss increases the chance of Alzheimer's by 47%, a real eye opener.

My golf game sucks. We have two great courses and I need an 8 iron from 100 yds. The community has an excellent workout facility so maybe there is hope for redemption.

Looking over the RUPA masthead, I realize how much we owe to the few doers who do the work on this fine publication. Thank you.

Also, a special thanks to the special ALPA pioneers who ramrodded the concept of the B fund. How fortunate we are for their zeal. *Dean & Julie*

WALT WHEATLEY—Castle Rock, CO
Been there, done that one on the Bucket List. Jane and I rode the Harley to Sturgis, South Dakota. Rode through the Black Hills and stayed in the old historic hotels on the way. On the way back, RON at historic “The Plains” hotel in Cheyenne, Wyoming because we noticed a lot of Harley’s parked out front where horses used to be tied up in ages gone by. The Blue Knights, a biker gang, were having their regional round up. Good thing we behaved for the night as it turned out the Blue Knights are an association of retired police officers!

Another check mark – our names were drawn out of the season ticket holders’ Bronco Helmet. Back to the Big Apple for Superbowl XLVIII. Kind of a homecoming for me, as I flew in-out of NYC a lot right before retirement, (nothing spectacular like landing in the Hudson though!). We had a good time. We showed up, but our team didn’t. Oh well, maybe next year...

Last summer, our daughter finished her residency in Family Medicine. She is now a Family Medicine Doc practicing in a local clinic.

The skiing conditions have been excellent this year. We have been a couple of times to Arapahoe Basin and made one trip to Breckenridge with our six-year-old granddaughter. It was hard to keep up!

All in all, 2013 was a very good year. After all, we finally got Trader Joe’s in Colorado so now have “Two-Buck-Chuck” available in our Denver area. Take care!

Walt & Jane- DEN, ORD, LAX, SFO, DEN, ORD, SFO, DCA, '89-'07

KENNETH WHEELER—Zanesville, OH
May first will begin year 18 of retirement. The Lord has been very good to me and I am most blessed. But the Lord giveth and the Lord taketh away. Nancy and I celebrated 57 years of marriage last September first. Shortly after that her health began to fail. November first she was diagnosed with terminal cancer and entered hospice care while remaining at home where she passed away on December 4th after a valiant battle. She was surrounded by family and friends who have been wonderful in their support of me.

I had been having worsening problems with my health, which I attributed to arthritis. But in mid December I was diagnosed with Parkinson's disease.

The medication is not a cure, but it has greatly improved my balance, walking and even my thinking. I have never had the associated tremors which sometimes accompany the disease. I have a home health aide for eight hours a day, five days a week and family who look in on me over the weekend. I drive very little. My kids think not at all, but many people provide rides to my activities.

The country band is still in operation as is my participation in barbershop music and the medicine has helped to improve my vocal efforts. I think my worst problem now is that I know too darned many old people.

I still thoroughly enjoy the Cleveland Crazies meetings and occasionally try to inject a little humor to break up the lies and war stories.

Many thanks to the people who keep RUPA running and the monthly magazine coming. Much appreciated. *Ken*'65-'97, DENTK, ORD, CLE, ORD

IN MEMORIAM

FREDERICK J. TERHAAR JR.

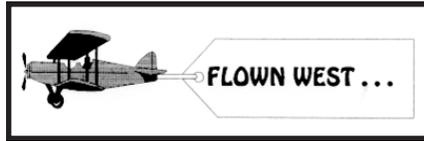
Frederick J. TerHaar, Jr, (85) passed away peacefully on March 28, 2014 at Masonicare in Wallingford, CT. Fred was a resident of Boynton Beach, FA, and also resided with his long-term partner Carol Berube in Wallingford.

He was born in Worcester, MA on May 6, 1928. Upon graduation from North High School in Worcester in 1946, Fred joined the U.S. Army and served in the occupation of Japan. After the army, he graduated from Worcester Junior College. During his college years he learned to fly, and soon thereafter became a commercial pilot with United Airlines. He participated in the golden years of aviation, flying DC-3s to DC-10s, and retired from United in 1988.

Fred enjoyed water and snow skiing while his children were growing up, and captaining his sailboat for many years in retirement.

In addition to Carol, his companion of 28 years, he is survived by three children, five grandchildren, and two great-grandchildren.

In lieu of flowers, donations may be made to the Alzheimer's Association.



Robert A. Smirnow	Oct. 12, 2012
*Sherry Anderson	Feb. 17, 2014
Frederick J. Terhaar, Jr.	Mar. 28, 2014
Robert E. Wells	?

**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. Hov'ring 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 Retired Pilots Foundation, Inc.
Send memorial and other donations to: Capt. Thomas Workinger, Treasurer
9550 W Higgins Rd, Rosemont, IL 60018

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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 (Jan. 22, 2013)—*Tucson Country Club* - Randy Ryan, 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) - *Hacienda Hotel* - 310-541-1093
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747
San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
San Francisco East Bay (2nd Tuesday 1:00 PM)—Call 925-846-8436 or 925-735-1946
Thousand Oaks (2nd Thursday on odd months)—*Sunset Terrace, Janns Mall*, Thousand Oaks, CA 805-497-4847

Colorado

Denver Good Ol' Boys (3rd Tuesday 11:30AM)—*American Legion Post 1* - 303-364-1565

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797
S.E. Florida Treasure Coast Sunbirds (2nd Tue.) - 561-756-4829
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 31North-Illinois RUPA Group (2nd Tuesday, January, May and September)

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)—*Rock Spring Golf Club, West Orange, NJ* - psofman@gmail.com
New York Skyscrapers (October)—*The Assembly Steak House, Englewood Cliffs, NJ* - psofman@gmail.com

Ohio

Cleveland Crazy's (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

The Columbia River Geezers (2nd Wednesday of every month)—*Claim Jumpers Restaurant*, Clackamas, OR
Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville* - 541-245-6896

Washington

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

Washington D.C.

Washington D.C. Area (3rd Thursday, Jan, Apr, Jul, Oct)—*Marco Polo Rest, Vienna, VA* - 540-338-4574