
rupanews



Journal of the Retired United Pilots Association



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— OFFICERS —

President Emeritus: The late Captain George Howson

President: Jonathan Rowbottom 831-595-5275 rowbottom0@aol.com

Vice President: Cort de Peyster 961-335-5269 cortreno@aol.com

Sec/Treas: Leon Scarbrough 707-938-7324 rupasectr@aol.com

Membership Bob Engelman 954-436-3400 engeljet@comcast.net

— BOARD OF DIRECTORS —

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Floyd Alfson, Rich Bouska, Phyllis Cleveland, Sam Cramb, Ron Jersey, Milt Jines
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— COMMITTEE CHAIRMEN —

Convention Sites. **Ron Jersey** ronaldjersey@aol.com

RUPANEWS Manager **Cleve Spring** clevespring@comcast.net

RUPANEWS Editors **Cleve Spring** rupaed@gmail.com

Widows Coordinator **Carol Morgan** perdido1871@yahoo.com

..... **Patti Melin** pimelin@aol.com

RUPA WEBSITE http://www.rupa.org

— AREA REPRESENTATIVES —

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Big Island Stargazers Linda Morley-Wells
..... Beth Ann Raphael

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The Joe Carnes 31 North-IL RUPA Group E. Allan Englehardt

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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.

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President's Letter

NEW MEMBERS: New members keep joining and it a pleasure to list 24 more. Please welcome Captain Ross Wilhite, Littleton, CO, Captain Barry Borella, Center Harbor, NH, Mr Donald Blackard, Zephyr Cove, NV, Captain Jim Livingston, Pine, CO, Captain Jim Fielding, Trinity FL, Captain Dean Thomas, Sonoma, CA, Captain John Frerichs, Gainesville, VA, Mr Andy DeGrassi, Vallejo, CA, Captain Rich Mashke, Chicago IL, Captain George Sisti, Woodinville, WA, Captain Lee Huston, Graham, WA, Captain Richard Miller, Inverness, FL, Captain Ray Hoover, Winchester, VA, Captain Scott Blickenstaff, Evanston, IL, Captain Larry Dill, Boulder CO, Captain John Byrne, Scottsdale, AZ, Captain David LaGrange, Bristow, IN, Captain James Gooding, Easton, MD, Captain Roger "Mac" McFarland, Colorado Springs, CO, Captain Thomas Natoli, Plainfield, IL, Captain James Wallace, Sarasota, FL, Captain Alan Bielanski, Larkspur, CO, Captain Kim Newman, Woodbury, MN and Captain Jim Shipe, living on a sailboat.

RUPA STATISTICS: Our Sec/Tres, Leon Scarbrough, maintains our Excel Database and has the ability to pull all sorts of information to help the Executive Committee stay on top of RUPA business. Here are some interesting statistics. We currently have:

Active Members - 2,750

89'ers Living - 204 (89'ers are former Capitol Airlines employees who were given FN's starting with 89)

Area Reps - 32

iContact - 2,237 (receive Eblasts)

Widows - 187

Members by Age - 60-69=565, 70-79=1,490, 80-89=767, 80-89=767, 90+=163

By States - CA=638, CO=332, FL=295, WA=276, IL=265, VA=135

PASS TRAVEL SUMMER TIPS: The ETC People have posted Summer Tips on Flyingtogether site under the Travel Tab. It might be a good idea to take a look at it. They intend to update the Tips in the fall. We have also posted the information on the RUPA.org website Bulletin Board.

HALFWAY TO HAWAII GAME ENDING: ConU recently posted this. "We will discontinue our "Halfway to Hawaii" game, which gives customers on Hawaii-bound flights a chance to win a prize for guessing the exact time when their plane is halfway to its destination, on July 1 due to the loss of our program sponsor. The game started about 30 years ago and eventually grew into a sponsored, revenue-generating program for the company." What a shame that ConU Management would cancel a program that the passengers loved simply because it produces no revenue. When it was started and only up until a few years ago, it was never viewed as a revenue generator. The cost of the game forms and the prizes was minimal. Last one out...turn off the lights! Something is seriously wrong in the Head Shed!! *(I checked with three of our old-timers, all in their 90s, and they remembered the game going on in the early 50s, so it has been in existence far longer than 30 years. Ed)*

UNITED AIRLINES HISTORICAL FOUNDATION (UAHF): As RUPA President, I am the representative of the retired pilots on the UAHF Alliance Coalition and I participate in the Board of Directors Conference Calls. At our June 16th Conference, UAHF President Tom Goodyear stated that Delta Airlines opened a museum in Atlanta with over 6,000 square feet. The museum has a grant from the Delta Foundation of over 8 million dollars. Unfortunately, ConU Management sees no value in the work that the UAHF does as a totally independent non-profit organization to preserve our long and great history. ConU has refused to provide any financial support while Jeffie still rakes in his bonuses. The UAHF is in great need of new members to join for \$10/year or \$100/Lifetime in order to continue their work. It would be a wonderful message to ConU if our retired pilots joined and supported the UAHF, and I urge you to do so. I have written an article in this month's RUPANEWS about the Foundation. Please take the time to read it and open your wallets to preserve our heritage.

737 SLIDE DEPLOYS INSIDE THE AFT GALLEY: Recently, a 737 slide deployed in the aft galley. Thankfully, the Seat Belt Sign was on and the galley was empty and there were no injuries. Since 9/11, all the sharp objects have been taken away from the crews. I wonder how the raft could be deflated if there were people/crew trapped. At least there is still a Crash Axe in the cockpit...I think.

IN SUMMARY: By the time you read this, summer will be half over. It reminds me of my youth, when a good friend of my Dad's was over for cocktails in early August. Bill was a few sheets to the wind when he turned to my Dad and said, "Joe....July's Shot"! Hope the rest of your summer is full of good things!
Jon Rowbottom, RUPA President

United Airlines Historical Foundation

Independent from United Air Lines, Inc., the United Airlines Historical Foundation consists of elected officers, directors and an Alliance Coalition of presidents who are either active or retired workers of United Airlines. The UAHF Alliance Coalition of organizations, with membership of more than 13,000 retired workers, are represented by the following organizations - Retiree Association of Flight Attendants-Communication Workers of America (RAFA), Clipped Wings®, the International Association of Machinists (IAM) Local Lodge #1781 Retirees Association, the Retired United Airlines Employee Association (RUAEA) and the Retired United Pilots Association (RUPA).

United Airlines **refuses** to provide any financial support to help with the Foundation expenses.

The primary goal of the UAHF is to protect the history of generations of workers at and from United Airlines and to perpetuate this rich legacy. A modest dues amount of \$10.00 a year or \$100/Lifetime will help the Foundation continue important works to:

Encourage corporate responsibility to protect, preserve and maintain United and associated archive collections

Keep aviation scholarship programs active

Participate in projects of uniform collection and documentation

Create and develop new exhibits for local and worldwide events

Recruit volunteer participants to the UAHF

You can go to their website at www.uahf.org/ to get an idea of their organization.

Please mail your tax deductible membership or contributions made out to the United Airlines Historical Foundation to:

Sheryl Schubert
Treasurer—UAHF
PO Box 414
Sedalia, CO 80135

2014 Guppy Gathering in Sonoma

The 2014 Guppy Gathering will be held Wednesday, Sept. 24, from 11-2pm.

At the Sonoma Town Plaza in Sonoma, California.

For more information, contact Jan Wheadon at 707-224-3901.

Or janicewheadon@aol.com

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:

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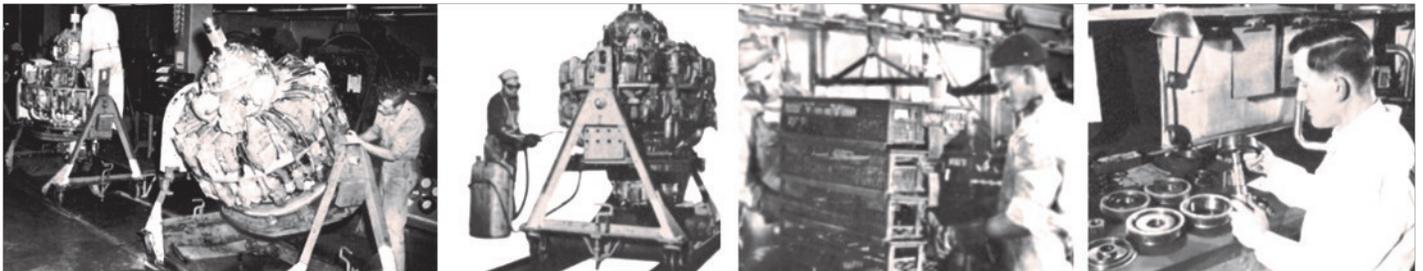
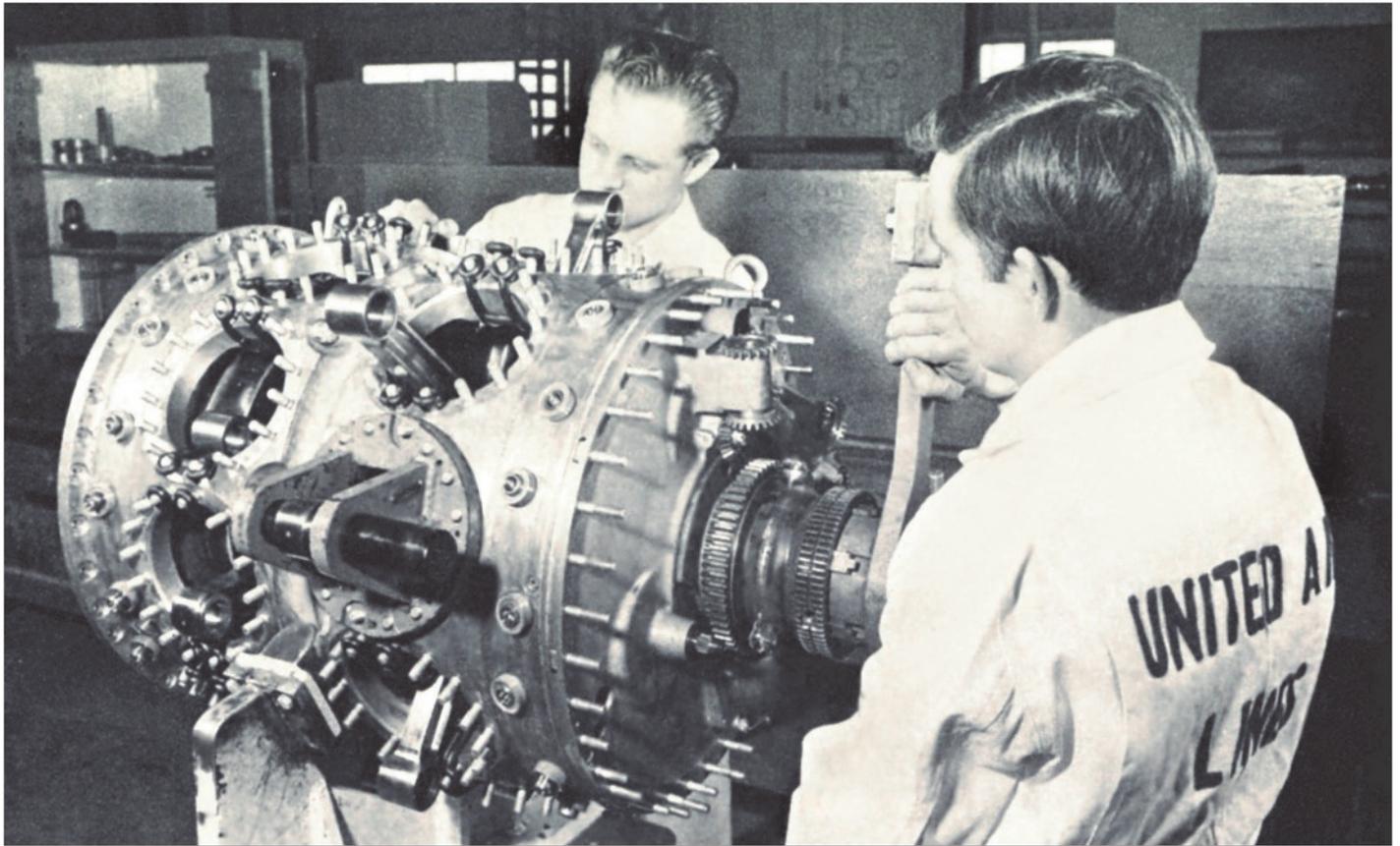
Send your DUES to the above address (include your file number)

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



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



The DC-6 18-cylinder engine “rebuild” began on a wheeled and tracked “disassembly” line. The engine was steam-cleaned before being wheeled to an engine disassembly area. Once the engine was disassembled, parts were placed in conveyer-belt pans. This began a five-hour trip through the giant “washing-machine” with seven spray baths, two soaking tanks containing 17,000 gallons of detergent cleanser and then past hot-air dryers. A Shop Inspector, one of many at the SFO Maintenance Base, tested and examined parts. In the far-right photo, he checks a processed clutch assembly from one of the DC-6s four Wasp engines.

Marvin Berryman, Retired DENTK - From the “Mainliner Flight Plan.”

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

About The Cover

Avro Vulcan B2 Bomber

The Greater Chicago Group Luncheon Meeting

Bigger's better, and our group did both in July---increasing our attendance by twenty-six percent-plus-change from our February meeting. Forty-five RUPA members and guests turned out at Nick's Pizza & Pub in Crystal Lake on a gorgeous day suited to outdoor dining and activities, though we stayed indoors and enjoyed Nick's rustic hospitality. Thanks go to our incredible servers, Maura and Monica, for keeping the chaos down and getting everyone's lunches to them in short order. The usual conversation and walking around visiting each others' tables probably didn't make their jobs easier.

Following lunch, Glen Peterson's son Charlie, a Triple Seven Captain at ORD, gave us an impromptu presentation with his views of current life at United, both good and otherwise. A short question-and-answer session followed.



Those present for the food and fun were: John Anderson, Jim & Corinne Boyer, Mike Brueggeman, Bob Burns, Gary & Janice Crittenden, Joe & Julie David, Walt & Jan Fink, Jim Gesler, Bob Helfferich, Mike Hepperlen, Jim Higbea, Jim Kehoe, George & Jacquie Mathes, Rob McCutcheon, Bob & Shirley Moncur, Bill & Jan Mullen, Fred Meyer, Marjorie & Howard Nelson, Claude Nickell, John & Miriam O'Connell, Glen Peterson, Charlie Peterson, Armand Ravizza, Tom Roskens, Dave Runyan, Bill & Johnnie Silvester, Ole Sindberg, Tom Slattery, Sid Tiemann, Jim & Mary Jeanne Trosky, Gus Tuit, Tom Wedel, Leo Wiedenfeld, and Ron Wilson.

The next scheduled Greater Chicago Group lunch and meeting will be at Nick's on Tuesday, November 11th, 2014. Scribely Submitted, *Walt Fink*

RUPA Breakfast in Manassas, VA

Breakfast at The Golden Corral, Manassas, VA. Those pictured are from Left to Right:



Bob Gilbert, Don Reinhard, Hal Cockrell, Sim Stidham, Gene Couvillion, and Jim Turner. *Sim*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Once again cheers to all from Southern Oregon. Our group gathered today, the third Thursday, for lunch at the Pony Espresso in Jacksonville. And, gather we did. Some fifteen of us attended and we took most of the Pony's available seating. Fortunately for the Pony, the weather was Southern Oregon spectacular and the outdoor seating provided for the other customers. Welcome to Michael Bennett back from his Winter digs in Florida...good to see him.

For our monthly mugshot, starting from the left front seated, Harvey Saylor, Michael Bennett, Dan Kurtz,



Catherine Dimino and her dad George Elliott (who looks great!!!), Bud and Mary Berlingeri, Marty Niccolls, Cheryl Jaeger and Leeann Fusco.

Standing at the rear, left to right, Jim Jaeger, Scot Lee, Art Lumley, Bob Niccolls and Steve Fusco.

Last month we ventured forth to Dan Kurtz's ranch outside of Klamath Falls and got a glimpse of what cutting horses can do and how they do it. Really great fun and most interesting.....also, the Hawaiian lunch provided by Dan and Sydney for the group. We got an update on the long overdue mare who has since produced and Dan's 2400# Angus bull....since turned out to a pasture with all his ladies....suggesting that 'all's well' at the Kurtz homestead.

Typical, many conversations around the table, smiles, good conversation and a good time by all. Sitting there it was amazing to realize that our gatherings now go back some twenty years! Twenty years of fellowship and friendship, sharing our common bond.....good stuff. **Bob** For our monthly mugshot, starting from the left front seated, Harvey Saylor, Michael Bennett, Dan Kurtz, Catherine Dimino and her dad George Elliott (who looks great!!!), Bud and Mary Berlingeri, Marty Niccolls, Cheryl Jaeger and Leeann Fusco.

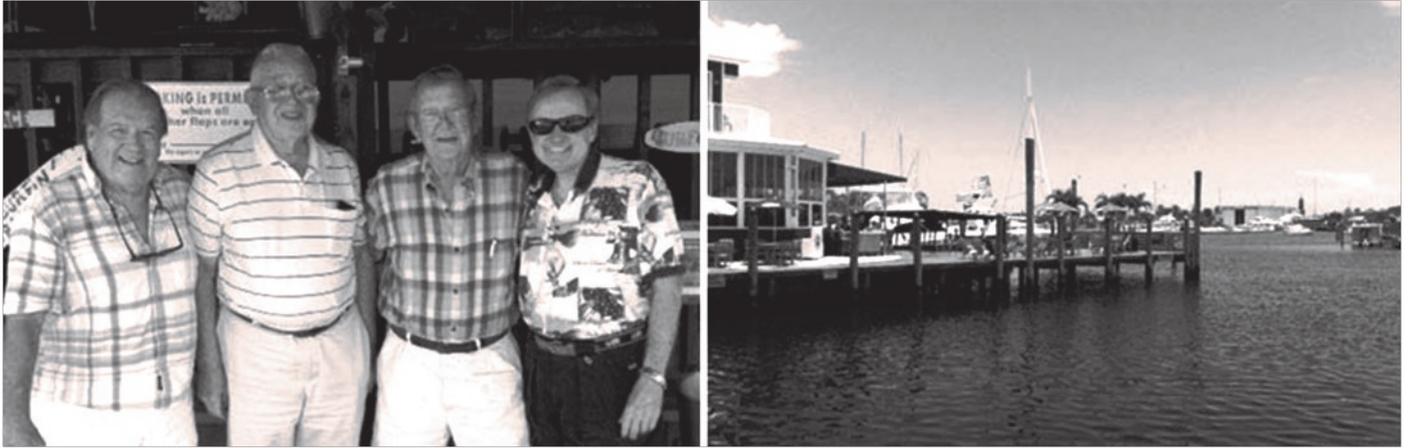
Standing at the rear, left to right, Jim Jaeger, Scot Lee, Art Lumley, Bob Niccolls and Steve Fusco.

NON SEQUITUR | Wiley



S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Well, we can tell FOR SURE that it is JULY in SE FL. Although we were supposed to have seven (7) Retired United Aviators show up for Lunch and a bunch of BS, we only ended up with FOUR (4). :-{ In spite of the WEAK showing.....I guess that those who 'took a dive' couldn't see coming to a delightful lunch at Shrimper's --- overlooking the beautiful Manatee Pocket those of us that DID SHOW UP had a GR8 time with many good subjects discussed. Ya know, the usual stuff. 🌍



The 4 of us who did show up from Left to Right were: Dick Starita, Ted Osinski, Dave Hoyt, & Bob Langevin. The other picture is what we see while we are having lunch at Shrimper's, overlooking beautiful Manatee Pocket. Welcome back Dave and we are all glad to hear that he's moving back to SE FL - Permanently.

Now for the MIA's and their rather 'imaginative' excuses: Jim Dowd (Lightning strike near his house and NO Electrical Power); Del Gartner (too weak to make the journey down the sidewalk); and Jack (The World's BEST Airline Pilot - so he says) Boisseau (just FLAT A-- Forgot)!!! Yeh Guys.....Right! :-/

Seriously, as always, the food, service (by Devin). accommodations and the SPECTACULAR View of Manatee Pocket was terrific and we're already looking forward to our next RUPA Luncheon on August 12th at 11:30 AM. So, if you happen to be in the Stuart area about that time, be sure to join us.....we'd love to have you.

By the time you read this, we will be almost 1/2 way thru the Hurricane Season and as of 7/12 (the day that I'm writing this) -- SO FAR/SO GOOD. Let's hope that our Good Luck continues thru the END of 'H' Season (November 30th) as we look forward to the return of our Northern members who 'evacuate' from the area during the summer.

Meanwhile, wishing you all a SAFE and Happy Summer with good WX, GR8 Vacations and trouble free Travels. Sincerely, *Bob Langevin* (MIA, CLE and ORD)

Classic Peanuts Charles Schulz



The Columbia River Geezer's RUPA Luncheon

Seven more, at 1100, again entered the door of The Claim Jumpers Restaurant on July 9th.



Left to right: Benno Vyfvinkel, Doug Howden, Rich Warden, Tony Passannante, Fred Krieg, Ron Blash and Mac Mc Croskey.

Fred, is a relative new comer to our group, this is his second time to one of our luncheons. Fred lives in Independence OR on Independence State Airpark, or for you pilot types out there, 7S5. Both Fred and his wife Carole built a beautiful home there, I believe sometime in 2004 and has a nice attached aircraft hangar to boot. Fred mentioned to me that since his retirement in 2000 he has yet to sign into SKYNET?, to use a United Pass or a 20% discount positive space ticket...., which includes 2 free checked bags. Ah! we all know nothing is free. Anyway, sometime next week, Fred and I are going to work on getting him set up with a password (only if Fred remembers his old File Number) and then we will take a computer trip down memory lane, sans SKYNET, and take a few sign-ons at helping him to conquer FLYING TOGETHER'S website.

Mac was supposed to be motoring his boat from Alameda California up to the Seattle area sometime during these past several weeks. However, because of the winds he said that he would have had to travel several hundred miles out into the Great Pacific before he could tack back towards Seattle. Mac says that he plans to wait until the wind conditions are better suited for taking his trip North.

Tony's waiting for a call from the ferry flight (no pun intended) crew desk so he can get back to work flying and delivering some jets all over the world, and Rich is flying a quick corporate Jet flight with one of his clients up to Seattle this evening. Benno and Doug were at the far end of our table so I did not have an opportunity to speak with them as much as I would have liked. As far as "I" was concerned, post lunch, after a quick trip to the DEQ, I went back home and took a nap.

All is well with the Geezers here in OR. We are all hoping, because of the recent retirements, to see some more new faces around our lunch table in the near future. Regards, *Ron Blash*

The San Francisco Bay-Siders Luncheon

Our gathering for the July SFO Bay-Siders' RUPA Luncheon was rather small, do to summer scheduling conflicts. However, as usual, a good time was had by all who did attend.

In attendance were: Bob & Burkie Callaghan, Bob & Roz Clinton, Gerry Delisle, Steve Filson, , Barry Hamley, Dick & Jeri Johnson, Neil Kelly, George Mendonca, Jerry Quitney, Walt & Mary Ramseur, Cleve & Rose Spring, Larry & Pat Wright.

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*

Thousand Oaks RUPA Luncheon

It must have been vacation month (but where can you get better weather?), when a small group of congenial aviators gathered together on a sunny day at the Sunset Terrace on July 10th, 2014. We meet on the 2nd Thursday of odd months so that means our next formation will be September 11th!



Pictured left to right is: myself, Dave Park, Bob Mosher, Walt Tyler, Doug Bielanski, Don Tanner, Larry Lutz, Grant Sullivan and Dale Myers.

There was an early bird pre-meeting huddle in the court yard and the conversations continued as we migrated to the restaurant at the appointed 1130 time. Doug Bielanski opened the meeting with some info on the new ATP requirements and some other aviation news. Grant, our only working member present, filled us in on the operations, policies and training programs etc, which is always enlightening. No more heavy manuals to carry just I-pads without any training provided of course. Larry mentioned the LAX parking fee has gone up to \$55/month vs \$15/month just a few short years ago. Walt mentioned the Van Nuys flyaway parking which is \$4/ day.

Doug and Dave discussed private drone control systems and operation. I guess we'll have to look up as well as down when we're out and about. Doug said info on the Malaysia Air 370 captain's simulator contained a scenario to land at a small island. Flight monitoring, aircraft fleet status, pass travel news, and health issues were all discussed. We hope Doug's wife Elda recovers quickly from back surgery. Dave briefed us on his similar operation last year. Everyone signed the roster so they can expect a check in the mail. We'll count it as a training session (I used to be the Director of Wing Training at the Guard Base so I'm authorized).

Regards, *Denny Fendelander*

The Monterey Peninsula RUPA Lunch Bunch

Pete and Donna Walmsley picked a perfect day at Quail Lodge to host our July Luncheon. We had a total of 21 seated outside on the patio of Edgar's Grill including; Phyllis Cleveland, Ed and Pat Manning, Bob and Cindy Benzies, Diane Ellis, Brett Morris, Phil and Pat McClain, Lee and Nancy Casey, Barrie and Sharon Nelson, Bob and Hannah Cornell, Mile Donnelly, Milt Jines and Jon Rowbottom. Still active SFO Captain Ken Bohrman joined us for the first time and we look forward to his future attendance.

Ken addressed the group about his 19 months until retirement and how hard it is to work with such an inept management. In the old days the big iron flew to the Hawaiian Islands, but now, Ken bid down to the 737 so he could fly the W Trips to OGG and HNL in a 737-900, which has replaced the 757. How times change!

There were active discussions at all tables and then after we finished we table hopped to talk with others.

As a reminder for all you golfers, our MRY Quail Lodge Golf Outing will be September 10th following lunch.

For anyone outside the area, we extend an invitation to come join in the fun. Our next luncheon will be August 13th, so mark your calendars. *Jon Rowbottom*....scribe

The Big Island Stargazers RUPA Luncheon

It was a beautiful Kailua-Kona day for the June meeting of the Big Island Stargazers. Our group continues to grow with the addition of Sam Wilson, who will be retiring at the end of the month. You can tell from our photo that he has already settled into the "retiree" mode! Sam updated us with the latest news at UAL and we all came to the same conclusion that retirement is great.



(Photo Caption Left to Right: Don Diedrick, Dick & Grace Slinn, Sam Wilson, Beth Raphael, Walt Wells, Linda Morley-Wells, Lauren & Bill Cochran)

Avid outrigger canoe paddlers (Linda, Walt & Dick) recounted their latest adventure on the water. They participated in a "huli drill" where the canoe is intentionally flipped upside down. All crewmembers worked together to upright the canoe, bail water and paddle. It reminded them of going to TK for annual Evac Training-and with three pilots onboard, CLR came in handy! Lauren and Bill Cochran discussed the challenges they faced when they moved into their new home the day before our luncheon. Regrets came from Dave Carlson and Winfield Chang who were in Honolulu for the American Legion Department Convention and were unable to attend our meeting.

There was time spent reminiscing of the good ol' days, and everyone had a story to tell about flying with our fellow comrade, Captain George Nixon, who flew west in early June.

The Fish Hopper restaurant continues to amaze us with great service and free pupus. If you are "on island" for the third Thursday of the month, join us down on the waterfront in historic Kona Village.

Aloha, *Linda & Beth*

San Francisco East Bay RUPARIANS

Our group is showing strength, with new faces showing up each month. This is the beginning of the summer vacation season. Some new attendees have delayed their appearance while they explore foreign ports. This month we had 17 members and spouses. This was one above our previous high. The Black Bear Diner continues to draw good reviews for its menu variety, service and quiet seating location. The 12:30 lunch time met with approval by the attendees.

One thing we didn't settle on is a name. We did agree on, the "To Be Named Later Group". I guess this doesn't have a high priority to the group. Travel is still a big event and no big problems were reported encountered, although the nasty comment "we bought a ticket" did show up.

Members in attendance were Rich Bouska, D.B. Smith, Don & Mary Merucci, Craig Julsgard, Neil Dahlstrom, Del Leavitt, Ron Harris, Roy Smith, Cleve & Rose Spring, Dean & Julie Weihe, Roger & Emily Ehm, B.S. Smith and Bill Slocum. John Baum called in sick. It seems he brought home a cold from Paris.

Here's hoping we can draw 20 for our August 13th meeting. *Don Merucci*

Seattle Gooney Birds RUPA June Luncheon

June 19, 2014: A nice day in Seattle and every seat was filled at our June luncheon. We gave special recognition to two of our original members, Dick Weisner (age 95) and Neil Johnson (age 93) and to a new member, Don Weber, who recently retired from Boeing.

Jokes came from Bob Howard and Herb Marks collaborating with Bud Granley and a couple of short ones from the host. Everyone was in good spirits and seemed to have a good time.

In attendance: Don Weber, Fred Sindlinger, Hank Kerr, Bud Granley, Dave Carver, Al Black, Toby Dunlap, Roger Baird, Bill Stoneman, Jack Brown, Dick Weisner, Bob Howard, Herb Marks, Chuck Westpfahl, Al Haynes, Neil Johnson, Howard Holder, Gere Pryde, and Bill Brett.

Denver Good Ol' Boys RUPA Luncheon

Our regular monthly meeting was held today at American Legion Post One. June being one of the months when guests are invited, we had an excellent turnout. Stan Boehm led off with some humor to get us in the right mood. Joe Collard talked about a mobile App for smart phones which gives a lot of information useful for pass riders as well as full fare passengers. According to Joe one should connect with United.com, then download the App. It has a plethora of information. It is worth checking out.

In accordance with direction from our members, we have been featuring presentations by our members concerning their careers. Last month it was a fantastic talk by Captain Mack Connelley concerning his time as a B17 aircraft commander in The Army Air Force in Europe in WWII.

This month the main item at our meeting was a presentation and question and answer session by retired Captain William Fife. Like many of our most senior members, Captain Fife is a veteran of WWII. He flew 35 missions in the B17 in the European theatre out of England. After discharge from the Army Air Force in 1945, he was hired by United enjoying a long and successful career retiring on the DC-10. Pilots who had flown as crew members for Captain Fife commented on his high degree of competence and professionalism while at the same time being a good Captain to fly with. His daughters, Clare and Cherie, were present and recounted fond memories of flying in first class as small girls sometimes when they were the only family in first class in the 1950s. Clare said when she was born, the family had been sent a baby blanket by Mr. Patterson CEO of United at the time. When asked his current age, Captain Fife replies "ninety four and a half." He has been one of the most regular attendees at our meetings. Next month our meeting will feature a presentation by another WWII veteran, Captain Ed Riehl.

Attending were: Jim Adair, Joe Collard, Mack Connelley, Al Dorsey, Bill Ford, Denis Getman, David Horwitz, Jim Krasno, Steve Pahs, Jim Reid, Duane Searle, Dick Shipman, Jack Wilhite, Bill Bates, Rick and Gayle Beebe, Bob and Ann Blessin, Stanley Boehm and Marilyn Gifford, Ray Bowman, Jim Broderick, Bob and Majorie Crowell, Barry and Marianne Edward, Tom and Erika Hess, Tom and Sue Johnston, Ted and Rose Wilkinson, Dick and Jeanne Kobayashi and Bill Fife with daughters Clare and Cherie and son-in-law Mark Brown. Your Co-Scribe, *Tom Johnston*

San Diego North County RUPA Luncheon

The monthly lunch at the San Marcos Country Club is now called Saint Mark. We had 9 of our best looking members on Tuesday the 8th. They were: Bill and Evelyn Pauling, Bob and Ruth Bowman, Brad and Rhoda Green, Mark Mayer, Paul Whitby, and me. I tried to entice a neighbor who was a Marine fighter pilot and flew Corsairs in the Solomons campaign soon after Guadalcanal was liberated. However, he declined the invitation, unfortunately. He was shot down once and had to ditch once after his engine quit. His squadron did tangle with Jap Zeros, but much of their duty was escorting B-25s for bombing runs.

As for our group, it was good to see Paul whitby again looking well. Mark Mayer again employed a cute waitress to take our picture.

We had good food and good talk. All in all, some laughs, but mostly just good folks enjoying each other. Fraternaly yours, *Bob Harrell*

San Francisco North Bay RUPA Luncheon

Looks like I was late with the June report and it did not get published in the July RUPANEWS. Sorry about that! I hope this report will be on time. A brief version of the June luncheon is that we meet, had lunch, talked and then went home.

Our July luncheon was attended by the usual regulars and a few new or seldom seen members including one up from Tucson. For a change the group was well behaved so perhaps these members will join us more often in the future.

Bob called the meeting to order with the command "essential power" which did not get much response. How quickly we forget emergency procedures. There were the usual regrets from those who could not attend such as being abducted by aliens from outer space. A handout was passed around regarding the aircraft carrier Hornet museum at Alameda. If you live in or visit the SFO area a trip to the Hornet is a must do trip. Allow several hours to tour the ship and see the aircraft on display.

Our Health reporter had only one item regarding sunscreen and that was that the SPF ratings are usually over rated. Bob then asked me if I would fill in for him next month and for some unknown reason I agreed to do so.

Attending the July meeting: Chris Swenson (from Tucson), Gary Koveman, John Reed, John Shaw, Larry Whyman, Jim Mansfield, Wayne Heyerly, Jules Lepkowsky, George Hise, Deke & Merle Holman, J.R. Hastings and guest Nikki Sorensen, Tom Grey and guests Colleen Murphy and Kim Mires, Barney Hagen, Bill McGuire, Dick Lammerding, Gardener "Bones" Bride, Leon Scarbrough, Bob & Doris Donegan, Bill Greene and guest Kim Cool. *Bill Greene*

Dana Point RUPA Luncheon

Another bright beautiful day greeted our group for Lunch at Dana Harbor...most of our RUPA group had to wait for seating...no problem, parking was good and the conversation quickly flowed. They have a lot of new staff but quite accommodating to our requests. The 11:30 start time to worked out fine.

On Deck were: Bill Stewart, Bob Fuhrmann Bob McGowan, Bruce Dunkle Butch Trembly, Don Morgan, Jim Grosswiler, Joe Udovche, John Grant, Joe Vallejo, Park Ames, Ken Corica and Ted Simmons. Joe Vallejo and Ken Corica were able to carpool form North San Diego Co. If there are any others in North Co. that would like to car pool contact Ken or Joe.

Jim Grosswiler gave me an up date on Jim Cronin... sounds like he is in tough shape. Joe Udovch is recovering nicely from his accident and is in rehab. Regret to say that long time Dana Point RUPA member George Webster has Flown West as of July 2. A private ceremony was held by the family. George and I flew quite a bit together and became friends. He and his parents, who where in real-estate convinced my young wife and me that south orange was the place to be. That was in 1968! Even Dana Harbor was not finished. NO Boats just a long rock all as a break water. That was 45 years ago and now there are 2,300 boats in the harbor. Thursday was race day off the harbor, I'm sure George is still out there Racing! His E-mail address is webstersailingon..... Webster Sailing ON!

A discussion on the book "Unbroken" by Laura Hillenbrand. Great book and should make a good movie coming out December this year. This is the story of Louis Zamperini who grew up in Torrance CA. Bill Stewart was able to hear Louis recently when he spoke as a motivational speaker. He was still a strong inspirational person. "Devil at My Heels" is another by Louis that tells the same story but was published in 1956. Cheers to all, *Ted*

Most of our generation were HOME SCHOOLED in many ways

My mother taught me TO APPRECIATE A JOB WELL DONE. "If you're going to kill each other, do it outside. I just finished cleaning."

RUPA 2015 PANAMA CANAL CRUISE



Embark next April with your fellow RUPA members on what world travelers consider the thrill of a lifetime, cruising ocean to ocean via the Panama Canal. Experience the thrill of gently traveling through the famed locks that changed the course of history through the marvel of modern engineering. Land that once divided two continents and separated two oceans now, as it has for a century, stands as a magnificent gateway, -- it is, **The Panama Canal**. This project was as heroic as the Great Wall or the Pyramids and employed 50,000 laborers a year; it stands today, just as it has when it was first completed. It is estimated

over 100,000 men lost their lives during the construction. Malaria was a big killer and a cure for the illness was spurred on by the tremendous loss of life. The only change since the first transit in 1914 is the method of pulling the ships through the locks. A trip through the Canal is 50 miles in length and requires about eight hours. The ship will be lifted above sea level through the efforts of the power of nature and engineering and will require the redirection of 53 million gallons of water. A trip through this man made marvel is a natural wonder.

Join us on April 11, 2015 when we board the Holland America MS Westerdam in Fort Lauderdale, FL for a 16 day cruise through the Panama Canal to San Diego, CA. Ports of call are Half Moon Cay, Bahamas, Cartagena, Colombia, transit through the Canal, Puerto Caldera, Costa Rica, Corinto, Nicaragua, Puerto Quetzal, Guatemala, Puerto Chiapas, Mexico, Huatulco, Mexico, Puerto Vallarta, Mexico, and Cabo San Lucas, Mexico, before docking in San Diego. We invite all members of RUPA, their friends and family members to join us on this Voyage.

Pricing for this cruise

Suite SA.....\$7,299pp	Suite SB.....\$6,999 pp	Suite SC..... \$6,699 pp
Verandah SY..... \$3,999 pp	Verandah VB.... \$3,299pp	Verandah VF....\$2,899pp
Outside C..... \$2,349 pp	Outside D.....\$2,319 pp	Outside E.....\$2,259 pp
Outside F..... \$2,229 pp	Inside L..... \$1999 pp	

Other categories and single pricing is available on request. Taxes are not included and are \$410.21 pp. The inside cabins at \$1,999 are a real bargain, that's just \$125 per night.

Deposit is \$850 pp. Final payment date is January 26, 2015 and is 100% refundable until 26 January. 2 cocktail parties are included for the group.

Early booking discount: If you book before September 1st, there is a \$100 pp discount for SA, SB, and SC categories, \$75 pp for SY and \$50 pp on the Verandahs. Other categories are already discounted and VA cabins are sold out.

Check out the deck plans, stateroom and itineraries on the Internet at www.hollandamerica.com. Go to Video & Virtual tours: choose the Westerdam to see the various categories on each deck as well as the cabin layout. All categories are available for booking subject to availability. Rates are subject to change until booked.

If lower pricing or special promotions become available you will be rebooked to take advantage of the lower price or special promotion. Once final payment is made there can be no change in the cruise fare. Airfare is not included in the pricing but is available through Holland America.

For further information contact: Jerry's Travel Service, 36 Mark Bradford Drive, Holden, MA 01520-2119, Phone 508-829-3068 or 1-800-309-2023 ext. 33 or gpsp@aol.com.

Submitted by: *Rich Bouska*, rbouska1@comcast.net.

FACTS YOU MAY NOT KNOW

If you stop getting thirsty, you need to drink more water. When a human body is dehydrated, its thirst mechanism shuts off.

United Airlines to outsource more than 630 airport jobs



United Airlines said it plans to outsource more than 630 union jobs at 12 U.S. airports in a cost-saving move.

Affected positions include ticket and gate agents and baggage handlers at U.S. airports, including Salt Lake City; Charlotte, North Carolina; Pensacola, Florida; Detroit and Des Moines, Iowa, the company said. United Airlines would shift these jobs from its payroll and hire other companies to provide the employees, under the outsourcing plan.

"This is a difficult decision, but we need to ensure that our costs are competitive," United spokeswoman Christen David said on Monday.

About 637 workers could be affected by the outsourcing moves, the carrier added.

James Carlson, a spokesman for the International Association of Machinists and Aerospace Workers, said provisions of the union's contract with United call for affected workers to continue to have jobs at the carrier if they are willing to relocate. Should workers choose not to move, they will go on furlough and would have recall rights, he added.

"This is a bad business decision for United Airlines," Carlson said.

United also said it will bring in-house 365 customer service jobs at its Denver and Washington Dulles airport hubs as well as in Honolulu. United added it has hired 44 ramp workers at its Phoenix operations.

United Continental, formed by the 2010 merger of United and Continental Airlines, has been taking a number of cost-cutting moves to improve earnings and reduce debt. Earlier this year, it announced the closure of its hub at the airport in Cleveland.

The carrier, which has more than 85,000 workers, reported a wider first-quarter loss in April as revenue fell and costs increased.

United's New passport kiosks reduce customs wait times at EWR



We have greatly reduced wait times for customers arriving in the Terminal C customs hall at EWR by installing 20 new Automated Passport Control (APC) kiosks.

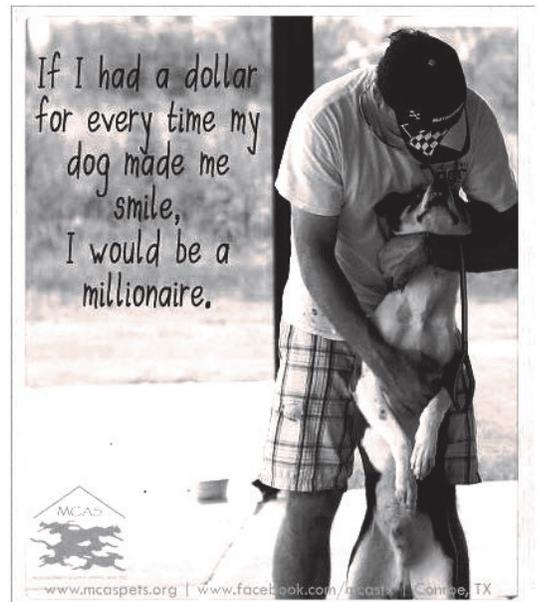
The APC kiosks expedite the U.S. Customs and Border Protection (CBP) entry process – a key project on our 2014 Route Map – by enabling customers to scan their passports and complete their customs declarations before proceeding to a CBP officer.

"This technology will offer our customers shorter waits, less congestion and faster flight connections," said EWR VP Don Wright. "We will continue to invest in services that provide more choice, control and convenience to our global customers."

Since ORD rolled out the kiosks last summer, customer volume at the airport increased by more than 100,000 but the average CBP wait times decreased by 27.5 percent.

The service is free to all international travelers with U.S. or Canadian passports and does not require pre-registration. Customers, with or without checked bags, may use the kiosks by following a set of simple, on-screen instructions to obtain receipts confirming their identities and flight information. A customer then brings the receipt and his or her passport to a CBP officer for an inspection.

APC kiosks have also been rolled out at IAH over the past year. We plan to deploy an additional 10 units at EWR Terminal C in the coming weeks.



Rollin King, Texas pilot who helped start Southwest

By Michael Corkery



Rollin W. King, a co-founder of Southwest Airlines, the low-cost carrier that helped to change the way Americans travel, died Thursday in Dallas. He was 83. The cause was complications from a stroke he had a year ago, his son Edward King of Dallas said.

An avid pilot who had a business degree from Harvard, Mr. King sketched out a plan to create Southwest in 1967. The idea was to create an airline that was less expensive and more fun to fly. "He really had a feeling there was a better way to go about air travel" his son said. Back when Mr. King and his collaborator, Herbert D. Kelleher, started the company with just a few planes, Southwest faced stiff opposition from larger, established carriers, whose prices made frequent air travel the near-exclusive domain of the wealthy. The company started flying in 1971, but only in Texas at first. Southwest is now one of the world's largest airlines with more than 100 million passengers annually and \$17.7 billion in revenue last year.

"His idea to create a low-cost, low-fare, better service quality airline in Texas subsequently proved to be an empirical role model for not only the U.S. as a whole but, ultimately, for all of the world's inhabited continents," said Mr. Kelleher, Southwest's chairman emeritus. Southwest's chief executive, Gary C. Kelly, credited Mr. King for helping to start the company's effort to "democratize the skies." After helping Mr. Kelleher get the airline off the ground, Mr. King liked to pitch in as a pilot on some of the company's routes, his son said.

Mr. King served on the company's board of directors through 2005, a Southwest spokeswoman said. Born in Cleveland on April 10, 1931, Mr. King graduated from Case Western Reserve University and Harvard Business School. After earning his business degree, he moved to San Antonio, took a job as an investment banker and operated a charter airline.

The concept for Southwest came to Mr. King when he noticed that businessmen in Texas were willing to charter planes instead of paying the high fares of the domestic airlines. At the time that Mr. King first proposed the idea to Mr. Kelleher over drinks, the federal government regulated the fares, schedules and routes of interstate airlines, and the mandated prices were high. Competitors like Texas International Airlines, Braniff International Airways and Continental Airlines waged a protracted legal battle before Southwest could make its first flight. By not flying across state borders, Southwest was able to get around prices set by the Civil Aeronautics Board. To compete in those early years, Southwest gave out free bottles of liquor to passengers who bought full-fare tickets. The early uniforms of the Southwest female flight attendants also stood out - orange shorts, known as "hot pants," with high white shoes.

Embraer's 20-year market outlook: 6,250 new jets in 70 to 130-seat segment



FARNBOROUGH, United Kingdom - Embraer has released its Market Outlook 2014-2033 which details the Company's forecast for deliveries of new 70 to 130-seat jet aircraft over the next twenty years. The report examines the main drivers contributing to air transport growth and reviews projected deliveries by world region.

The Market Outlook identifies a need for 6,250 jet aircraft in the 70 to 130-seat capacity category (2,300 units in the 70 to 90-seat segment and 3,950 units in the 90 to 130-seat segment). Replacement of ageing aircraft will represent 56% of new deliveries and 44% will support market growth. The world fleet-in-service of jets with up to 130 seats will increase from 3,850 aircraft in 2013 to 6,580 by 2033. The value of all deliveries is approximately USD 300 billion (list price).

Pilots battle against 'Walmart-ing' of airline industry



A Norwegian-named airline based in Ireland that employs Thailand-based crews through a Singaporean pilot supply company? It's a new world for airlines, and industry incumbents are fighting back.

FORTUNE — Readers of the Washington Post may run across a full-page ad this week that implores them to “Deny NAI.”

That somewhat cryptic message is part of a seven-figure ad campaign by the Air Line Pilots Association, International — the group's latest attempt to keep Norwegian Air Shuttle, Europe's third-largest budget carrier, from

bringing its low-cost model to the United States as Norwegian Air International.

Norwegian says the “misleading” and “dishonest” campaign simply shows that American airlines and pilots are afraid of competition. But industry groups here say they're up for more competition, so long as it doesn't come in the form Norwegian Air wants to take: a Norwegian-named airline based in Ireland that employs Thailand-based crews through a Singaporean pilot supply company. “We're fine with competition as long as it's on a level playing field,” Michael Robbins, the Pilots Association's director of government affairs, told Fortune.

The discount airline currently operates a long-haul business and even flies between Oslo and New York's Kennedy Airport under a temporary permit issued by the government in Norway. To offer additional flights between Europe and the U.S., Norwegian filed a still-pending application for a permanent permit with the U.S. Department of Transportation in December.

Robbins says the Pilots Association rarely opposes permit applications, but it took issue with Norwegian's filing because the airline decided to move its long-haul business from Oslo to Dublin, Ireland earlier this year. It filed its permit application with the Department of Transportation as a “foreign air carrier of Ireland” even though it offers no flights to or from the country. The Pilots Association has painted the move as part of a scheme by Norwegian Air to evade Norway's strict labor laws and its collective bargaining requirements. Ireland has weaker labor laws that will allow the airline to keep labor costs low by outsourcing its crew to Asia — a strategy that ran aground of Norway's stricter regulations.

“At bottom, Norwegian seeks to establish a new flag of convenience in Ireland to avoid Norway's labor laws and lower labor costs,” Delta Air Lines, United Airlines, and American Airlines said in a joint letter to the Transportation Department.

“That's why we're calling it Walmarting,” says Edward Wytkind, president of the Transportation Trades Department of the AFL-CIO, which represents airline industry unions. “This could dumb down labor standards to the point where it's hard to make a living wage in the airline industry.”

Norwegian, meanwhile, says it moved its long-haul business to access future air traffic rights between the EU (Norway is not a member) and Asia, Africa, and South America. Another reason: Ireland plans to fully adopt the 2001 Cape Town Treaty, which created international standards for transactions involving movable property like airplanes.

But the Pilots Association argues that the airline is labor law venue shopping, which is prohibited by the U.S.-EU Air Transport Agreement that Norwegian cited when filing its permit application. The 2007 agreement gives airlines in the U.S. and EU member states, and some additional country signatories — including Norway — the right to freely fly across each other's borders. “Norwegian wants to operate outside the rules of the agreement at the same time they try to use the benefits afforded by the agreement,” Wytkind says.

The big bucks the Pilots Association plans to spend on its campaign against Norwegian illustrates just how much is at stake for the American airline industry. The approval of Norwegian's air carrier permit would “set a new precedent for flag of convenience schemes to be set up elsewhere in Europe,” Robbins says. “Other airlines could move out of countries with strict labor laws to countries with lax laws, and that's explicitly what we wanted to prevent with the U.S.-EU Agreement.”

The Pilots Association has drawn a parallel between the risk Norwegian poses and what's happened to the U.S. maritime industry, which allows a vessel to be registered in a country different from its ownership and operate under the laws of the country of registry. "The practice precipitated the decline of the industry and the loss of tens of thousands of U.S. maritime jobs, as companies flew the flag of countries with the weakest labor and tax laws and regulations," the association said in a statement.

A Norwegian spokesman, meanwhile, insists that the backlash it faces is all about the competition and industry upheaval it represents: "It's obvious that they don't want the American public to get access to inexpensive airfares to Europe."

The Goodyear Blimp gets a makeover

by Doron Levin/@FortuneMagazine



The Goodyear Tire & Rubber Co. has scrapped its eponymous blimp, and this summer will replace it with an airship designed by ZLT Zeppelin Luftschifftechnik GmbH of Friedrichshafen, Germany.

Yes, that Zeppelin. The one used by the German military to bomb the Allies in World War I. It later became the first trans-Atlantic airliner and, of course, manufactured the airship Hindenburg—named for the president of Germany—which exploded near Lakehurst, N.J. on May 6, 1937, killing 35.

The NT, for new technology airship, will be larger, faster and, due to advanced controls, more maneuverable. Its construction is semi-rigid, as opposed to the soft balloon that it replaces. Just as automobile tires today look more or less the same as always even though they're more sophisticated and capable, airship technology continues to advance – a point Goodyear is underscoring with the NT.

"The new blimp is a reflection of the company's commitment to developing and using the latest technologies to deliver superior performance and innovation," Paul Fitzhenry, a Goodyear senior vice president said in March. The Hindenburg, which was filled with combustible hydrogen, was an accident waiting to happen – today's airships use helium and are considered safe.

Goodyear, based in Akron, Ohio and known mainly for its tires – especially those used in races like the Indianapolis 500 – has been building and flying blimps since the 1920s; they're used as a highly visible branding tool, often at sporting events, like the Super Bowl and car races, where spectators can see its video display. The company usually permits only corporate guests and journalists to ride on them.

The New Goodyear Blimp, scheduled for launch in August, will be nearly 250 feet in length compared to the current 192 feet. Instead of a Dacron and Neoprene balloon with no interior support, the new structure will be built on a framework of aluminum and carbon fiber trusses covered with a polyurethane, polyester and Tedlar film. Its maximum speed rises will be 73 m.p.h., up from the 50 m.p.h. the current blimp can move. Maximum flight endurance will be about 40 hours in the air, compared with the current 24 hours. Depending on the configuration, the gondola on the new aircraft will seat 12; the retired model held seven. Noise, inside and outside, has been reduced significantly.

In the early part of the last century, Goodyear and Luftschiffbau Zeppelin GmbH cooperated on design and manufacture. During World War II, the relationship was suspended, as Luftschiffbau turned to activities that included assisting with the development of the V-2 rockets used against the Allies. The company got its name from Ferdinand von Zeppelin, who began experimenting with rigid airships as early as 1885.

It's nearly unimaginable that a century ago, well before airplanes began to ferry passengers commercially, lighter-than-air ships were regarded by many as the future of travel. The Empire State Building's summit was designed with the idea that these craft might dock in midtown Manhattan.

Goodyear, one of the last U.S. tire producers, said it will introduce its airship in August. The name will be chosen in a contest the company is conducting.

NASA makes strides to bring back supersonic passenger travel



The return of supersonic passenger travel may be coming closer to reality thanks to NASA's efforts to define a new standard for low sonic booms.

Several NASA aeronautics researchers presented their work in Atlanta at Aviation 2014, an annual event of the American Institute of Aeronautics and Astronautics. They shared with the global aviation community the progress they are making in overcoming some of the biggest hurdles to supersonic passenger travel.

The research generates data crucial for developing a low-boom standard for the civil aviation industry. NASA works closely with the Federal Aviation Administration and the international aerospace community, including the International Civil Aviation Organization, to gather data and develop new procedures and requirements that may help in a reconsideration of the current ban

on supersonic flight over land.

"Lessening sonic booms -- shock waves caused by an aircraft flying faster than the speed of sound -- is the most significant hurdle to reintroducing commercial supersonic flight," said Peter Coen, head of the High Speed Project in NASA's Aeronautics Research Mission Directorate at the agency's Headquarters in Washington. "Other barriers include high altitude emissions, fuel efficiency and community noise around airports."

Engineers at NASA centers in California, Ohio and Virginia that conduct aviation research are tackling sonic booms from a number of angles, including how to design a low-boom aircraft and characterize the noise. NASA researchers have studied how to quantify the loudness and annoyance of the boom by asking people to listen to the sounds in a specially designed noise test chamber.

A recent flight research campaign at NASA's Armstrong Flight Research Center in Edwards, California, had residents explore ways to assess the public's response to sonic booms in a real-world setting. Researchers at Armstrong have an advantage -- pilots are permitted to fly at supersonic speeds because the facility is located on Edwards Air Force Base. "People here are more familiar with sonic booms," said Armstrong aerospace engineer Larry Cliatt. "Eventually, we want to take this to a broader level of people who have never heard a sonic boom."

Similar work is conducted at NASA's Langley Research Center in Hampton, Virginia, where volunteers from the local community rated sonic booms according to how disruptive they determined the sound to be. "They each listened to a total of 140 sounds, and based on their average response, we can begin to estimate the general public's reactions," explained Langley acoustics engineer Alexandra Loubeau.

She also conducted a study at Langley comparing results from tools used to predict sonic boom noise at ground-level. "Because of the interaction with the atmosphere, it is important to be as consistent as possible in the implementation and usage of these tools. The comparisons done so far have shown good agreement, but there are some inconsistencies that need to be studied," Loubeau said.

Other studies are focused on predicting the sonic boom and on design approaches to reducing it. Participants from Japan, the United States and France attended the first Sonic Boom Prediction Workshop, where they evaluated simple configurations -- cylindrical bodies with and without wings -- and complex full aircraft designs.

"We are working to understand the worldwide state of the art in predicting sonic booms from an aircraft point of view," said Mike Park, a fluid mechanics engineer at Langley. "We found for simple configurations we can analyze and predict sonic booms extremely well. For complex configurations we still have some work to do."

Wind tunnels are another tool used to help predict which airplane designs might have quieter booms. The most recent tests were conducted at NASA's Ames Research Center in Moffett Field, California, and Glenn Research Center in Cleveland. Similar to designs of the past, current aircraft designs being tested are characterized by a needle-like nose, a sleek fuselage and a delta wing or highly-swept wings -- shapes that result in much lower booms.

NASA and industry engineers say they believe supersonic research has progressed to the point where the design of a practical low-boom supersonic jet is within reach.

European Officials to Explore Ways to Prevent Tampering With Flight Data

By Nicola Clark/The New York Times



BRUSSELS - More than three months after the disappearance of Malaysia Airlines Flight 370, regulators in Europe are pressing for ways to make it impossible to disable safety and communications systems on commercial airliners. Officials from the European Aviation Safety Agency and the European Commission had a meeting on July 8 with experts from the 28 member states of the European Union to discuss new requirements aimed at ensuring the continuous transmission of location data for all aircraft - regardless of their country of manufacture or registration - throughout a flight. "It should not be a matter of discretion for somebody to switch it off," Sum Kallas, a vice president of the

European Commission in charge of transportation, said in a recent interview. "If there is even a suspicion that the ability to switch off these devices can be misused or abused, it's logical that we make immediate changes in standards."

A multinational search of a vast area of the southern Indian Ocean, where investigators believe Flight 370 most likely ended in a crash, has so far yielded no trace of the plane, a Boeing 777. The circumstances surrounding the plane's disappearance have led investigators to suspect that someone deliberately turned off its transponders and communications systems shortly before it vanished in the early hours of March 8 en route from Kuala Lumpur to Beijing, carrying 239 passengers and crew members.

That theory, which has alarmed airlines, governments, pilots, plane makers and parts suppliers, has set off a flurry of discussions about how best to ensure continuous tracking of commercial jets and to protect vital safety systems from unlawful tampering by a rogue pilot or a hijacker.

Various groups, including the International Civil Aviation Organization, an arm of the United Nations, and the International Air Transport Association, a global airline lobbying group, have convened separate task forces to study dozens of potential solutions using existing technology. But those discussions have largely sidestepped the question of whether, as a rule, it should be made impossible to deactivate transponders from the cockpit, as hijackers did in the terrorist attacks on Sept. 11, 2001. Airlines and pilots have expressed strong reservations about any measures that might prevent aircrews from disabling such systems for legitimate safety reasons, like an electrical fire or electromagnetic interference. "Speaking as a former pilot myself, if I had a particular piece of kit in the cockpit and I wanted to stop it smoking or being on fire, I could disable that," Kevin Hiatt, senior vice president for safety and flight operations at the International Air Transport Association, told reporters at an airline industry conference in Doha, Qatar.

European officials say their proposals will probably focus on new performance standards for transponders and communications equipment rather than dictate technological changes to airlines and manufacturers. Their hope is that such an approach will speed eventual negotiations with other national regulators, including the Federal Aviation Administration in the United States, as well as the United Nations aviation agency, which is ultimately charged with setting global standards for the industry.

The European Commission, the executive body of the European Union, is already preparing new legislation aimed at improving the chances of finding the flight recorders of aircraft after they have crashed - a move that follows recommendations made more than three years ago by the French officials who investigated the 2009 crash of an Air France jet off the coast of Brazil. Those new rules, which would take effect in 2018, are expected to be approved by the European Parliament by early 2015. Officials from the International Air Transport Association and the United Nations aviation agency declined to comment on the European proposals.

European officials acknowledge the safety trade-offs associated with adding any new requirements. Still, they maintain that there are already a number of readily available, autonomous positioning systems that require very little power and pose a limited risk of fire. Such systems are also relatively inexpensive, they say, and could be installed by airlines with minimal investment and disruption.

The officials said Brussels was open to considering alternative systems - if they could guarantee that an aircraft could be located within a radius of six nautical miles in the event of an accident. Such systems, one official said, would need to be fully resistant to in-flight tampering and be battery-powered to withstand the loss of onboard electrical power. Increasing the location-reporting requirement to within six nautical miles would require air-craft to transmit such data roughly once a minute at typical cruising speeds, analysts said. Mr. Kallas of the European Commission emphasized that the intent in Brussels was not to impose a regional solution for flight tracking in the same way that it recently sought to require non-European airlines to comply with its rules on capping airlines' carbon emissions. "We'll try and go in parallel," he said. "Our legislation will need to be more or less in line with the measures that will be taken at a global level, though we may have additional requirements" in Europe.

New Airline terror rule: Passenger required to fully charge electronic devices



The British Department for Transport (DfT) said there could be checks "on some routes into or out of the UK" but did not disclose which routes were involved.

All passengers flying into or out of the UK have been advised to ensure electronic devices in hand luggage are sufficiently charged to be switched on. The advice is already being applied on some flights from the UK to the US. The US announced new security measures last week, apparently in response to a terror threat.

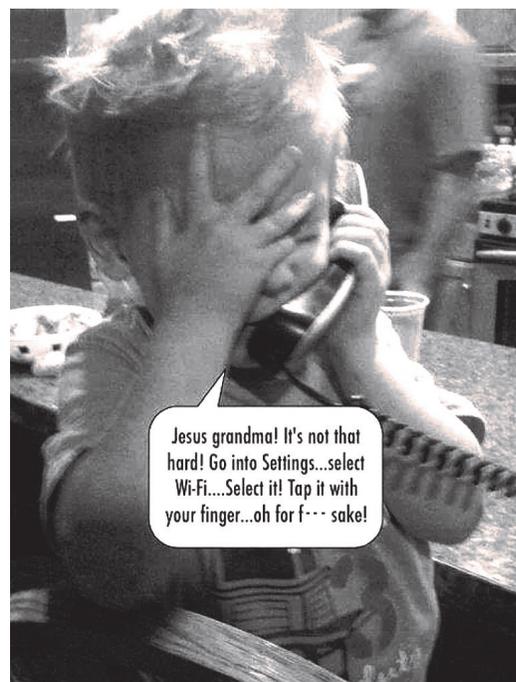
American officials ordered some overseas airports with direct flights to the US to intensify screening of electronic devices. This prompted Heathrow and Manchester airports to advise US-bound passengers to charge electronic devices to be carried as hand baggage before travelling. British Airways said that customers flying to the United States faced being made to rebook if they were found in possession of an uncharged device. Alternatively, the airline also said that customers would be able to leave the device behind at an airport if it was unable to charge. They would then be asked to either collect it on their return, or have it forwarded to another address.

The DfT has now issued updated guidelines, saying: "In line with the US advice, passengers on some routes into and out of the UK may now also be required to show that electronic devices in their hand luggage are powered up or face not being allowed to bring the device onto the aircraft. "Passengers flying into or out of the UK are therefore advised to make sure electronic devices being carried in their hand luggage are charged before they travel." The department said that "for obvious reasons" it would not elaborate on the routes affected. "We will work with the aviation industry to minimize disruption as far as possible," said a spokesman. "The UK has some of the most robust aviation security measures in the world and we will continue to take all the steps necessary to ensure that public safety is maintained."

In a written parliamentary statement, Transport Secretary Patrick McLoughlin said the country faced "a constantly evolving threat from terrorism". He said there was no change to the UK terror threat level, which remained at "substantial".

US officials said last week they were aware of a "credible" terrorist threat, but have not linked the security changes to any specific intelligence. Analysts have suggested the action could be a response to efforts by Islamic militants in Syria and Yemen to build bombs that evade airport security checks.

As well as mobile phones and laptops, the guidance set out by the DfT also includes a range of other electronic devices such as electrical shavers, travel irons, hairdryers, hair-straighteners and cameras or any other camera equipment.



Must-see top 10 attractions at NASA's Kennedy Space Center Visitor Complex



CAPE CANAVERAL, FL – KENNEDY SPACE CENTER – No trip to Florida is complete without visiting Kennedy Space Center Visitor Complex. Guests can relive the epic story of the U.S. space program and spend a full day or more experiencing fun and educational activities.

Kennedy Space Center Visitor Complex's top 10 must-see attractions for the summer are:

Space Shuttle AtlantisSM - Visitors come nose to nose with a real spaceflown orbiter. Space Shuttle Atlantis is displayed as if floating in space – the only space shuttle orbiter in the world exhibited this way. Guests can train on various realistic simulators: take a virtual spacewalk, land the space shuttle on the shuttle landing facility, operate the robotic

Canadarm or dock with the International Space Station.

Shuttle Launch Experience - Embark on a journey of vertically launching into space aboard the space shuttle. Be immersed in the sights, sounds and sensations of a launch. Called by veteran astronauts the world's most realistic simulation of a space shuttle launch, Shuttle Launch Experience is now a part of Space Shuttle Atlantis.

KSC Bus Tours – Tour Kennedy Space Center, where America's human space flight program began more than 50 years ago. See the vast Vehicle Assembly Building where NASA's space shuttle was stacked for launch, along with the iconic launch pads, now being prepared for future space missions. The final destination of the tour is the Apollo/Saturn V Center.

Rocket Launches - Experience the powerful vibrations, the noise and the breathtaking view. From countdown to lift-off, there's nothing like a live rocket launch. An ongoing schedule of space launches keeps eyes glued to the skies above Kennedy Space Center throughout the year.

Apollo/Saturn V Center - Relive the historic launch of Apollo 8 in the Firing Room Theater, then marvel at a monstrous 363-foot-long Saturn V moon rocket, the most powerful rocket ever built and one of only three Saturn V rockets in existence. The Apollo Treasures Gallery showcases treasures from the Apollo moon missions, including Apollo 14 Commander Alan Shepard's spacesuit and Command Module, Kitty Hawk.

Meet an astronaut! - Come face-to-face with a real astronaut 365 days of the year with two opportunities available. Astronaut Encounter, a half-hour, interactive question-and-answer session, aims at inspiring children and adults alike to strive for excellence, and is included with general admission. For a once-in-a-lifetime experience, enjoy a delicious meal during Lunch With An Astronaut, and hear about inspiring space missions.

Exploration Space: Explorers Wanted - Discover what's next for NASA by stepping into the center of space travel and becoming part of the future of exciting possibilities. Live theater, interactive experiences and large scale multimedia presentations display what the future of space travel may look like, emphasizing that space exploration is not just about the hardware, but about the people behind the technology that make it all possible.

Rocket Garden - Tour the Rocket Garden and get up close to eight authentic rockets from the past. It includes a Mercury-Atlas rocket similar to the one used to launch John Glenn into space in 1962. Elements consist of dramatic lighting, water features, "climb-in" Mercury, Gemini and Apollo capsule replicas, seating and informative graphic elements.

U.S. ASTRONAUT HALL OF FAME - Walk through the world's largest collection of personal astronaut memorabilia, see a historic spacecraft, and "be the astronaut" with hands on activities and astronaut training simulators. Located six miles west of the main Visitor Complex, the Astronaut Hall of Fame opens daily at 12 p.m. and closing times vary by season.

Great Balls of Fire- Learn about the origins of our solar system in the newest exhibit at Kennedy Space

Center Visitor Complex. Located in the IMAX building, Great Balls of Fire provides interactive instruction on asteroids, meteors and comets. Guests can blast off in spaceship to the asteroid belt by Jupiter, examine a model of an asteroid and build their own solar system.

About Kennedy Space Center Visitor Complex

Kennedy Space Center Visitor Complex brings to life the epic story of the U.S. space program, offering a full day or more of fun and educational activities, including the Kennedy Space Center Tour featuring the Saturn V Center with an actual Saturn V moon rocket, the new Angry Birds™ Space Encounter, Shuttle Launch Experience, 3D IMAX® space films, Astronaut Encounter, Exploration Space: Explorers Wanted and many other interactive exhibits. The new \$100 million home for Space Shuttle AtlantisSM opened June 29, 2013. Admission also includes the U.S. Astronaut Hall of Fame®, featuring historic spacecraft and the world's largest collection of personal astronaut memorabilia, which opens daily at noon and closing times vary by season. Only 45 minutes from Orlando, Fla., Kennedy Space Center Visitor Complex opens daily at 9 a.m. with closing times varying by season.

World premiere of parking robot “Ray” at Dusseldorf Airport



Düsseldorf, Germany - Düsseldorf Airport is also called the airport of short distances -- due to all its gates being in one building for easy connections -- and a brand new parking robot by the name of Ray now makes the distances between planes and passengers' vehicles even shorter. Travelers at DUS can now leave their cars near the airport terminal and a robot handles parking for them. Düsseldorf Airport is the world's first airport to employ an intelligent robot parking system for vehicle drop off and pick up, and the system was officially put into operation on June 23, 2014.

The objective is to take the hassle out of air travel and trips to the airport, and thanks to Ray, parking has become child's play for passengers, who can reserve an individual parking spot before the trip via an online booking system (parken.dus.com) and download the app when using the system for the first time (“DUS PremiumPLUS-Parking” available for OS and Android).

On site, customers drive to the arrival level and the special parking area at car park P3 and leave their car in one of the six transfer boxes. Prior to leaving the garage on the way to the nearby terminal, the driver uses a touch-screen to confirm no passengers are left in the car, indicate when they want to pick the car up, and whether they are travelling with carry-on or checked luggage. The subsequent parking is done by robot Ray, which measures the vehicle and gently parks it in a rear part of the building.

Ray is connected to the airport's flight data system, and by matching the stored return trip data with the airport's current database, Ray knows when the customer will come for the vehicle. The vehicle is then deposited in one of the transfer boxes on time. If an itinerary changes, the traveler can easily and quickly communicate the changes to the system via the app.

“The new PremiumPLUS Offer expands our broad range of parking services by another innovative and customer-oriented segment,” says Thomas Schnalke, the airport's Managing Director. “Our product is especially appealing to business travelers, who arrive at the airport shortly before the flight, seek efficient parking, and return within a few days. Our product is ideal for them.” The system is produced by serva transport in the Bavarian town of Grabenstätt and employed by SITA Airport IT GmbH, a joint venture of Düsseldorf Airport and SITA, a worldwide provider of air transportation industry ICT.

During the first phase, there are 249 available parking spots. The introductory rate until the end of the year for the airport's “PremiumPLUS” parking offer is 29 Euro per day and 4 Euro per hour. If customers adapt the technology, DUS will consider expanding the system, since it is easy to integrate into existing parking structures.

Report: Controller Fatigue a Threat

By Jon Hilkevitch/Chicago Times



Chronic fatigue at airport towers and government radar facilities that direct planes is still a major threat to safety, three years after a "sleeping controllers" scandal spurred the Federal Aviation Administration to focus on evening out work schedules, a government report said.

The National Research Council set out to examine the methods the FAA uses to estimate how many controllers are needed to staff its airport towers, terminal approach radar facilities and enroute centers that direct high-altitude traffic across the U.S.

The FAA is up against a wave of retirements among its approximately 15,000 air traffic controllers, who are required to stop working at age 56. The FAA needs to replace about 10,000 controllers over the next decade. The National Research Council report emphasized concerns about controller schedules that contribute to fatigue, particularly the practice of working five eight-hour shifts over four consecutive days, with the last one being a midnight shift. The schedule is popular among controllers because it allows them 80 hours off afterward. But it likely results in "severely reduced cognitive performance" during the midnight shift, the report said.

It advised the FAA to work with the controllers union, which is the National Air Traffic Controllers Association, to formulate more efficient work cycles that help reduce chronic fatigue. The FAA established a fatigue risk management program after a number of incidents several years ago in which controllers were caught sleeping on the job but recent budget cutbacks "eliminated the program's capability to monitor fatigue concerns proactively," the report said. The report recommended that FAA analyze accident and incident reports and voluntary reports by controllers as a basis for identifying links between staffing and safety.

A Lawsuit Could Reveal If Passenger Bags Get Bumped for Airline Cargo



A lawsuit against United Airlines contends the carrier will leave passenger bags behind to make space for cargo shipments when a plane is too heavy.

Gina Spadoni, the plaintiff in the suit, took a United flight from Chicago to Los Angeles in September and paid \$25 to check her luggage—yet the bag did not make her same flight. That represents a breach of the carrier's contract of carriage, according to the lawsuit filed last week. Her attorney, Tom Zimmerman, said she was forced to purchase new clothes for an event she was attending in California. "It was really an inconvenience and a stressful

time for her." Zimmerman said a United baggage handler and flight attendant confirmed to him that the practice is widespread.

"United's removal of checked baggage, or failure to place checked baggage onto the aircraft altogether, is done arbitrarily, capriciously, with improper motive, and in a manner inconsistent with the reasonable expectations of its passengers," the lawsuit says. "It costs United nothing to remove checked baggage, rather than cargo, in order to arrive at an acceptable aircraft weight because the checked baggage fee is purportedly nonrefundable, and United can simply transport the checked baggage on a later flight to the passenger's destination."

Jennifer Dohm, a United spokeswoman, said "cargo does not take precedence over passengers and their luggage" when a particular plane needs to lighten its weight. The airline said the suit "is without merit, and we will vigorously defend against it."

United reported cargo revenue of \$209 million in the first quarter, down 8 percent from the previous year. Checked-bag fees represent a major source of revenue for the airline industry, but cargo shipments typically offer guarantees on delivery times and financial recourse for customers whose packages arrive late. Most airlines do not refund their baggage fees if a suitcase and its owner end up on separate flights and arrive at different times.

The lawsuit seeks a refund of all baggage fees paid for bags that were delayed since September 2003, when United favored cargo over passenger luggage, and to refund such fees in the future when a bag is not transported with a passenger. The suit also seeks class-action status to represent thousands of United customers in Illinois whose bags did not make the same United flight as their owners.

Americans must have an effective way to challenge the no flight list



Imagine visiting an island like Hawaii on vacation and for some reason unknown to you, you're on the US NO FLY list. The world for you just became a lot smaller. If you're in the terrorist business, this may be ok, but what about if you're just on vacation on Hawaii and due to a computer issue you got included on this list. It means your vacation will go on forever. Trying to fight it- no way! This is all confidential and a court has no jurisdiction. You simply cannot do anything.

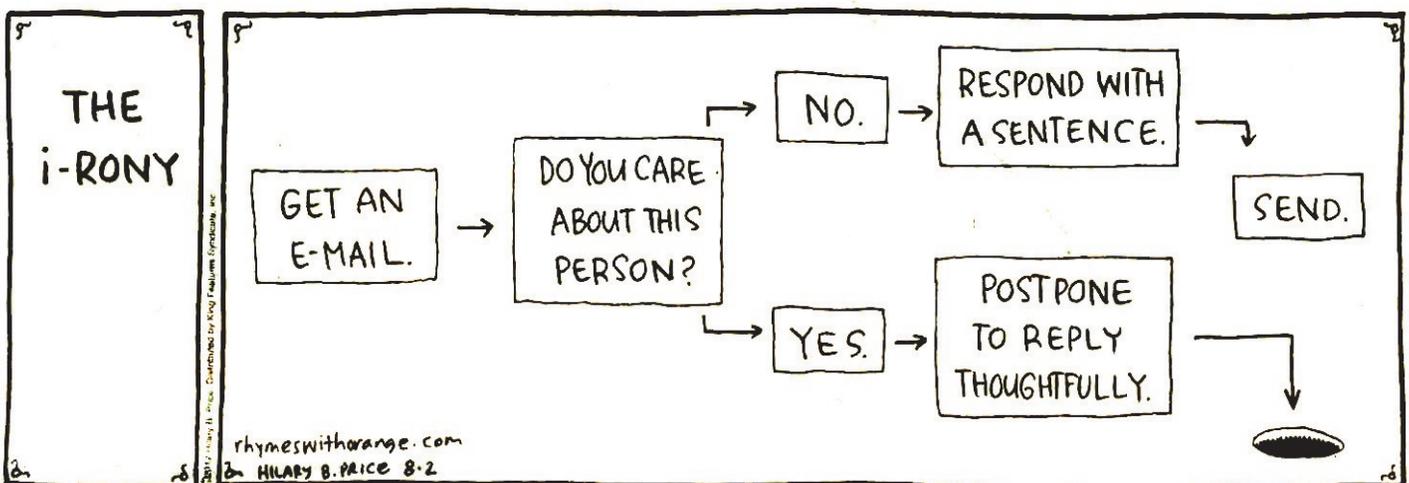
Today US Federal Judge Anna Brown in Oregon may have come to your rescue. She ruled this process to be unconstitutional and said: "The process doesn't give Americans on the list an effective way to challenge their inclusion." Brown ordered in her 65 page ruling the government to come up with a new way for the 13 plaintiffs to contest their inclusion on the list that prohibits them from flying in or through U.S. airspace. The government must provide notice to the plaintiffs that they are on the roster and give the reasons for their inclusion, Brown wrote. She also ordered that the government allow the plaintiffs to submit evidence to refute the government's suspicions.

"The decision marks a big win for the plaintiffs, all U.S. citizens or permanent residents, and the American Civil Liberties Union, which argued the case on their behalf. The plaintiffs have all been denied boarding due to their placement on the list, they argue, despite never having been charged with a terrorism-related offense."

In the opinion, Brown writes that being placed on the list has far-reaching implications. Flying internationally, she writes, is not a luxury, but a right. She concludes:

"One need not look beyond the hardships suffered by Plaintiffs to understand the significance of the deprivation of the right to travel internationally. Due to the major burden imposed by inclusion on the No-Fly List, Plaintiffs have suffered significantly including long-term separation from spouses and children; the inability to access desired medical and prenatal care; the inability to pursue an education of their choosing; the inability to participate in important religious rites; loss of employment opportunities; loss of government entitlements; the inability to visit family; and the inability to attend important personal and family events such as graduations, weddings, and funerals. The Court concludes international travel is not a mere convenience or luxury in this modern world. Indeed, for many international travel is a necessary aspect of liberties sacred to members of a free society. "Accordingly, on this record the Court concludes Plaintiffs' inclusion on the No-Fly List constitutes a significant deprivation of their liberty interests in international travel."

RHYMES WITH ORANGE | Hilary Price



Boeing delivers 1,500th 747



Boeing has delivered the 1,500th 747 to come off the production line to Frankfurt, Germany-based Lufthansa. The milestone airplane is a 747-8 Intercontinental, the 14th one that Lufthansa will incorporate into its long-haul fleet.

"Reaching this milestone delivery is a testament to the capabilities of the airplane and our commitment to continuous innovation," said Eric Lindblad, 747 vice president and general manager, Boeing Commercial Airplanes. "The new 747-8 is delivering on its promise to our customers, and we continue to look at ways to make it even more efficient in the future."

The 747 is the first widebody airplane in history to reach the 1,500 milestone. Its iconic shape makes it instantly recognizable, and passengers have consistently voted it their favorite airplane to fly.

At a delivery ceremony, a special logo commemorating the 1,500th airplane was revealed for the first time. "Lufthansa is honored that the 1,500th 747 will fly with the Lufthansa livery," said Nico Buchholz, executive vice president, Lufthansa Group Fleet Management. "Lufthansa is an important partner and a valued advisor in developing new commercial airplanes with exceptional economical and ecological performance such as the 747-8. The commemorative logo will be a reminder of our relationship with Boeing, now and into the future."

Lufthansa is the launch customer of the 747-8 Intercontinental and took delivery of its first airplane in April 2012. The airline has 19 747-8 Intercontinentals on order.

Boeing expands capabilities for pilot training around the world



Boeing announced the placement of several new full-flight simulators that expand capabilities for pilot training globally, while bringing more training closer to where airlines operate.

Two simulators—a Next-Generation 737 and 777—are now ready for training at the Boeing Flight Services Singapore campus. Another 787 Dreamliner simulator has also been placed at the London Gatwick campus where two other 787 simulators are already located. Boeing serves its customers through a global network on six continents, including eight advanced 787 training suites in Miami, London,

Singapore and Shanghai.

"Boeing Flight Services provides our customer around the world every competitive advantage, including training assets convenient to their route structures," said Sherry Carbary, vice president, Boeing Flight Services, a business unit of Commercial Aviation Services. "In addition to our convenient locations around the world, we deliver the highest quality, best value training, providing the expertise only Boeing can provide. As our industry grows and demand for pilots increases, we will be prepared to meet the needs of our customers."

The 2013 Boeing Pilot and Technician Outlook -- a respected industry forecast of aviation personnel—indicates that by 2032 the world will require:

498,000 new commercial airline pilots

556,000 new commercial airline maintenance technicians

The Asia Pacific region continues to lead the global demand, calling for 192,300 new pilots and 215,300 new technicians through 2032. Additionally, with 1,030 total orders from 60 customers worldwide, there is an increased need for pilot training on the 787 Dreamliner globally.

"A robust global training network doesn't just serve Boeing, but airlines around the world and the industry as a whole," said Bob Bellitto, director, Customer Group, Boeing Flight Services. "There's no question that there's an urgent need for more aviation personnel around the world. These new flight training devices are a demonstration of Boeing's commitment to the aviation industry, to meet its growing needs and those of our customers around the world."

Boeing forecasts demand for 36,770 new airplanes valued at \$5.2 trillion



Boeing projects a demand for 36,770 new airplanes over the next 20 years, an increase of 4.2 percent from last year's forecast. The company released its annual Current Market Outlook (CMO) today in London, estimating the total value of those new airplanes at \$5.2 trillion.

"This market is strong and resilient," said Randy Tinseth, vice president of Marketing, Boeing Commercial Airplanes. "With new and more efficient airplanes entering service, the growth in air travel is being driven by customers who want to fly where they want, when they want."

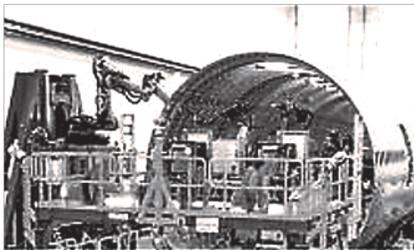
Fueling this year's forecast is the single-aisle market, which is projected to be the fastest growing and most dynamic segment due to the continued emergence of low-cost carriers. 25,680 new airplanes will be needed in this segment, making up 70 percent of the total units in the forecast.

"Based on the overwhelming amount of orders and deliveries, we see the heart of the single-aisle market in the 160-seat range," said Tinseth. "There's no question the market is converging to this size, where network flexibility and cost efficiency meet. The Next-Generation 737-800 and new 737 MAX 8 offer our customers the most revenue potential in this mid-sized space."

Boeing forecasts that 8,600 new airplanes will be needed in the twin-aisle segment, led by small widebody airplanes in the 200 to 300 seat range such as the 787-8 and 787-9 Dreamliner. This year's forecast reflects a continued shift in demand from very large airplanes to efficient new twin-engine products such as the 787-10 and new 777X.

"With the most comprehensive widebody lineup in the industry, we're confident that we will meet our customers' needs now and in the future," Tinseth added.

Boeing introduces new method for building 777 fuselages



Boeing today announced that it is in the final phases of testing and production readiness of a new method for building 777 fuselages as part of its ongoing technology investment strategy.

Known as the Fuselage Automated Upright Build, or FAUB, this Advanced Manufacturing technology improves workplace safety and increases product quality. This technology has been in development by Boeing since 2012.

With this new technology, fuselage sections will be built using automated, guided robots that will fasten the panels of the fuselage together, drilling and filling the more than approximately 60,000 fasteners that are today installed by hand.

FAUB offers numerous benefits including an improvement in employee safety. The nature of the drilling and filling work makes it ideal for an automated solution. More than half of all injuries on the 777 program have occurred during the phase of production that is being automated. In addition, the automated system is expected to reduce build times and improve first-time quality of the build process.

"This is the first time such technology will be used by Boeing to manufacture widebody commercial airplanes and the 777 program is leading the way," said Elizabeth Lund, vice president and general manager, 777 program and Everett site, Boeing Commercial Airplanes. "We're excited to continue improving the production process here and we're positioning ourselves to begin building 777X airplanes in the future."

The 777 program has already begun testing FAUB at a facility in Anacortes, Wash. Production readiness preparations are underway and the system will be installed in Everett in a new portion of the main factory that is under construction now. The technology is expected to be implemented in the next few years.

The robotic system, designed for Boeing by KUKA Systems, is the latest in a series of strategic Advanced Manufacturing moves on the 777 program, which have already included new systems for painting wings and other drilling operations.

Rating the Experience Aloft

Airline Passengers Weigh In With Online Reviews

By Beth Gardiner/The New York Times



A decade into the social media era, many travelers routinely consult online reviews before choosing vacation destinations or booking hotel rooms. Now the power of peer opinion has taken to the skies too, with the rise of websites that allow passengers to post and read comments on airlines, airports and even individual seats on particular planes. As carriers squeeze more people into economy cabins and charge fees for amenities like extra legroom that used to be free, some people are using sites like **SeatGuru**, **Seatmaestro**, **Airline Ratings** and others to safeguard the quality of their flying experience. Before booking a flight or choosing a seat, they will read reviews of an airline's food, get tips about where to find a little extra legroom and view photos of seats, entertainment consoles and power outlets.

"Whether we're booking a flight, whether we're buying a washing machine, we're going to have a quick read of what other people have to say," said Peter Miller, spokesman for Skytrax, which operates the sites **Airlinequality** and **Flatseats**. It is "simply a quest for information" he said. "Everybody is looking for 'How do we get the best value?'"

The use of such sites is already beginning to expand beyond an original niche market of flight buffs and frequent business travelers and is likely to grow steadily more mainstream, many in the industry say.

The list of review sites "keeps getting longer almost every day now," said Stathis Kefallonitis, founder of the consulting firm Branding.aero and a marketing professor at the State University of New York at Oswego. Many sites provide information that they gather themselves, like annotated seat maps, with reviews posted by passengers.

Rapid changes in the onboard offerings of airlines and differences in the amenities that various carriers include in their ticket prices have left passengers unsure of what to expect, and hungry for accurate information, Mr. Miller said. Also, the growth of code-share arrangements has meant that passengers increasingly book a ticket on one airline but end up flying a less familiar one. "Customers themselves are getting confused," he said. "They want to look up, 'What is Air China like, or Korean Air,' or whatever we're talking about." "That is what is driving the majority of people," he added.

The range of detail and opinion available online is staggering. Food-focused sites like **Inflight Feed** and **AirplaneFood** host reviews and pictures of meals and snacks. Elsewhere, travelers offer opinions about the friendliness of flight attendants, assess the quality of airport lounges and report which seats lack windows or are placed on top of entertainment boxes that limit foot space.

"Great seat!" Adam Easter wrote on **Seatmaestro**, describing his spot on a British Airways flight from Washington to London. "Plenty of legroom when seat in front of you is reclined." A reviewer identified as Nadya was less impressed with the same carrier's London-to-Los Angeles route. "Very disappointed with the leg space in economy class," she wrote on **Seatmaestro**. "We both have sore legs and it's three days after the flight." On **Routehappy**, a United Airlines passenger identified as Eric W., who flew during the Super Bowl in February, noted the lack of an onboard Internet connection, but said the pilot "was extremely cool to connect an AM radio broadcast of the game with Channel 9 on the audio system. Huge points for that!"

Mitchell Spearman, a fund-raiser for Occidental College in Los Angeles who flies at least 120,000 miles a year for work, said he never boarded without checking **SeatGuru**, particularly since his usual carrier, US Airways, merged with American Airlines, leaving him often on unfamiliar planes. Seat "2C on US Air could be completely different on a 757 than 2C on American," he said. Particularly important to him is having access to an electrical outlet. "That makes the difference for a three-hour flight to be productive or for it to be a nap," he said, adding that he even looks up the configuration of the outlet so he knows which charger to bring. Before booking a recent Miami-to-Los Angeles trip, Mr. Spearman said he learned that one flight

option would put him on a narrow-body plane, while another would offer him a wide-bodied Boeing 777. "After reading the reviews, I realized it would be far better to wait two hours" and take the bigger, more comfortable aircraft, he said. "There is a cohort of airplane warriors that literally have their offices in the skies," Mr. Spearman said. "They want to know what is being offered before they book the ticket."

Routehappy focuses on helping passengers do exactly that, rating options with a "happiness score" based on seat space, onboard entertainment and other factors. John Walton, the company's director of data, said that many fliers also used it to help them decide whether it would be worth paying for an upgrade to get access to an exit-row or premium economy seat.

"The meals could run out, the staff could be very rude, the flight could be late, but choosing the aircraft as best you can or the seat as best as you can is in your control," said Andrew Wong, regional director at **SeatGuru** and its parent company, **TripAdvisor**. **SeatGuru**, Mr. Wong said, gets about 2.5 million unique visitors each month and has collected more than 50,000 comments since it began in 2001.

The airlines, too, have started to recognize the benefits of offering passengers more details before they fly, said Jason Clampet, co-founder of **Skift**, a travel news website based in New York. "They see that the more information we give you about the seat, the more we can sell you," he said.

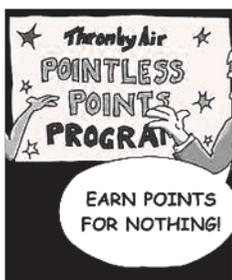
Robert Ontell, a lawyer in Manhattan, said that he checked **SeatGuru** or similar sites just about every time he flew, but that he found them less useful than they were a few years ago, because the most comfortable seats were now reserved for passengers who choose to pay extra. Mr. Ontell also said he did not think airline review sites were likely to become as widely used as those that cover hotels, because passengers often have little choice of which carrier to fly. He prioritizes price, schedule and frequent-flier miles over comfort and service when buying a ticket, he said, although he makes an effort to choose a good seat.

That is true for many economy travelers, Mr. Kefallonitis said. Still, he expected flight review sites' growth to continue. "They're going to end up reviewing the entire journey," he said, "from the booking site online to getting your luggage at your destination." As with online reviews of other products, he worries about how accurate comments are, and whether sites, some of which accept advertisements from airlines, are trustworthy. What is more, he added, passengers have to be willing to put in the effort to make them useful.

"You really have to have the time and the patience to do this," said Raphael Farkas, a frequent traveler based in Montreal who scours sites like **FlyerTalk** every time he buys a plane ticket. "Or you have to be crazy, like I am."

US airlines out to kill frequent flyer programs?

Christopher Elliot, consumer advocate and USA Today columnist, certainly thinks so. He sees the new standards by most major airlines' loyalty programs that value dollars paid rather than miles flown as steps in getting rid of them completely, since they discriminate against the average consumer. And science backs his claim, as average leisure travelers are up to 22 percent worse off with the program changes, according to a study by flight research company Hopper.com that says loyalty programs are now diluted.

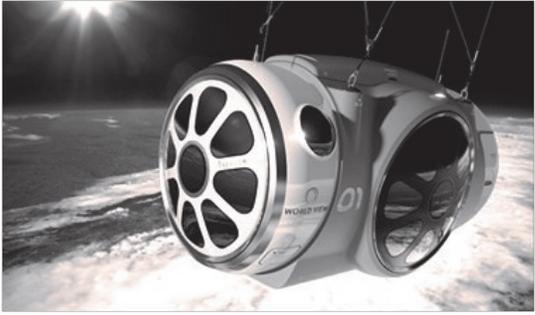


When the program takes effect next year, United MileagePlus members will get on average 11 percent fewer rewards in the most popular routes and the typical Delta flyer will get 22 percent less miles per flight. Top priority, like most aspects of modern-day air travel, will be given to high-spending Business Class travelers.

"Unfortunately, what's in the best interest for the airline isn't necessarily of the best interest of the passenger," says Katrina Roberts, a travel agent at Cooktravel.net who specializes in air travel to the South Pacific. "Leisure travelers should take advantage of the current system while they can and consolidate points now to get to higher membership tiers." It's the single greatest scam pulled on the traveling company, Elliot says. A case of the "haves" and "have-nots" that rewards high-paying customers and punishes the 99 percent.

And Elliot's readers, frequent travelers who are often offended by his anti-frequent flier positions, seem to agree. A reader with the username "TonyA" ran some numbers in Delta's 2015 mileage comparison calculator for a flight from Miami to New York, one of the U.S. market's busiest corridors, and found that the flight will earn 2,184 today but only 1,120 miles in the new program. "Shame on you, Delta," he adds.

Commercial spaceflight industry launched in Arizona



On Wednesday, June 18, Arizona passed milestone legislation to lay the foundation for future commercial spaceflight operations within the state. Bill HB2163 was signed into law by Governor Jan Brewer, during her tour of Paragon Space Development Corporation, setting the necessary legal foundations and preconditions for commercial spaceflight activities.

With the passing of the bill into law, Arizona will join an elite group of states fostering the burgeoning commercial spaceflight industry. Several states, including Texas, New Mexico, Colorado,

California, Virginia and Florida, have already passed similar legislation.

Last year, with the backing of several major investors, Tucson-based Paragon Space Development Corporation formed World View Enterprises, a transformative space travel experience launching in 2016. Paragon and World View supported this legislation as it enables their home base of Arizona to become one of several launch sites for future World View operations.

When commercial flights take off in late 2016, World View Voyagers will float gracefully at the edge of space, peering for hours down at the beauty of the earth below, watching the sun slowly rise above the curvature of the earth, suspended in a vast, black, and infinite universe.

In order to attract commercial space ventures such as World View, Representatives Orr, Cardenas, Dial, Sherwood, Steele, Borrelli and Livingston introduced Bill HB2163 in February of 2014. With almost unanimous support and the ultimate passage of the bill into law, Arizona has solidified its commitment to innovation and its position as a forward-thinking state, well positioned to garner the attention of the commercial spaceflight industry.

This legislation represents an important step for Arizona in the process of attracting commercial spaceflight companies to the state. "The Arizona legislature is paving the way for commercial spaceflight in Arizona. With the Governor's signing of this bill into law, Arizona becomes a favorable option for World View's commercial flight operations. With beautiful views of the Grand Canyon, ideal weather conditions, a skilled workforce, and a favorable business climate, Arizona represents an ideal location for World View flight operations and we're thrilled to have the opportunity to fly right here at home," said Taber MacCallum, CEO of Paragon Space Development Corporation® and CTO of World View Enterprises, Inc.

A whole new way to get to Cuba



Cuba Cruise, the Canadian company that revolutionized cruising in Cuba, is now offering a repositioning sailing from Piraeus, Greece, to Havana, Cuba, in preparation for its second season. Guests aboard the 25-day transatlantic voyage will visit popular ports in Southern France, Spain, Morocco and Portugal and continue their sun-drenched journey to the Caribbean's finest islands: Barbados, St. Lucia, Jamaica and Cuba.

"We're excited to kick off our second season with a multi-continent repositioning cruise on the M/V Louis Cristal," said Cuba Cruise president Dugald Well. "This is an exclusive travel opportunity to experience Europe's famous sea-side destinations, Morocco's exotic coast and turquoise Caribbean Sea all on one seamless voyage, and at a great price-point."

Guests can embark from Piraeus, Marseille, or Barcelona en route to their final stop: the untouched beaches, colonial architecture and natural reserves of Cuba. The repositioning voyage includes four of Cuba Cruise's six regularly scheduled ports of call, which are Montego Bay, Cienfuegos, Punta Frances and Havana, providing a complimentary mix of hot spots and off-the-beaten path highlights.

The repositioning cruise departs November 28, 2014 with rates starting at \$1,460* CAD.

94 percent of Americans bring gadgets on vacation



No matter where Americans travel this summer, their gadgets will be in tow. According to a national Consumer Reports survey, 94 percent of adult travelers bring electronic devices with them on vacation. CR's new Gadgets to Go report, available online at ConsumerReports.org, and in the August issue of Consumer Reports, features expert advice on the best mobile devices and apps for travel.

Americans take an average three devices with them on vacation, according to CR's survey. Among the most common gadgets:

- Smart phone (63 percent)
- Laptop (51 percent)
- Digital camera (50 percent)
- Headphones (48 percent)
- Tablet or e-book reader (39 percent)
- GPS device (37 percent)
- iPod or other MP3 player (32 percent)
- Action cam (7 percent)

"Which gadgets are best to bring on vacation depends on the destination and the activities," said Glenn Derene, Electronics Editor for Consumer Reports. "If memorable photos are important, for instance, you should consider toting a dedicated camera with a decent optical zoom and image stabilizers, features not found on many smart phones. Our report highlights 30 mobile devices – plus apps and tips that can make a vacation even more enjoyable."

Consumer Reports has the following tips for getting gadgets ready for the road:

Be careful when flying. Nine percent of vacationers CR surveyed said their laptop, tablet, or digital camera was damaged in checked baggage, and 6 percent said it was lost or stolen. Also, 6 percent said it was damaged in overhead bins. Put devices in padded cases and cushion them in sweatshirts or other soft items.

Using your phone for streaming and as a Wi-Fi hot spot could cause overages. Up the data allowance by a few GBs for the vacation month (\$10 to \$30). Switch back to your old plan after the trip.

Overseas phone and data plans can be pricey. Check with your carrier to see what options exist. Or buy a disposable phone at your destination. You can be sure the disposable phone will work there, and calls home might be cheaper.

BABY BLUES | Rick Kirkman and Jerry Scott



The Final Flight of UA232

Twenty-five years later, a more detailed, riveting account of this famous flight. Excerpted from, *Flight 232: A Story of Disaster and Survival*, by Laurence Gonzales (W. W. Norton & Company, July 2014).



There was a festive atmosphere in firstclass that day, July 19, 1989, on United Flight 232. Virginia Jane Murray, a thin, youthful, 34-year-old flight attendant with bleached silver hair, stopped to talk with passengers Bill and Rose Marie Prato and Harlon “Gerry” Dobson and his wife, Joann, from Pittsgrove Township, N.J. The ladies were dressed in muumuus, and their husbands wore Hawaiian shirts. They were laughing and enjoying the perfect ending to their trip. “It was obvious they’d had a wonderful vacation,” Murray said more than two decades later. “They were just very pleasant people. I

think about them all the time.”

On the flight deck of the McDonnell Douglas DC-10, the crew ate lunch in their seats, as usual. William Records, the first officer, was flying the Denver-to-Chicago leg of the trip with Capt. Alfred Haynes in the left seat acting as his copilot. Behind Records, Dudley Dvorak, the second officer, was monitoring all systems. DC-10s were introduced in the early 1970s as McDonnell Douglas’s entry in the new class of wide-body aircraft, which included the Lockheed L-1011 and the Boeing 747. The most distinctive feature of the three-engine DC-10 and the L-1011 was a turbofan mounted through the tail. The DC-10 carried a maximum of 380 passengers; on this flight, there were 296 people, including crew, on board. It was 3:16 pm, a bit more than an hour into the flight. The lunch trays had been cleared away; Haynes was nursing a cup of coffee. With the plane on autopilot, the crew had few tasks to perform until the time came to descend into Chicago. “Everything was fine,” Haynes said many years later. “And there was this loud bang like an explosion. It was so loud, I thought it was a bomb.” Records lurched forward and took the control wheel, or yoke, saying, “I have the airplane.” The DC-10 slewed hard to the right. It shuddered and shook violently, almost immediately climbing 300 feet, as the tail dropped sharply. Dvorak radioed the Minneapolis Air Route Traffic Control Center in Farmington, Minn., “We just lost No. 2 engine, like to lower our altitude, please.” While Records struggled with the controls, Haynes called to Dvorak to read out the checklist for shutting down the failed engine, the one mounted through the tail. The first item on the list said to close the throttle, but the throttle would not go back. “That was the first indication that we had something more than a simple engine failure,” Haynes said later. The second item on the list said to turn off the fuel supply to that engine. “The fuel lever would not move. It was binding.” Haynes felt a deep wave of concern surge through him. Events were unfolding at lightning speed. Only a minute or so after the explosion, Records said, “Al, I can’t control the airplane.” The DC-10 had stopped its climb and begun descending, rolling to the right. Haynes said, “I’ve got it,” and took hold of his own control wheel. “As the aircraft reached about 38 degrees of bank on its way toward rolling over on its back,” Haynes explained later, “we slammed the No. 1 (left engine) throttle closed and firewalled the No. 3 (right engine) throttle.” By putting all the power on the right side of the plane, Haynes forced the DC-10 to yaw to the left. This meant air was flowing slightly faster over the right wing, generating more lift. After a few agonizing seconds, the right wing slowly came back up. If Haynes had not decided—somehow, reflexively—to steer the plane with the throttles, the crippled DC-10 would have rolled all the way over and spiraled to the ground, killing all on board. Haynes had no idea what made him use the throttles. Nothing in his training would have suggested it. Now as Dvorak watched his instruments, he was horrified to see the pressure and quantity in all three hydraulic systems fall to zero.

When the head flight attendant, Jan Brown, heard the explosion, she went to the floor and held on to the nearest armrest until the plane was stable. After a minute Dvorak’s steady voice came over the loudspeaker and explained that they had lost the No. 2 engine. But the plane had two other engines, one on each wing. The plane would descend to a lower altitude and fly more slowly to Chicago. Then the chime rang at Brown’s station. She could see most of her crew and knew that the call was not coming from any of them. Long experience told her that if the cockpit was calling at this point in the flight, it could be nothing but bad

news. She picked up the handset and her fear was confirmed by Dvorak's voice. He told her to report to the flight deck. She hung up and walked up the port-side aisle, trying to look calm. "I knocked on the door like we're trained to do," Brown said. "And the whole world changed just in that instant when that door opened." She saw no panic, she said. "It was what was in the air. It was so palpable. I remember thinking, this isn't an emergency, this is a crisis." Brown watched Haynes and Records wrenching the control wheel back and to the left as the plane tipped more and more steeply to the right. "I could just feel the strength that was being put into that motion from both of them." Haynes said, "We've lost all hydraulics." Although Brown was not the sort to panic, she explained, "I have not found the appropriate word that can describe the pure terror of an airplane that was always my friend, that I knew in the dark. But now it's a metal tube, and it holds my fate. And there's nowhere to go. There's nowhere to hide." As she passed through first class, she decided she could not call the crew together for a briefing. It would be too obvious to the passengers. She would talk to them quickly and quietly, wherever they happened to be. In the forward galley she caught Murray and Barbara Gillespie, the two first-class flight attendants, and began telling them what Haynes had said. Then Brown squared her shoulders, forced herself into an attitude of professionalism, and began walking down the aisle, trying to figure out how to protect the babies that some passengers were holding in their laps. Murray, her heart sinking, continued cleaning up after lunch. What Brown had told her merely strengthened her conviction that she was going to die. Earlier, while serving the meal, Murray had chatted with Dennis Fitch, a DC-10 instructor at the United training facility in Denver who was on his way home for the weekend. Fitch was the oldest of eight siblings, and, as such, he had developed what he called people radar. He could spot a distressed person at 100 yards, he liked to say. Now, as Murray rushed past looking grave and worried, Fitch reached out and stopped her. She leaned down. "Don't worry about this," he told her. "This thing flies fine on two engines." Murray spoke softly so as not to be overheard. "The captain told us that we have lost all our hydraulics." "That's impossible," Fitch told Murray. "It can't happen." "Well, that's what we're being told," Murray said. Fitch thought about that for a moment. "Would you go back to the cockpit? Tell the captain there's a DC-10 training check airman (TCA) back here. If there's anything that I can do to assist, I'd be happy to do so." Fitch watched Murray go forward as quickly as she could without alarming the passengers. Fitch had been on full alert for a while now, and this development was baffling and chilling. As a TCA, Fitch trained pilots for every conceivable emergency, week in and week out, yet nothing he was seeing or hearing made sense. A DC-10 can't lose all hydraulics and continue to fly in a controllable fashion. On small aircraft the moveable surfaces used to steer the plane—the rudder on the vertical stabilizer, the elevators on the horizontal stabilizer, and the ailerons on the wings—are controlled by cables and rods with a physical connection to the pilot's yoke and pedals. On airliners the control surfaces are so large and the airstream so powerful that hydraulics are needed to move those surfaces. When the pilot moves the yoke, he is moving a cable that moves a switch that turns on the hydraulic power to move the rudder or elevators or ailerons. Without fluid in the hydraulic lines, Flight 232's crew had no way to steer the plane, or extend flaps, slats, and spoilers on the wings to slow the airplane for landing. And even if they managed to get the craft on the ground, they had no brakes. Although most of the passengers didn't yet know it, Flight 232 was doomed to crash.

At Sioux City Gateway Airport, about 65 miles to the southwest, the phone rang in the tower cab—a glass fishbowl atop the terminal building with a 360-degree view of the field and the surrounding Iowa farmland. It was a controller from Minneapolis Center. "Sioux City, got a 'emergency for ya,'" a voice said. Kevin Bachman, the Sioux City approach controller, replied in his native Virginia drawl: "Aw-right." He listened to the breathless, speedy voice of the controller trying to bark out information that had clearly scared him out of his wits. "I gotta, let's see, United aircraft coming in, lost No. 2 engine, having a hard time controlling the aircraft; right now he's outta twenty-nine thousand, right now on descent into Sioux City, right now he's— he's east of your VOR (Very High Frequency Omnidirectional Radio Range), but he wants the equipment standing by right now." Bachman could see United Flight 232 on his radar screen, a bright electronic blip showing the plane's altitude and an identifying transponder code beneath. "Radar contact," he said. Then Haynes said, "Sioux City Approach, United two thirty-two heavy." (The term heavy is added to the call sign of DC-10s, 747s, and other aircraft large enough to cause dangerous turbulence in their wake.) "We're out

of twenty-six, heading right now is two-nine-oh, and we got about a 500-foot rate of descent.” He meant that the plane was passing through 26,000 feet, traveling roughly west, and losing 500 feet of altitude every minute. Bachman told him that he could expect to land on Runway 31. Haynes responded, “So you know, we have almost no controllability. Very little elevator and almost no ailerons; we’re controlling the turns by power. We can only turn right, we can’t turn left.” Bachman could see that on its present track, the plane would wind up 8 miles north of the airport. He decided to adjust the heading and told Haynes, “United two thirty-two heavy, fly heading two-four-zero, say souls on board and fuel remaining.” “We have thirty-seven-six fuel,” Haynes said, “and we’re countin’ the souls, sir.” He meant that the plane had 37,600 pounds of fuel. (Fuel on planes is measured in pounds, not gallons or liters.) Dvorak heard a knock on the door and opened it to find Murray standing there. The flight attendant’s eyes grew wide as she saw the state of affairs on the flight deck. “I hollered in there,” she explained later. “I said, ‘You have a training check airman back here if you need him.’” “Okay,” Haynes said. “Let him come up.” Murray backed away fast, shaking from shock. Addressing Bachman By radio, Haynes began, clipped, staccato, breathless: “I have serious doubts about making the airport. Have you got someplace near there that we might be able to ditch?” The airplane, Bachman realized, was going to crash. He had no idea how to respond. “United two thirty-two heavy, roger, uh, stand by.” When Fitch reached the cockpit, he said later, Haynes and Records “were in short-sleeved shirts, the tendons raised in their forearms; their knuckles were white.” As he closed the door behind him, his eyes flicked over the instruments and switches on Dvorak’s panel. The navigation was working normally, and the plane had electrical power. But the hydraulic gauges read zero and the low-pressure lights were on. Fitch saw that Records didn’t even have his shoulder harness fastened. He leaned over him and fastened it. Haynes later said that Fitch “took one look at the instrument panel and that was it, that was the end of his knowledge.” The plane was porpoising in a slow up-and-down cycle of hundreds of feet every minute, even as both Haynes and Records fought the yoke to no effect. On the radio, Dvorak was pleading for help from United Airlines Systems Aircraft Maintenance in San Francisco, but the United engineers kept repeating that what Dvorak was describing was impossible. “Okay,” Fitch said to Haynes, “tell me what you want, and I’ll help you.” “What we need,” Haynes said, “is elevator control, and I don’t know how to get it.” Fitch was confused but willing. He stood between the two pilots, took the throttles in his hands, and began to move them in accordance with instructions from Haynes and Records. “Start it down,” Haynes coached. “No, no, no, no, no, not yet ... wait a minute till it levels off ... now go!” Immediately after the explosion, the plane had made one big slow right turn about 20 miles in diameter. Then it proceeded to make several more spirals of 5 to 10 miles each, downward and to the right. The DC-10 was flying the way a paper airplane would fly if thrown from a height—first nose down, then nose up, nose down, nose up. The plane descended, rapidly gaining speed. The increased speed produced more lift on the wings, causing the plane to climb. As the speed bled off in the climb, the wings lost lift, and the plane resumed its descent. And so it went, each oscillation taking a minute or so. The plane always wound up at a lower altitude. They were going to return to earth no matter what. That motion is called a phugoid oscillation, and the crew well understood that they could not possibly land safely without putting an end to it. So they tried to control how much the right wing dropped and how much the ship pitched up and down during each cycle. They tried to anticipate the behavior of the craft, and, in fact, they were gradually “getting in tune with the airplane,” as Fitch later put it. But, as a TCA, he knew that in the 25 years before this event no one had ever survived the complete loss of flight controls in an airliner. They were merely buying time. As the airliner descended in looping circles, the crew tried heroically to make an emergency landing at the Sioux City, Iowa, airport by using only the thrust of the remaining two engines to control the aircraft.

Haynes began an announcement to the passengers. He explained that they would attempt an emergency landing at Sioux City and that his signal, before they met with the earth, would be the word “brace,” said three times. A roar of anxiety and despair arose from the coach cabin. Many passengers recalled that Haynes also said, “This is gonna be the roughest landing you’ve ever had.” When Jan Brown completed her safety briefing for the passengers, she tried to think whether she had covered everything “and then I see parents, lap children.” She made another announcement, telling passengers to put their children on the floor. “As I’m saying this, I’m like, oh, my God, this has got to be the most ludicrous, ludicrous thing I’ve ever

said in my life. I'm telling people to put their prize, treasured possession on the floor? In other words, let's just hope for the best. Everybody else has a seatbelt. I was so appalled at what I was saying." Then her cabin fell silent, save for the restless, uneven throbbing of the engines. At 3:46 pm Fitch began the only left turn that the disabled plane was ever to make. He'd had 20 minutes of practice at steering with the throttles, and this was his finest performance. The crucial maneuver put the plane on a southwesterly course direct to Sioux City at nearly the correct altitude to make the runway. The runway, however, had a big yellow X painted across the approach end to let pilots know that the World War II-era relic was permanently closed. After giving the passengers a 10-minute warning, Haynes discussed with the crew how to put the wheels down without hydraulics. They decided to follow abnormal procedure and lower the landing gear manually by using handles under the cockpit floor. Once that was done, Haynes said, "Okay, lock up and put everything away." Fitch had been standing the whole time, but he would not have any hope of surviving if he stood during the landing. Dvorak offered Fitch his seat to run the throttles for the final minutes of the flight. Dvorak strapped himself into the jump seat behind Haynes and announced to the passengers, "We have 4 minutes to touchdown, 4 minutes to touchdown." The compass read 220 degrees, or southwest. Haynes, for one, had been convinced that they would never make it to any runway. Yet here they were, pointing right at Sioux City airport and a usable stretch of cracked and weedy 1940s concrete. He peered out into the bright sunlight and asked, "Is that the runway right there?" Elated, he told Bachman in the control tower, "We have the runway in sight! We'll be with you very shortly. Thanks a lot for your help." You could hear the relief in Haynes' voice. They had rolled the wings level, and, all at once, Haynes saw the sight that for decades had represented safety and relief for him and the accomplishment of the ultimate goal of any aviator: to return safely. To bring your people home. The control tower fell eerily silent. The controllers had brought the flight in, and now they could almost hear the applause. A hundred and twelve seconds remained in the flight when Bachman said, "United two thirty-two heavy, the wind's currently three-six-zero at one-one. Three-sixty at eleven. You're cleared to land on any runway." Haynes laughed. "You want to be particular and make it a runway, huh?" In the control tower, some of the men chuckled. The tension went out of the room. Everyone believed that Flight 232 had it made. Maybe it would roll off the end of the runway into the corn. Of course, the crew would deploy the evacuation slides. The fire engines would respond. But in that moment of levity, they were all convinced that the crippled DC-10 was going to land safely. A few seconds later the aircraft appeared over the bluffs in the intense blue sky, now populated by an afternoon buildup of cumulus clouds that had appeared like great white schooners, as the sun baked the rain off the land. Hundreds of people were watching—all the other controllers who had joined Bachman in the tower, as well as scores of firefighters, police, and National Guard. The great winged shape of the jumbo jet wasn't floating the way airliners ordinarily seem to, that deceptive illusion of slow motion. Rather, this plane was howling down the glide slope, dropping like a stone. When the plane lined up with Runway 22, Fitch understood that they had 360,000 pounds of flesh and metal going nearly 250 mph with no way to stop it. "But," Fitch later said, "the beautiful thing was that at the end of the runway was a wide-open field laced in corn." Flight 232 would be landing, in effect, on a rich, green, midsummer farm. At an altitude of about 400 feet, Haynes saw their excessive speed and was concerned that the tires would explode on contact. Normally, the plane would land at about half its present speed. Haynes told Fitch to take the power off. Fitch later said that he had planned to close the throttles as the plane touched down, "but then I looked over to see the incredibly high sink rate, 1,800 feet per minute, three times in excess of the structural capability of the landing gear. So I firewalled both the engines." He stretched his arms forward as far as he could reach, straining against his harness. The left engine spooled up to almost 96 percent power, while the right reached only 66 percent at first. It's possible that Fitch pushed both throttles the same amount and the engines happened to respond that way. The relationship between the position of the throttle and the thrust that an engine produces is not linear. Whatever the case, the right wing went from about 2 degrees of bank to more than 20. This happened less than 100 feet above the ground, and it happened fast. Once the right wing began to drop, it took a fraction of a second for it to tear into the runway at roughly the same time that the right landing gear began gouging an 18-inch-deep trench through the World War II concrete. When the

plane pancaked onto the runway, more than 10,000 pounds of kerosene came out all at once from the ruptured right wing and turned to mist. The No. 2 engine came out of its mount and the tail snapped off and went tumbling away. The single remaining engine, mounted on the left wing, was still running full throttle. “Like a pinwheel, it (the left wing) is causing the airplane to rotate, because the engine’s pushing it around,” Fitch said. “When the tail broke off, the airplane is much heavier forward, so the airplane is now coming up in the air like a seesaw that somebody got off. And the cockpit is getting pointed straight to the earth, and we skip like a pogo stick. The first skip, when I saw the windshield go dark brown and green, we were still integral to the aircraft.” But on the second skip, “the stress caused the cockpit to break off like a pencil tip.” As that was happening, the lift on the left wing, as well as some thrust, perhaps, from the left engine, powered the plane around in a complete 360-degree rotation on its nose, spinning like a top. A fireball and smoke rose from the middle portion of the plane as banks of seats began vaulting and somersaulting high above the flames. Some of the banks of seats were thrown far above the fuselage in great parabolas, shot as if from a cannon by the centrifugal force of the aft end of the fuselage swinging in its majestic, flaming arc. What must it have been like to take that ride, alive, aloft, alone, aware, unhurt as yet, and looking down on the green earth? Finally, the plane angled over and landed on its back. Moments later a storm of paper began rising on the heat waves above the main body of the fire. It turned in a slowly rotating vortex, like a mythical creature, and began drifting down around the ambulances and fire trucks and pickup trucks and cars that rumbled out onto the runway. In the tower the controllers stared in silence at a scene they could scarcely comprehend, as a sunny Iowa summer day turned into a gray and wintry landscape. Bachman turned away from his position and fell to his knees, hanging his head. Mark Zielezinski, the control tower supervisor, put his hand on Bachman’s shoulder, said Bachman, and he “told me that I had done everything I could.” Bachman stood up, quaking and ill, and went unsteadily down the stairs and burst into tears. Jim Walker, a pilot with the 185th Tactical Fighter Group of the Iowa Air National Guard, which had its headquarters at the airport, assumed that no one could have survived the crash. But then another pilot, Norm Frank, screeched to a halt in a pickup truck and said, “Get in, we’re going to pick up survivors.” Walker boarded the truck, and Frank raced onto the field.

There were bodies everywhere. “We just sat there looking at all these dead people,” Walker said. Most of them were lying in the grassy easement between the concrete and the crops. “And the most surreal thing I’ve ever seen in my life happened next. It actually looked like something from *Night of the Living Dead*, because many of these bodies all of a sudden started sitting up.” Walker watched in amazement as a businessman in a suit stood and looked around as if searching for something. “He walked over and grabbed his luggage” and walked away, the National Guard pilot said. In the glass-walled control tower Charles Owings, one of the controllers, broke the silence and radioed all aircraft on the frequency that Sioux City Gateway Airport was now officially closed.

Of the 296 souls on board Flight 232, 185 survived. Seven of eight flight attendants, including Jan Brown and Virginia Jane Murray, survived, as well as the three crew members and Fitch in the crushed cockpit. Returning vacationers Joann Dobson and Bill and Rose Marie Prato were killed; Gerry Dobson died a month later.

The National Transportation Safety Board report concluded that the titanium first-stage fan disc on the No. 2 engine exploded because of a manufacturing defect that had created a hairline crack. The disc split in flight, destroying all three of the plane’s hydraulic systems. Within months of the crash, the Federal Aviation Administration had formed the Titanium Rotating Components Review Team to improve the manufacturing and inspection of all spinning parts on turbines.

For at least a decade prior to Flight 232 the DC-10 had been falling out of favor with airlines; after Sioux City, some pilots refused to fly it. The plane’s last scheduled U.S. passenger flight was on Jan. 7, 2007.

This July, on the 25th anniversary of the crash, a series of community events in Sioux City will honor first responders and survivors and commemorate those who died.

Justifiable Retiricide? Tragedy of The In-Betweeners

By Captain GF De Forge, Retired December, 2005

From the time United's Defined Benefit Retirement Plan was given over to the PBGC in 2005, until the day the FAA changed airline pilots' retirement age to 65, well over 100 United pilots were set adrift into a perfect storm of an uncertain retirement. Let's call them the "In-Betweeners."

For twelve years I volunteered for ALPA as the Retirement and Insurance committee chairman for the Washington, D.C. domicile, performing as a committee of one. Besides receiving R&I information from the MEC and publishing it in our local newsletter, yours truly would advocate that pilots put protective financial plans in place just in case they had to retire early for one reason or another. Hopefully they listened.

Blind-sided at retirement: In 2005, as part of its exit from bankruptcy strategy, United turned our fixed benefit retirement, A Plan, over to the Pension Benefit Guarantee Corporation (PBGC). The PBGC made some revisions to the plan. After applying its criteria and calculations to each retired or soon to retire pilot, this quasi-government agency began sending out reduced pension checks to the affected, already retired pilots.

Now, it stands to reason that all pilots perform their own calculations for what pension dollar amount they expect to receive, based on the current Union contract. But after referring to PBGC calculations, however, newly retired or soon to retire pilots discovered their actual pensions would be less than one-third of what they had previously planned on for retirement.

No brass ring? There were also a couple of other agencies that contributed to this financial retirement crisis: our United States Government and our own union. Let's save the worst for last.

The pilot retirement age, by FAA regulation, was 60 during this time. But, regardless of our mandatory, age-related retirement, and especially without any possibility of obtaining equal employment in our field, another Government agency imposed a mandatory, five-year penalty on our PBGC pensions because we retired before age 65.

Fair? Lastly, before the end of 2005, United gave the United MEC a donation of many millions of dollars, slated specifically to be distributed to newly retiring pilots in order to help ease the financial pain of their reduced pensions. However, after our MEC allowed the entire membership vote on this act of charity, our fellow pilots overwhelmingly voted to spread this new-found wealth among the entire union membership. The result was devastating to the newly retiring pilots. Our union brothers and sisters abandoned us in our time of greatest need.

Greed trumps loyalty? Before 9/11, some of us In-Betweeners had all of our eggs in United's basket for retirement. Some of us had a military pension on the retirement horizon. And some of us already had other means of income apart from United. No matter our various situations, after our Nation's wake-up call on 9/11, it became increasingly clear to some of us that commercial aviation was headed for rough times, and what we previously felt was guaranteed for our individual careers and airline retirements, now seemed somewhat tenuous.

Could we really depend on United for our retirement? Just in case, some In-Betweeners proactively developed other means of income to protect their retirement plans.

Unfortunately and tragically, for a number of our In-Betweeners, the devastation of losing over two-thirds of their previously expected retirement pension led them to succumb to ultimate despair, unable to face their seemingly bleak future.

Justifiable retiricide? Only when the FAA finally changed retirement age to 65, did the total number of In-Betweeners stop increasing. Then, post-bankruptcy pilots had an additional five year career buffer to protect their retirement future.

To all of you post In-Betweeners, good luck with your continued careers, and enjoy your shortened retirements. Also remember you are your own best advocate. Be careful out there.

Remembering slashed pensions, union betrayal, governmental penalties, and especially, tragic loss of life,

can smolder below one's surface even after these many years. Writing about it allowed me to let off some of my steam. For the rest of you In-Betweeners, why not share your story with RUPA. Let others learn and take heed from our untimely and unfortunate experience.

FYI: For my twenty-six year career with United, my fixed monthly PBGC pension, after taxes, is just under \$2,500.00 a month. Thank God I retired from the USAF Reserve.

P.S. I know that "retiricide" and "In-Betweeners" aren't real words, but, for this article they just sounded right.

How to Digitally Avoid Taking It to the Grave

By Thomas J. Fitzgerald/New York times

Planning for control of your personal information after you die used to be as simple as telling someone about the desk drawer or the fireproof box or the safe deposit box at the local bank. But in the era of smartphones and cloud computing services, that same stuff may be stored in digital formats on servers scattered across the globe. You may keep documents online or use email as a catchall for paperless receipts, insurance information or financial transactions. And don't forget the photos, videos and musings left behind at social media sites like Face-book, Twitter, Linkedin and Flickr.

So how do you make sure all that information - protected by who knows how many passwords - is handled the way you would like after you're gone? Two words: Plan ahead.

Providers that store digital content are restricted in how they can disclose it to someone other than the account holder. Much of it is protected by privacy laws. And terms of service agreements for things like free email may prevent companies from disclosing that material to anyone without a court order.

"We are in a gray area right now where the technology has progressed faster than the laws," said Laura E. Hoexter, an estate-planning lawyer at the law firm Helsell Fetterman in Seattle. Some states have passed laws to address aspects of these issues. For example, a 2013 Virginia law makes it easier for family members to see content in cases of the death of a minor. And the Delaware Legislature passed a bill that seeks to ease access to content.

The Uniform Law Commission, a nonprofit association that looks for ways to bring about uniformity in important areas of law, is also working on a law that could eventually apply to all states. The commission wants to ease access to content while also honoring a user's privacy wishes. It hopes all 50 states will adopt its proposal so a single set of guidelines would standardize the process for users, providers and heirs, said Suzanne Walsh, chairwoman of the committee drafting the law, called the Uniform Fiduciary Access to Digital Assets Act.

While the legal issues are being untangled you can plan ahead. Google, for example, offers a tool to help its users deal with the problem. Called Inactive Account Manager, it allows you to designate up to 10 people to receive content from sources like your mail, documents or blogs. You may also choose to have content deleted after you have died. When the account becomes inactive, your designees are notified and receive the content you chose to share. They do not receive a means of logging in to your account. Some lawyers view Google's plan-fling tool as a model to emulate.

"Other companies haven't started doing this yet, but I'm hopeful they will," said James D. Lamm, an estate-planning lawyer at Gray Plant Mooty, a law firm in Minneapolis and the author of digitalpassing.com, a blog that tracks these issues. And if companies aren't doing this for you, one of the surest ways to pass on content is to keep copies on your computer. You can make a habit of saving copies of important documents, sentimental photos, Facebook content or purchased content like music. One handy tool to capture web content is called ScrapBook, a free Firefox extension created by Taiga Gomibuchi, a programmer In Tokyo.

But if you download, make sure your material is secure. That means backing up to an external drive with programs like Apple's Time Machine, or File History in Windows 8. Also, encrypt your computer's disk and the backup drive. And if you share a computer, make sure your private content is secure, because another user with administrator rights may have access. Programs like 7-Zip can pack away confidential files in

encrypted archives.

Some lawyers suggest including a digital executor in your will. This person is responsible for carrying out your wishes for your online content. This is no guarantee the content will be disclosed, they said, but it may help if laws eventually change. "What would you want them to do if you were allowed to do it?" Ms. Hoexter said. This strategy includes creating a list of your online accounts, with passwords included, she said, and storing it where you can update it easily and your digital executor can find it.

Divulging your passwords is risky, of course, even to someone you trust. But there is no simple way to do this securely while ensuring your passwords are current. Numerous online services offer features that can transfer passwords and other personal data after you die. PasswordBox, a password manager that hooks into your web browser, has a transfer feature called Legacy. SecureSafe, based in Zurich, offers a tool for transferring passwords. Of course, putting information like that online exposes it to hackers, government snoops or even the unforeseen security bug. Instead, you may choose to store passwords on your computer. Many programs are available, including Password Safe and KeePass. There are also encrypted portable devices like SplashID Key Safe. You can stash one in a fireproof box and give your master password to a friend or your lawyer.

The law may one day catch up with technology. But in the meantime, it's wise to make sure you're using technology to deal with the dilemmas technology has created.

Over-the-counter drugs contribute to drowsy driving

The U.S. Food and Drug Administration wants you to know this: Motor vehicles and certain medications don't mix. And some of those medications are over-the-counter drugs that are probably in your medicine cabinet.

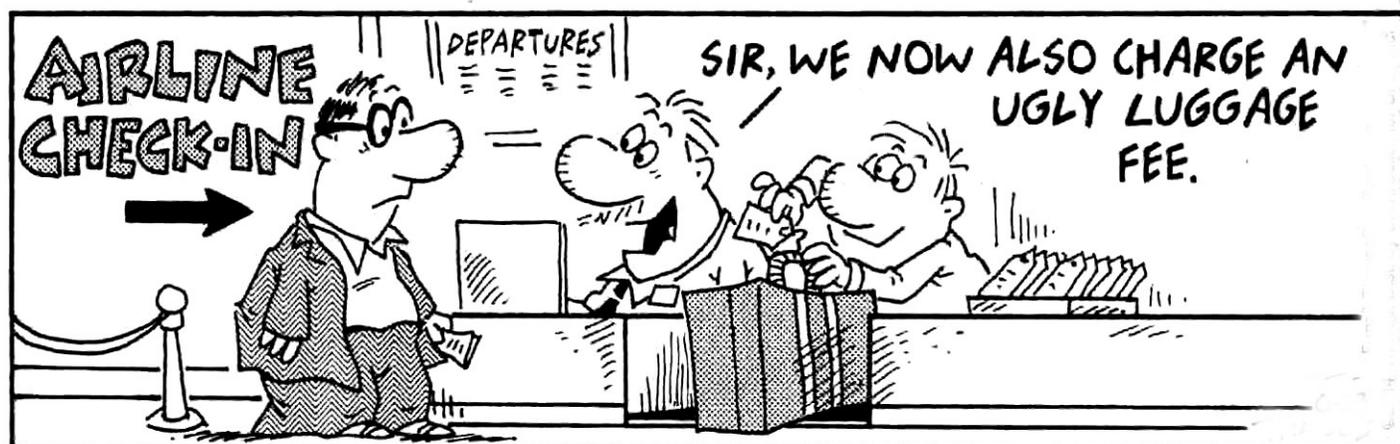
Antidiarrheals, motion sickness medications and, not surprisingly, antihistamines are non-prescription meds the FDA called out in an online briefing about the dangers of driving while using common drugs. Dr. Ali Mohamadi, a medical officer at the FDA's Center for Drug Evaluation and Research, explained that because these medications are available over the counter, many people discount their risks.

The drugs' side effects include drowsiness, slow reflexes and faulty perception of time and distance. Mohamadi recommends patients pay extra attention to instructions and warnings on these products' Drug Facts labels.

Earlier this year the FDA took other steps to decrease medication-related drowsy driving. The agency required makers of two popular prescription sleep aids, Lunesta and Ambien, to cut their starting doses in half, decreasing the amount of drug still in patients' blood during the next morning's commute.

The National Highway Traffic Safety Administration estimates about 2.5 percent of fatal car accidents and 2 percent of injury crashes involved drowsy drivers. That's up to 6,000 fatal collisions each year.

FRANK AND ERNEST | Bob Thaves

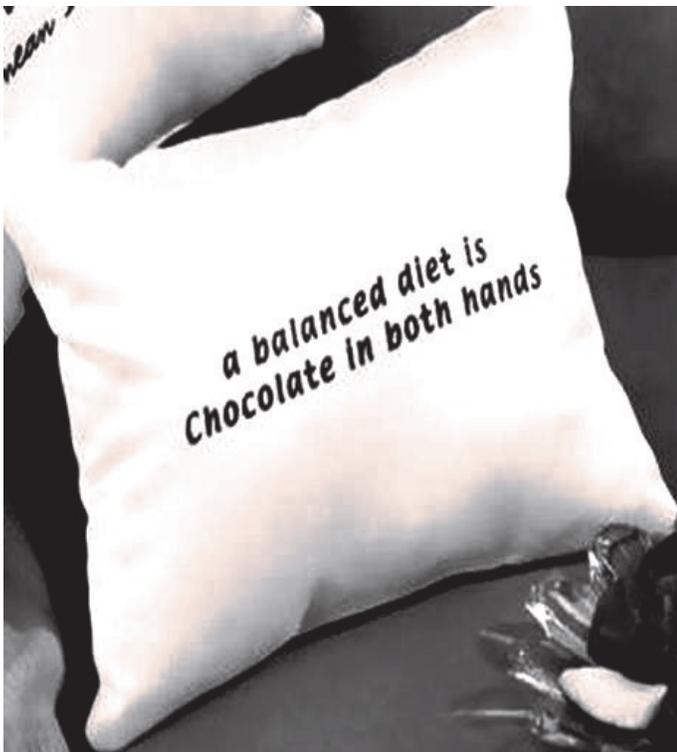


LETTERS

BEN ANDERSON—Canton, GA

Dear Cleve, Not really an update but a virgin letter. In year 2000 I was fortunate enough to have spent 35 years flying for United and reached full Retirement. Little did I know that those of us who left in the close years around the year 2000 had been through some of the most productive, enjoyable, at times combative years United has seen. Those years I am tremendously thankful for.

My son, Brett, and daughter, Kelley, are still working at United as FA and Pilot. They do not enjoy the same benefits as we of the earlier years did, and I can't fix it. Following United Bankruptcy, with the help of my Captain, Janice, I learned to drive an 18 Wheeler, hauled Propane fuel, painted propane tanks, etc. and ran a Propane Distributorship until they kicked me out. It was a family business. What do we do now? Jan and I have 12 Grandchildren, three Great grandchildren, and one 92 year old parent. In addition we fill a hole in the water on the Tenn. River in Chattanooga, try to ride a BIG boat once a year to exotic places and pretend we are young again, come home to recover from the cruise, tend our pet chickens and mow lawns. We do keep up with a Quartet of past United Pilots and get together with them occasionally.



We are fortunate, life is pretty sweet. Except for things that get in the way such as: tomorrow myself and a couple of friends from South of San Diego will start manually filling a hand dug water well that lives under my house.

Check is in the mail. Thanks to all you guys who run the RUPA Association. And yes, as all of you do, I reminisce about the wonderful years and friends along the way at United.

Fondly, *Ben*

JIM BOYER—Lake Forest, IL

Greetings to Cleve, Leon, Jon et al RUPARIans.

Again a big thank you for all that you all do to keep this group alive and well informed.

This past year has been a repeat of the last few years for us. We keep trying to keep up with all the kids, grand kids and great grand kids. We have added two new great grand children this past year and I'm losing track! Each morning I check the "plan of the day" to find out what event we will be attending, watching or participating in. Fortunately, both Corrinne and I have apple phones and I-pads so a calendar event entered magically appears on the others device. We don't have boats (we sold our last sailboat-a Christina 40, years ago along with our only airplane - a Taylorcraft BC12D in 1956) so we have a few extra shekels to buy the latest I-pads and I-phones. We are regular customers at the Apple Store trying to learn how all this stuff works, it's just like the B747-400, I don't know how it works but it sure is fun working it.

Healthwise we have the usual aches and pains that usually accompany our advancing years - whoever coined the phrase "old age ain't for sissies" certainly hit it on the head. It has been 17 years since my seed implant for prostate cancer and that issue has been quiet for the last few years. Knock on wood! Our oldest son, Jeff, was diagnosed with colon cancer this early Spring. He has had chemo and radiation and is now recovering and regaining his strength. A parent's worst nightmare - hearing that one of your children has a deadly cancer. We hope it was caught early and that the treatment plan will eradicate the problem.

We're still keeping active playing tennis, and golf (me), and of course attending all of the grandkids sports and school events.

Thanks again for all that you gals and guys do to

keep us connected and informed. Check is in the mail.

Corrinne & Jim Boyer SFO, MDW, ORD, SFO, ORD 1957-1992

JACK BRADY—Underwood WA

Alive and well in Underwood, WA. It's been 15 years since retirement and I have managed to keep Sally here on the farm, spending most of our time tending 150 acres of grapes and pears.

The 35 year career was great with the exception of 1985. Oh, yeah, there were a few other problems but the best we can do is move on. I do miss the people I worked with and I'll treasure the experience for the rest of my life.

If anybody wants to say howdy, you can reach me at jackbrady@gorge.net. *Jack*

LOU CARSON—Thousand Oaks, CA

This is a little early because I want to honor two of my longest known friends who also happened to be United pilots and happened to know each other having roomed together in new hire school. Our lives ran in a somewhat parallel fashion. Now both are gone.

Mal Brown passed away last year. I met him in 1951 aboard the battleship USS Wisconsin, BB 64. We had midshipman summer cruises together then attended flight training at the same time. Mal went to the West Coast in F-8's after a tour as a "plow back" flight instructor while I went East Coast in the F2H-2. We both had two years as ship company and both married flight attendants. The difference was that mine was from the corporate world while I think, his was Pan Am. Miriam, please forgive me if that is wrong. After many years with only sparse contact, it was a great surprise to find Mal sitting on the edge of a table one evening in LAX flights ops. Unfortunately I missed seeing him during his final months only to learn of his death in the *RUPANEWS*.

John Anderson Jr. died last week. We met in 1951 just a few months later while he was moving in across the hall in a GA Tech dorm. We had many college students' adventures together. The one thing I never learned was just why all the girls liked him so much. We both ended up marrying German ladies although it took him years longer to do so. John went into the Air Force while I went Navy.

Nevertheless he had a carrier based Vietnam combat tour as a Navy exchange pilot flying the A4E. My tour was a few months later in the A4C. That newer airplane's exhaust left a black trail, therefore it was easier to see and was shot up a lot. Its occasional eyes in the cockpit missions added more danger. His squadron lost 100% of their airplanes and a few pilots.

I never flew with John but the stories about him indicate that he was an absolutely superb pilot. Those tales came from some of his squadron mates who also have served with me. The world must be small. He was very smart and talented. He rose to General in the Air Force Reserves and held many important posts including Commander of the Massachusetts Air Guard.

John leaves behind a 102 year old mother, a brother, two sons, and wife. He will be missed by them and his very many good friends. Mal left a wife and two sons. I have a wife and two sons. The fact there is also a daughter makes my outlook a bit less frightening.

Thanks to all you RUPA officers and to Cleve for publishing such a nice magazine.

Low Carson, LAX, LGA, DTK, ORD

EDWARD T. DECHANT—Ft Lauderdale, FL

Another year has passed and Ona and I find ourselves in better shape than a year ago when we both suffered back pain from sciatic problems.

We still offer UAL retirees the opportunity to fill unused cabins on our 21 passenger French Canal Barge Caprice. www.frenchbargecaprice.com. The only way we get names is if someone recommends you or you request it yourself. Send your email address and we will include you in future mailings.

We have enjoyed our affiliation with RUPA in NJ and in FL. Have not ridden planes much these past two years but hope to begin again soon.

We are saddened to see the passing of so many really great people. At 72 I feel the pressure of time. Looking back on the past 45 years I must say it has been a grand ride. I am so proud to have been part of a great group of aviators.

Ed, JFKFO retired 1/11/2001

STEVE. FUSCO—Medford, OR

Celebrated my 90th birthday with many friends two days ago.

I had back surgery a few months ago and recovery is not quite as fast as I had anticipated. Still fly my RV6 but I tire more easily. Just recertified my flight instructors rating (67 years). All things considered, life is good and we are happy.

Once again words of appreciation to those who continue to support the *RUPANEWS*. THANK YOU.

Steve, SFO 1950/1984

MIKE & CLARE GALLAGHER—Sparta, NJ
Well, it's been 11 years and we still love retirement. We are busier now than when I was flying.

Our three daughters and their families live within an hour of us so the baby sitting never stops. With nine grandchildren we are busy.

We still manage to get away on vacation. This summer we have trips to the Poconos and Lake George with all the kids. Then in Sept. we are going to Scotland and London. Next year we are planning to go to Hawaii for our annual visit in Feb., and then in June for our first cruise to Alaska for our 50th wedding anniversary. We also plan to take the kids to the outer banks as a celebration of our 50 years in June. It should be quite a month.

Tilt next year, *Mike and Clare*
DCA, JFK, ORD, AND EWR



Cat I Approach

BOB HAYGOONI—Tiburon, CA
Greetings Ruparians. As the saying goes, another orbit around the Sun and happy to report that Barbara and I still have our health and I still get the pleasure of setting 29.92 on a regular basis and making contrails.

As I recall, many of my contemporaries stated that they could not wait to retire. I never felt that way and still don't. After turning 60 and leaving UAL, there was more than a little frustration in trying to find a decent flying job. After many years and many jobs, things finally came together a few years ago and I find it a delight to fly for a fun and considerate owner and to guide a beautiful Challenger 300 around. The owner almost never departs before noon and we tend to go to warm and fun places. In fact, I am composing this letter in the UAL hotel of days past when we used to layover in Wailea, Maui on the 757 and 777. It used to be the Intercontinental, then the Aston, and now it's the Marriott. Here for a week. Great opportunity to really explore the island.

Thank you Jon, Cleve and Leon for the treasure of this publication and for being the "Keepers of the Flame".

Sincerely, *Bob* (SFOFO 1978-2006)

NICK HINCH—Parker, CO

Whoa, stop the ride, I want to get off. This time machine is going way too fast. I thought I had just made my yearly input to the RUPA magazine, and here we are once again. I am not for this getting old stuff at all, but I'll bet you aren't either.

Not much new to report from last year's update. Still working for Mr. Boeing as a 787 Sim Instructor. Many good UALers (the old school) are there as well, so that makes for some fun times and good "remember when" sessions. While last year's training was very slow, this year's pace has increased rapidly with lots more work as the airplane deliveries pick up, and it seems I am off to Miami, Singapore or Gatwick almost as soon as I return from the previous assignment.

My wife, Lanique, and I just got back from my 50th high school reunion back in Boston. We had a great three days, and a good number of the class were able to attend, especially those who live in the New England area. Lots to catch up on, but it was a good thing the school had prepared name tags with big writing. Amazing how people's looks change over

a lifetime, but there are always a couple who still look the same, except perhaps for the gray hair. Don't you just hate those guys?

We still have one more reunion to attend in August and again it is back in New England. Those of us who flew as expats at Air India from 2008 until 2012 due to missing the 60 to 65 age change are gathering in Vermont to tell tall tales and consume adult beverages. Should be lots of fun, as we are expecting a large group. There were also about a dozen of us from United who joined the Air India "Foreign Legion" after the UAL retirement.

Many, many thanks, Cleve, for all your good work, and the yearly check is in the mail with a little extra to keep things moving along. *Nick*

C. H. "BO" HUMPHREY—Camarillo, CA
Back in the mid-sixties, the hiring process for United included an interview with a flight manager. One of the questions he asked me was if I had ever flown anything as big as a DC-6? I had just gotten out of the Air Force flying B-47s and B-52s, so my answer was that it had been a long time since I had flown anything that small. As he looked over his glasses at me, I could tell he was not amused by my answer. Somehow I passed this hurdle, completed New Hire School, and was assigned as a DC-6 Second Officer at ORD. Being at the bottom of the seniority list gave me ample back of the clock trips of the DC-6 freighter. A small perk flying the freighter at ORD was that you could park your car in the Air Freight parking lot, walk thru the building and mechanics shack (the walls and ceilings at that time were covered with Playboy centerfold pictures) and walk out on the ramp to your plane. After the flight, you could walk directly to your car and go home. Later with a little seniority, I got to fly in the day time on passenger trips with only a curtain separating the cabin from the cockpit.

Fast forward to today's world. Can you imagine Playboy pictures in the work place, or walking across the ramp to your plane unchallenged, or pilots not locked behind reinforced cockpit doors? Times have sure changed!

On a upbeat note, last November, my high school steady and I celebrated our sixtieth wedding anniversary. I bought the house but she made it into a home.

Hope the best of health to all of you.

Bo & Barbara

DUKE KNIEF—Etowah, NC

It's been just about 20 years since I was compelled to hang up my spurs as the saying goes, and it's probably about time I reported in. Who knows ... there might be someone out there who still cares?

I'm happy to report that as I approach 80, I'm alive and well. Still running on the original parts (unless you count cataract surgery) but, like my 15 year-old pickup, the maintenance gets more intense every year. Still living with the same lovely lady after 57 years together. Why she puts up with me has always been a mystery ... maybe it's the fantastic sex? The kids and grand kids turned out well (nobody's in jail anyhow) and all are productive members of society contributing their fair share to FICA.

I'm sure we all get a little misty-eyed periodically thinking back to the "good old days." Just so I don't go too far overboard, I keep an old briefcase filled with rocks in the garage. When I get a case of nostalgia, I run around the yard for a brief time toting that thing. The nostalgia passes quickly. Years ago, I met a retired Captain that I'd flown with many times. The usual question always seems to be, "Do you miss it (it being in an airline cockpit)?" Here's his reply

"When I feel that urge to jump into a cockpit again and fight with ground reps, management, ATC, weather, the FAA, unruly passengers, etal, I wait for one of those dark and stormy nights when lightning flashes across the sky so rapidly you can't count the strokes, the thunder numbs the brain and the rain comes down so hard it's like being waterboarded. I pack a bag, put on my old uniform (*FYI, only MY Captain's hat still fits*), then load up and get into the car. I back out to the edge of the road, look seriously at the forbidding night, ponder what lays ahead and then, with a grin on my face, loudly announce, "Call Scheduling ... I ain't going!" Then it's back to the den and the comforting warmth of the fireplace to watch TV, toddy in hand. That little exercise kills the urge for many months!"

That's about it from this beautiful corner of the earth. My sincere thanks to the unsung volunteers who keep RUPA and the Journal going..... dues check including the Christmas bonus enroute via snail mail. Good health and happy travels to all. See you in another 20 years. *Duke*

HARRY LLOYD—Toms River, NJ

16 years have gone by since I parked a 767 at the Kennedy gate and I haven't touched the controls of a flying machine since. I do miss flying and getting paid to do it. I don't miss the drive to and from the airport, FAA, bus rider passengers and lousy management (none of that seems to have changed).

The luncheons Jane and I have attended with the NY Skyscrapers have reacquainted us with friends and kept us all up to date. Thank you, Pete; you do an outstanding job each time.

Jane and I drive from Toms River, NJ to Islamorada, FL in early Oct and return in early May each year. Hopefully that may change soon as we would like to downsize (sell the NJ house). We will still try to get up here for the luncheons, though.

I have taken on the President's position, forming a new chapter of the Military Officers Association of America in the Florida Keys. We started recruiting during two luncheons so far and have 20 founding members since March.

I am also the District Deputy of the Knights of Columbus for the Florida Keys so I am still keeping busy.

My right hip replacement has not bothered me since it was done in Feb 2013. I put it off for three or four years because I am highly allergic to pain. There just wasn't any pain after the operation so I feared the worst and paid for it by not having it done sooner.



Renewal check is in the mail for RUPA and another one for the Retired United Pilots' Foundation.

Thank you all for the monthly *RUPANEWS*. It is great for keeping in touch and also for the information you keep gathering together for us. Thanks for your dedication and keep up the good work!

Harry, '68-'98 - EWR/JFK/LAX/ORD/JFK

GEORGE MCCULLOUGH—Suquamish, WA
Reading this lovely publication you guys produce I have realized that I need to write my letter.

Twenty one years ago that I retired from the profession that was the dream of my childhood. The worst days of flying offered a challenge but were never considered drudgery. The luxury of a comfortable retirement has been the icing on the cake.

My health remains good but age has not been so easy for Beth. We are still enjoying life but the travel and adventure is becoming very limited.

Live each day an optimist and enjoy each day as a gift.

Thanks to all who make the *RUPANEWS* possible.

George

DOUG MERRICK—Walpole, ME

17 years after retiring to Maine, Sue and I think we have finally figured out why the "snowbirds" head south in the winter. It is not because of the snow or wind, and we had more than our fair share this past winter. Neither is it because of the snow, as we had some beautiful snowstorms from December to March. "Snowbirds" know to go south to avoid the rough road and potholes. Hitting some of those potholes was worse than some of the landings I made.

Fortunately, summer has finally returned to "vacationland" and we are enjoying sharing the Damariscotta River with the lobstermen, oyster farms, harbor seals, and Washburn and Doughty (builder of over 25 tugboats for Moran Tugs—little bit of trivia there!)

It used to be that we enjoyed the journey as much as the destination, but things sure have changed. Gave up passes a few years back, yet the journey still has not been much fun. So, after 25 years we sold our condo in Maui, and now do most of our traveling via our motorhome. Have covered most of our National Parks, and every year we try to add a couple more to the list. We sure do live in a beautiful country.

With 2 sons flying for the airlines it makes me realize how fortunate I was to be flying from the 60's to the 90's. I hear enough terrible tales to keep me grounded!! Management has sure done a good job ruining some fine airlines.

Finally want to thank all those dedicated ALPA representatives who gave me a decent contract to work under, and to those who wisely thought what was needed to give us a decent retirement. Management couldn't take it all away, although they sure tried!!

Cheers to all and thanks for a great publication.

Doug, JFK, LGA, EWR

JIM NUGENT—Reno, NV

Just mailed my dues in so thought I would add a few words. Some time ago I inquired on the Retup web page as to the whereabouts of one of my favorite Captains, Sam Bordonali. His name just disappeared from the RUPA address list and I was concerned about him. Leon Scarbrough sent me a phone number for his daughter and I called her. She said that Sam was still going strong and was living in Oldsmar Florida. He is 90 years old and is recovering from a recent pacemaker implant. His wife, Catherine, is alive and well also. His daughter said that Sam would enjoy hearing from any of his old friends at United. His phone number is:727-787-7311.

Norma and I are still going strong too here in Reno. Last year, for our 50th wedding anniversary, we went on a cruise to the Baltic. Started out in Stockholm and then on to Helsinki, St Perersburg, Lithuania, Estonia, Poland, Denmark, Amsterdam and ended up in London. We flew over on SAS and came back on Air Canada. Both airlines treated us very well. Other than that cruise we haven't traveled much except for an occasional trip to San Diego to visit our two beautiful granddaughters' ages 7 and 9. Both play softball and we enjoy watching them play.

We bought a home in Sun Lakes Arizona 2 years ago, and have been spending our winters there away from the Cold Reno winters. I have met some RUPA members down there and have been going to the monthly luncheons in Phoenix. I like playing golf down there as I can reach most of the greens in regulation. Can't do that in Reno any more.

Last year our condo complex on Maui, The Mana Kai Maui, celebrated 40 years in business. At the

annual owners meetings there were extra festivities. It has been about 42 years ago that I met Jim Christman on a flight from JFK to HNL. Jim built the place and was flying as a Long Range First Officer when I met him. He showed me the drawings and plans and gave me directions to the property. As soon as I saw the property I was sold. After 40 years the building needed a renovation and got one to the tune of \$6 million dollars. Then most of the individual units were upgraded to the tune of 70,000-80,000 dollars. So the place is just like a brand new building most units with central air.

Jim Nugent, EWR, JFK, LAX, SFO, LAX

JOHN PINTER—Vermilion, OH

Another year older and another fun year. It's been a GR8 (the way Bob Langevin spells great) year and the only way it could have been better is if my knee quit hurting... but that comes with the territory.

In September JoAnn and I celebrated our 50th wedding anniversary. We ruled out a cruise with our kids and most other things people do for their 50th and decided to host a first class dinner at a 5 star restaurant (Touché on the Vermilion River) for most of the special people throughout our marriage. We contacted people from all over; some we haven't seen for 15 or so years and turned it into a great reunion. One couple, Allen and Jackie Sowell, who are now both Captains for UAL and met when they crewed for me, couldn't make it because their daughter was seriously ill. A few months later while at our winter digs in FL I got a call from them that they wanted to fly their Beach Barron into Stuart FL to meet for lunch. They hadn't changed and were just as stunning a couple as they were when they got married.

Most golfers talk and joke about shooting their age but I managed to do it in league play last summer. I knew I was playing better then I ever had and told my group I didn't want to know any of my scores until the end. It was a tremendous surprise for me and to celebrate I took my playing partners to lunch. JoAnn and one of their wives joined us. I shot a 74 when my best round to date was an 84 and I normally shoot in the low 90's. I know it went to my head because the very next round and all rounds since then I've really been struggling. Geeze, I think my Captains hat would fit me again.

When we returned from Florida we played a round of golf with our 11-year-old granddaughter. She

tied me and even out drove me on a few holes. She was Player of the Year again for the Cleveland USKids tour and has been invited to play at the world championships in Pinehurst again this year. Normally I wouldn't tell you about anybody that beat me on the golf course but as a Grandpa I'm proud as hell. It's great fun to follow her when she plays and get together with our family afterwards for lunch or dinner.

Being up north in Ohio for the summer and down south in Florida in the winter gave me the idea to get a convertible. We settled on a BMW 328i retractable hardtop. All of our cars previously (Our first car was a convertible in 1963) have been vans or luxury cars. We weren't sure how the ride would be or how comfortable the car would be driving between FL and OH. To our surprise the car was quiet because of the hardtop and not hard over the bumps even though it has a sporty ride. If you have never driven a BMW it truly is a driver's car as the ads suggest.

How lucky I am to be a part of the Cleveland Cra-zies. Our meeting for May was a two day affair with the wives (their always included) at the Air Force Museum in Dayton OH and dinner in the Of-ficers Club. We even got a chance to fly the Wright Flyer simulator and if the future of aviation rested on my shoulders to fly that contraption we still wouldn't have airplanes today. In June our illustri-ous leader Rich McMaken had his annual "Summer Do" which was the largest yet and many of the Cra-zies I haven't seen in years were there. They came from as far away as Chicago, the Washington DC area and Florida. I'm also lucky to be able to attend the Treasure Coast Sunbirds luncheons and occa-sionally the Florida Gold Coast Luncheons. We all owe an overwhelming THANK YOU to the Offi-cers, BOD and Committee's that make this possible. **THANKS GUYS!** *John*

WALT RAMSEUR—Millbrae, CA

Dear fellow RUPARIANS, Missed writing a letter last year but brief recap.

We have had a couple of different years. In May 2012, while on a Genealogy trip to Norwich Eng-land, my wife, Mary, had a heart attack which we mistook for food poisoning. With no help from the free clinic or a paid clinic we took a three hour cab ride to Heathrow. After two days of difficult com-munications and trying to buy tickets. Were told

business class was wide open. We ended up widely separated in coach but survived the trip home. Af-ter about six months of shingles and an operation Mary was diagnosed with Cancer. We did take a trip to my birthplace in NC where we celebrated my 90th birthday with relatives from Calif and Oregon, about 60 friends and relatives a great time was had by all. Returning home, purchased tickets on USAirways, Mary started Chemo and Radiation. I adapted to being a caretaker better than I expected. Today Mary is cancer free and the heart is stronger and we are looking forward to returning to a more normal life.

Some bright spot, Mary's oldest daughter, A high honors engineering graduate of UC Berkeley, re-ceived a double Masters degree in Civil and Envi-ronmental Engineering and a proposal of marriage. Her fourteen year old daughter is attending a music high school, plays violin with San Francisco Youth Symphony and has composed music for string Quartet. My daughter has moved to Portland and is enjoying retirement.

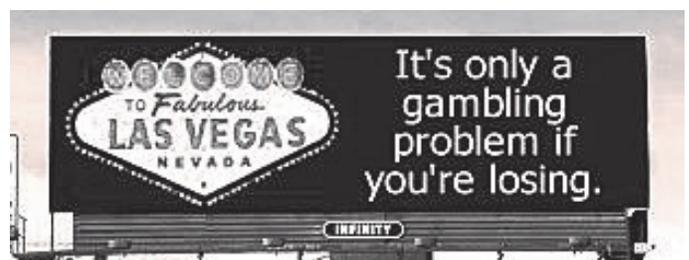
I had a cataract removed and still have a third class medical. I expect to resume flying my A36 Bo-nanza.

In spite of a few glitches I feel that I have had a most privileged life. I still attend my Rotary and Sheriffs Air Squadron meetings and Bay Area Spe-cial Olympics Lions which I helped to form four years ago. Mary is still on the Board of the Hiller Aviation Museum and The San Francisco Airport Aviation Museum. If you fly in to the San Carlos Airport KSQ, Have lunch at The Sky Kitchen Res-taurant in The Mary Griffin Ramseur Terminal Building.

Keep the blue side up. *Walt*
1952-1990 SFO, IDL, EWR SFO

RALPH RIDGE—Castle Rock, CO

Last year I wrote about an upcoming procedure for the treatment of Prostate cancer called the Cyber Knife. This year I want to report that the procedure was completely successful, non-invasive and



painless. My PSA has dropped significantly and I have reacquired my Second Class flight physical. The cancer was eradicated without any side effects such as incontinence or impotence and only involves five 45 minute radiation treatments by a pre-programmed robot. If you're interested in more details, email me at rockymntnridge@aol.com.

I'm still keeping busy restoring Corvettes and flying a King Air F90 and a Lear 55 part time. I'll have to take a little time off this summer to get a hip replaced, but aren't we lucky to live in the bionic body era?

Sharon and I plan on taking October off and travel to Hawaii (visit our son and daughter-in-law), Fiji (a week on a boat) and on to NZ and AU to spend some time with Corvette friends. All under the guise of our 50th wedding anniversary celebration.

Thank you to all of the volunteers who make this publication possible. I read it cover to cover and really appreciate the timely updates about pass travel.

Check's in the mail. *Ralph*

TIM RUDY—Weldon Spring, MO

Julie and I did the first week Norway cruise in May and had a ball.

Always look forward to the *RUPANEWS*, it should be required reading for those who want to live and retire well.

Still working at Flightsafety in St. Louis as an Embraer 170/190 instructor. They will be looking for airline experienced instructors at their under construction training center in Denver next year. No age limit and no medical.

Tim, '78-'07, ORD, JFK, SFO, DCA/ TK.

JACK SCHRANDT—Madison WI

Cleve, Not much new aside from the arrival of my first grandson. Doing a bit of traveling and still trying to get the golf score down.

Thanks again to all of you who keep the RUPA magazine and information coming to all of us.

Check was in the mail last week.

Best wishes, *Jack*

CURT SIMPSON—Port Orange, FL

Last year, sadly, I had to write that I had lost my wife Susan to cancer. This year, I'm happy to report that last fall I began seeing a wonderful lady named

Nancy, and that we were married on May 10th. Amazingly, she lived only a mile away from me here in Spruce Creek. She had lost her husband about two years ago to a heart attack. We are very busy trying to blend our two households which have been challenging to say the least.

The other major event that occurred was my retirement from NetJets on April 1st. Given the horrible winter most of the country experienced, our impending marriage, and the combination of thirty seven years at UAL and nearly ten years at Netjets, I decided that enough was enough. I thoroughly enjoyed the NetJet experience with the wide variety of owners (some famous, some not), but my best memories are still of my time at United.

For the most part, I expect we will be spending most of our time here in Spruce Creek enjoying occasional flights in the Bonanza, the weather, and the many other activities that this part of Florida has to offer.

As always, many thanks to the great folks who get this magazine out each month. It's great to see all the new members each month.

This year's dues are in the mail, only slightly late...

Curt, '67-'04 EWR, CLE, ORD, LAX

JOE SWENSON—Littleton, CO

Hard to believe it's been 10 years since my last UA B777 flight. I continued to fly (Pt 91) and instruct (Pt 142) on 737's, 757's, 767's and 777's until just a few months ago when I decided to fully retire. My wife, our granddaughter, and our new puppy require my time more than anyone or anything else and I'm glad to oblige.

We continue to enjoy cruising, especially Christian cruises such as with Dr David Jeremiah and Bill Gaither. We just took a driving trip (with the puppy) to Atlanta and Birmingham to visit relatives. Nice way to see the country and not have to put up with the TSA and the airlines.

I continue to find enjoyment in my jogging/exercise hobby. I decided to set a goal to jog 70 miles this month and bike 70 miles too. As of the 26th I'm over 100 miles jogging and 100 miles on my bike so I guess I'm still in pretty decent shape. Will continue to do this until the Lord says no more.

Thanks to all who make the *RUPANEWS* such a great publication, I always enjoy it!

God bless, *Joe*

MURRAY WARREN—Lake Worth, FL

Another year of retirement (now 24) and time to send a check and a little message.

Sadly, this year saw the passing of my good friends Paul Graffeo and Ham Wilson. Both will be greatly missed.

On the plus side, we have a new granddaughter to add to our 3 grandsons.

I've had several health bouts which resulted in ten days in the hospital. The doctors are trying to figure out what the problem is, and I know it's just getting old.

Still miss flying and all the people I had the good fortune to work with. I guess that will be with me always. *Murray*

GENE WHITE—Hudson, OH

Check's in the mail and on time. Things are going well here as health problems are only normal age related aches and pains.

Retirement activities are mostly grandchildren related (birthdays, swim meets, soccer games, etc.

I did finally decide to try pass travel for the first time since the merger. We wanted to go from CLE to MSP for a 50th wedding anniversary party. Checked the flights and it looked grim. First United dropped the nonstop the week before we wanted to go. Darn, I now will have to go through ORD. Yes, loads looked bad but we will try anyway. We arrived at CLE very early and I checked in to find out that I was pre screened but my wife was not. I decided that if the marriage was to make it to 48 years I had better stay with her. Over 1 hour and 35 min. later we finally got through security and breathlessly arrived at the gate 8 min. before departure. The good Lord works in strange ways as there were two paying passengers stuck in the security line so we got those last two seats. We did get manage to get out of ORD to MSP but learned a lesson that you had better allow a **LOT** of extra time for check in. In MSP we allowed a **LOT** of extra time. Turned out we were both pre checked and got through security in 5 min. and were able to catch

**The secret to being happy is
having a good sense of
humor & a dirty mind!**

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earlier flights that had enough seats for us. One thing that didn't help was that there seems to be a compatibility problem with flyingtogether and the browser the motels use. I know that I had to have the tech people with United help me reprogram my computer at home before it would work with yahoo. It would have been nice to find out that we were pre screened and could have printed a boarding pass. Being an old 737-200 guy I am VERY low tech and don't have a smart phone to help me when traveling.

Keep up the good work.

Marion G. White DCA, CLE, ORD 1967/2000

NORM WITT—Palos Verdes Est., CA

I missed sending my usual letter last year due to the fact that I answered a Facebook note from a friend and instead got a virus that wiped out my Dell Computer. Had to delete the entire Operating System and reinstall, but it did not work and then purchased a new Hewlett Packard computer.

My health has continued to fail with having had the Chronic Fatigue Syndrome since 1995, then bladder cancer and a middle ear infection with vertigo since last August 2013.

Not much to report about my flying career with United except I flew with Bob Rademacher on his last trip before he went on sick leave and never returned to fly again. Another interesting event that got no publicity, and nobody from Flight Operations ever called me about what happened. Bob treated me a little helter than the average member of those who flew with him because I had attended the University of Nebraska in 1944 with his wife, Eleanor, who was from Grand island, Nebraska. I as from Syracuse, NE. Eleanor was one of the Beauty Queens at the University in 1944 and went to work as a flight attendant with United Air Lines a short time later.

Some of my fellow pilots from Nebraska who I flew with or were good friends were, herb Goodrich, John Juelson, Glen Schwarz, Ed Nelson and Rex May. I had an enjoyable phone conversation with Clifford Chancy about a week before he died suddenly on August 4, 2012. Cliff and I flew together on the Boeing 720.

My dues should be in Vineburg by now —anticipate living for several more months. *Norm*

IN MEMORIAM

LOUIE A. (L.A.) BACHUS, JR.

Louie A. (L.A.) Bachus, Jr. passed away December 10, 2013.

L.A. was born in Marshall, Texas, on September 18, 1920. In 1935 He enlisted in the United States Army at the age of 15 and served for three years. He was then recalled into service in 1941 at the beginning of World War II. He served in the South Pacific until he was discharged in 1944. L.A. joined United in 1948 and retired on the 747 in 1980 after 32 years of service.

On March 21, 1942, he married Leona Tymel in Wharton, Texas. They celebrated their seventy-second wedding anniversary last year. L.A. and Leona made their home in Woodside, CA. In 1985, he and Leona moved to Chico to join four of their children who had moved there to attend Chico State and stayed on as permanent residents.

His survivors include his wife, Leona, five children, five grandchildren, and one great-grandchild.



JAMES R. BERQUIST



James "Jim" R. Berquist, age 83, of Crystal Lake, died June 7, 2014, in Crystal Lake. He was born on December 17, 1930, in Superior, Wisconsin.

Jim was the captain of his high school football team, earning a scholarship to college, but was unable to attend due to finances. Instead, he spent his summers on the wheat harvest in South Dakota. Along the way, he discovered his passion for flying. He attended night school at the University of Minnesota Minneapolis for flight instruction. From there he went on to serve his country for 4 years in the U.S. Navy. He was an officer in the mine warfare division on the U.S.S. Carmick (DMS 33) during the Korean War. After his tour, he went to work at Remington Rand Univac where he was an electronic technician and he also met his beautiful wife, Mary. His passion for flying ran strong inside of him and he returned to his true love. He flew helicopters in Minneapolis and Oregon, doing various tasks such as reforesta-

tion, mosquito control and extinguishing forest fires. In 1965 Jim was hired by United Airlines and retired a Captain in 1990. After coming home one day to a front yard full of boats, he helped his son follow his passion by starting Berquist Marine Center.

Jim is survived by his loving wife of 58 years, Mary, two sons, and four grandchildren.

In lieu of flowers, memorials may be made to Richard I. Bong Veterans Historical Center, 305 Harbor View Pkwy, Superior WI 54880, 715-392-7151.

To send an expression of condolence to Jim's family, please visit www.davenportfamily.com. For information, please contact Davenport Family Funeral Home, 815-459-3411.

ROBERT E. BOWLES, II

Robert E Bowles II, (71) born 5/5/1943, passed away on 6/24/2014 of the ALS disease. He is survived by his Wife, Jane.

Bob spent his career in Chicago. He was a good friend and a happy-go-lucky guy.

From his Caring Bridge Posting, he fought this disease to the end.

(Read his letter in the May, 2014 RUPANEWS. A very brave man. Ed)

CHESTER MAYNARD CASSEL

Chester Maynard Cassel (90) passed away peacefully on June 17, 2014. He was born in Bucks County, PA, on Nov. 24, 1923. Subsequent to his graduation from Perkasio Sellersville High School he enlisted in the US Army in 1941 and was accepted for the Air Corps Cadet program. In December of 1943, while at home on Christmas leave, he married Elizabeth Godshall (Betty). His service continued until he was honorably discharged in 1945. He built up solo flight hours and instructed at a local airport in Quakertown, PA, until he was hired by Capital Airlines in 1949. His work at Capital was interrupted briefly when he was called to duty by the USAF in 1951, during the Korean conflict. He returned to Capital after his discharge from the USAF and soon after was able to transfer bases to Washington National Airport (later Reagan International) moving his family to Northern Virginia where he resided for the remainder of his life. With Capital Chet began his captaincy piloting the DC-3, then graduated to the British-built Vickers Viscount with its introduction into the Capital fleet

as the first turboprop passenger plane. Chet changed uniforms in 1961 as a result of the Capital-United merger, and was based at Dulles and San Francisco International airports. Chet enjoyed a career in aviation spanning a 42 year time frame starting with his initiation to flying in an open cockpit biplane in 1941, and ending with the DC-10 in 1983. He took pride in being a pilot during the golden years of aviation when a pilot was truly a pilot.

In his retirement years he spent time in Florida with Betty and enjoyed golf and tennis. He was an active member of the Fairfax American Legion.

Chet was preceded in death by Betty, his wife for 50 years. He is survived by his three children, five grandchildren, and five great grandchildren.

Chet was buried with his wife at St. Stephens cemetery in Perkasio, PA.

ROBERT LOUIS DAVIS

Robert Louis Davis, 84, of Surprise, AZ. formerly of North Judson, IN. and Crystal Lake, IL. passed away on March 17, 2014. Bob was born on December 9, 1929 in North Judson, IN.



Bob joined the Air Force in 1950 training in radar repair, then after pilot training, he flew jet fighters until July 1956. In August 1956 he joined United Air Lines and retired in December 1989 on DC-10's. His thirty-three year career with United was out of Midway and O'Hare airports.

Robert is survived by his wife, Carol, five children and seven grandchildren.

In lieu of flowers, the family suggests memorial donations to the National WASP World War II Museum, National Air and Space Museum, St. Jude Children's Research Hospital or a charity of your choice.

ALVIN "AL" J. MENTING



Alvin "Al" J. Menting, 87, died June 8, 2014, in Dujarie nursing facility at Holy Cross Village, Notre Dame, IN.

Al was born April 23, 1927, One of 12 children growing up on a dairy farm in Phlox, Wisconsin. He served in the Navy during World War II as a pilot, and in 1951 he was hired by United Airlines. Al retired in 1987

after 36 years with United, ending his career on the 747 San Francisco to Hawaii run.

Al and his wife, Montel, lived in Palo Alto, CA. for many years. They traveled extensively over the years and having been to so many places and countries that it's difficult to list.

Al was one of the kindest and most considerate persons imaginable. He helped organize relief efforts for Oaxaca, Mexico, Palo Leyte, Philippines, aided patients at Stanford Hospital, was an officer in the Elks and helped care for a mobility restricted mother-in-law for years. He was just the kind of wonderful uncle anyone would hope to have.

He was truly a technical genius and his vehicles and home showed it. He built his own swimming pool and devised solar heating system for his house and pool years before it became fashionable. His vehicles had so many "unique" and "original" features that their insides looked more like an airplane cockpit than a car.

While it has been painful to watch Al regress with his illnesses during the past few years, his far-flung family and numerous friends are grateful for the many treasured years of wonderful experiences they had with him. They also take consolation with the knowledge that after their retiring to Holy Cross Village in 2002 and Al became ill, he was treated with love, dignity, respect and professional skill during his time at Dujarie.

Al is survived by his wife, Montel Hawkesworth Menting, four children and seven grandchildren.

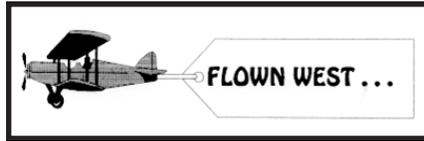
"Air Force One", the plane flying the president of the US is a 747—usually escorted by F-15 fighter planes when flying outside the US.

On his final flight, Al did better than the president. God was his co-pilot. Seraphim, Cherubim and Thrones were his escorts. "And he was raised up on Eagles wings..." Bill Hawkesworth, brother-in-law.

Memorial contributions may be sent to:

Mary Grabner Employee Assistance Fund
PO Box 839, Notre Dame, IN 46556, or to a charity of choice.





Joseph M. Lezark	Nov. 02, 2013
Louie A. "L.A." Bachus, Jr.	Dec. 10, 2013
Robert Louis Davis	Mar. 17, 2014
Walter J. Albright	May 26, 2014
*John Anderson, Jr.	Jun. 15, 2014
James R. Berquist	Jun. 07, 2014
Alvin "Al" J. Menting	Jun. 08, 2014
*John "Andy" Anderson	Jun. 15, 2014
Chester Maynard Cassel	Jun. 17, 2014
Robert E. Bowles II	Jun. 24, 2014
Kenneth C. Eckley	Jul. 02, 2014

**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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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 East Bay (2nd Wed. 12:30 PM)—*Black Bear Diner*, Pleasanton, CA, Call 925-846-8436 or 735-1946
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
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