

rupanews



Journal of the Retired United Pilots Association



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May thru Sept., —	Jim Morehead & Art Jackson
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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
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Ohio

Cleveland Crazies	Richard McMakin
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Oregon

The Columbia River Geezers	Ron Blash
The Intrepid Aviators of Southern Oregon	Bob Nicolls

Washington

Seattle Gooney Birds	William R. Brett
	Brent F. Revert

Washington D.C.

Washington D.C.	E.K. Williams Jr.
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The renewal date for dues is your birthday and is printed in the back cover address box.

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

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President's Letter

NEW MEMBERS: RUPA had 20 new members join our ranks since my last letter. Please welcome Captain Terry Blackwood, Saint Peters, MO, Captain Frank Bianca, Henderson, NV, Captain Timothy Fetzer, Boise, ID, Captain John Langenheim, Manassas, VA, Captain James Grafton, Coulterville, IL, Captain Deryl Moses, Carmel, CA, Captain Christopher Bruce, Denver, CO, Captain Richard Dake, Scottsdale, AZ, Captain Corey Ferguson, Trabuco Canyon, CA, Captain Mike Glawe, Western Springs, IL, Mr Philip Swain, Oswego Lake, OR, Captain Lainey Richardson, Los Gatos, CA, Mr. Wood Struthers, Charleston, SC, Captain Wayne Bromley, Colorado Springs, CO, Mrs. Annette Peck, San Diego, CA, Mr. Stanley Rosenthal, Fresno, CA, Captain Thomas Mannello, Plantsville, CT, Captain Thomas Trees, Olympia, WA, Captain Stephen Barry, Beaverton, OR and Captain Thomas Bush, Littleton, CO.

RUPA CREDIT CARD PAYMENT OPTION and “A LITTLE EXTRA”

You received an Eblast in March alerting you that Annual Dues can be paid by Credit Card by going to our rupa.org web site and clicking on “PAY DUES ONLINE” at the top of the Home Page. In the past, some members sent in “A Little Extra.” You can also do that when paying by CC by simply changing the \$25 to whatever amount you would like. It is quick, easy and Leon reports many of you are taking advantage of this easy payment option. Who said RUPA isn’t a high tech organization?

RAY BRICE FLYS WEST: We lost Ray Brice in April. It was a sad day. For those who knew him, you know what a tremendous advocate he was for our safety. I flew with Ray as a new hire 727 S/O at SFO. Ray was active in ALPA Safety Work and I followed his work throughout his career. He became our Council 34 Safety Chairman and then went on to be our MEC Safety Chairman. Ray worked tirelessly for all of us so that we had sound cockpit procedures and safe reliable aircraft to fly. His record is quite long, along with his legacy. Thank you Ray for keeping your brothers and sisters safe! We all owe you so much for all your dedicated work for all pilots around the world.

SURVIVOR INFORMATION ADDED TO WEB SITE: We have added a tab on the left side of our rupa.org web site Home Page titled “Survivor Information.” Posted on it is a summary of the Survivor Travel Benefits that we received from UAL. It is an excellent summary with helpful contact information that you will find helpful. Thank you Paul Sanger for posing the question which we then directed to UAL.

UNITED PASS TRAVEL NEWSLETTER: The Employee Travel Center has created a spring pass travel newsletter located on the Travel tab on Flying Together. Look for the summer edition in the near future. If you have any questions, please contact the Employee Travel Center team at etc@united.com.

Jon Rowbottom, RUPA President

Would you like to receive the RUPANEW by E-mail?

If so, send an email to Leon and tell him

rupasectr@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:

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

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

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

\$1 Million in One Day: United Airlines Customers and Employees Support Nepal

Surpassed \$100,000 in donations within the first 100 minutes of campaign

CHICAGO, April 29, 2015 – United Airlines today announced that in just one day, customers and employees have generously donated more than \$1 million to the airline's disaster relief partners the American Red Cross, AmeriCares, Airlink and Operation USA to aid those affected by the earthquake that struck Nepal on April 25.

"This immediate outpouring of support is remarkable and shows a great deal of compassion from our customers and employees," said Mark Anderson, senior vice president of corporate and government affairs at United. "These generous donations will go a long way in helping those impacted by the devastating earthquake in Nepal."

Since Monday, more than 7,800 United customers and employees have made contributions to relief efforts in Nepal through the company's fundraising site, and United has provided a \$50,000 match donation to these partner organizations. The airline is also providing a one-time mileage bonus to MileagePlus members who donate. United is contributing up to 5 million miles for this initiative. MileagePlus members who give between \$50-99 will receive 250 bonus miles, those who contribute \$100-249 will receive 500 bonus miles, and members who donate more than \$250 will receive 1,000 bonus miles.

For more information and to make a donation, customers and employees may visit United's fundraising page at <https://www.crowdrise.com/unitednepalrelief>. The 5 million bonus miles will be awarded on a first-come, first-served basis based on contributions made through 11:59 PM CDT on May 15, 2015.

Customers May Also Donate Miles

MileagePlus members with accrued miles can donate their miles to a charity through United's Charity Miles program. Many international relief organizations send personnel and volunteers to assist in the affected region, and the donation of miles will help defray their expenses. Through these programs, MileagePlus members can donate a minimum of 500 miles to any of the designated groups involved in the relief effort. Customers may also donate miles by calling MileagePlus Customer Service at 1-800-421-4655.

RUPA and Active guys in Orange County

Hello Cleve, I thought I would pass you a photo of 3 RUPA guys and two of us active types enjoying a St. Patrick's day lunch together in Orange County at the Hacienda Restaurant on Lake Mission Viejo.



The suspects are from left to right, Captain Rusty Aimer, Captain James Cronin, Corey Ferguson (active B-747 SFO), Captain Jim Grosswiler & Boomer Knutzen (active B-777 SFO). I hope all is well. **Corey Ferguson**

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Our April get together was under absolutely PERFECT conditions on the shores of beautiful Manatee Pocket at Shrimper's here in Stuart, FL. As our 'Season' here in So. FL comes to an end (more or less), our Luncheon was quite well attended and we all had a terrific time in IDEAL conditions along with enjoying a variety of delicious food and phantastick service provided by Miss Sarah!!!

Lots of different conversations took place - depending on where you happen to be sitting. The only thing that seemed to dominate the BS that was being exchanged were the many 'stories' that were shared about guys whom they encountered during their 'flying days.' Needless to say, several specific names were mentioned (that I will conveniently NOT mention here - to protect certain reputations - along with the innocent that caused reactions from the group that ranged from Laughter to OMG to WTF and beyond. All I can say is by not being there, you missed a LOT of LAFFS!!!! Needless to say, the 'Sad State' of UAL (Smisek, etc.) came up for a brief time but didn't last too long since there is nothing that we can do about it now and we all wanted to get back to having a GOOD Time and talk about HAPPY and PLEASANT things.

Those who attended the meeting included several of our UAL buddies from the FLL RUPA Group and they were; Ned Rankin (FLL Group Coordinator), Jerry Bradley (my Poker Pal) and Art (the Boy Captain) Jackson. A special thanks to Art for driving that 1 hour plus ride up from down South and playing Taxi driver for Ned and Jerry. Our regular Treasure Coast Members were: Ted Osinski, Dave Hoyt, Jack Boisseau (doing GR8 after his shoulder replacement BTW), Jim Dowd, Dave Damon, Bill Cole, John Pinter and myself, Bob Langevin. Bill and John will be heading up North for the Summer shortly so we won't see them for a while, but we wish them SAFE travels and will look forward to their return in the Fall.

Our Treasure Coast Luncheon in May will be on the 12th at Shrimper's once again and we can look forward to another good time with terrific food with GR8 friends and (who knows) maybe Miss Sarah once again!!! If U happen to be in the area we'd love to have you stop by and join us. Best Regards, **Bob Langevin**



We are PROUD to Celebrate 30 Years

June 27th 2015

RUPA & The Cleveland Crazie's

Mid-Summer Do!

Directions (you should know by now)

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

or

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

to Great Northern Exits, Take Exit 6A South on Rte 252 (Columbia Road) to the German Cultural Center (approximately 2 miles) on the Right. Parking will be there, or at our house 1 block east, in the drive. However drop offs are always available.



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

At Richard and Carol McMakin's Home

24926 Nobottom Road

Olmsted township, OH 44138

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

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

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

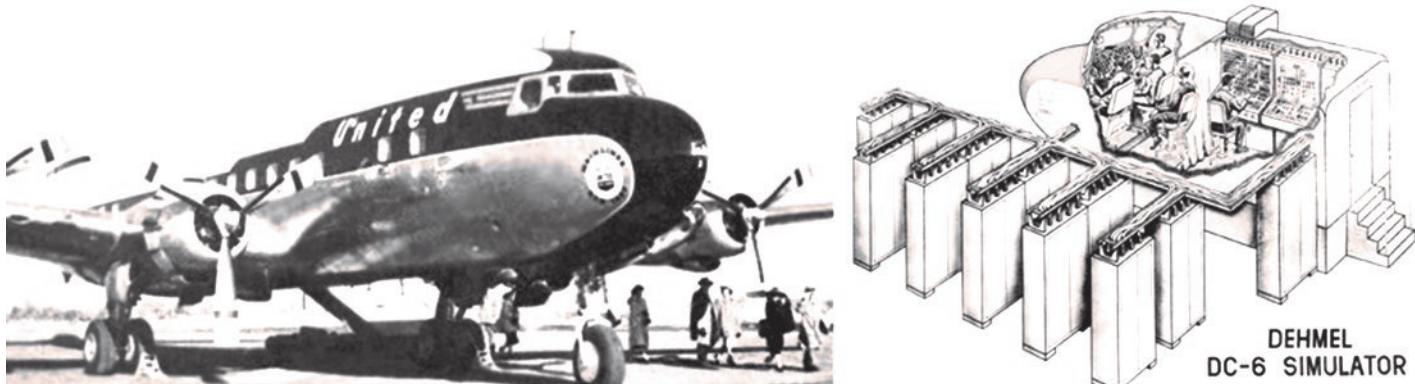
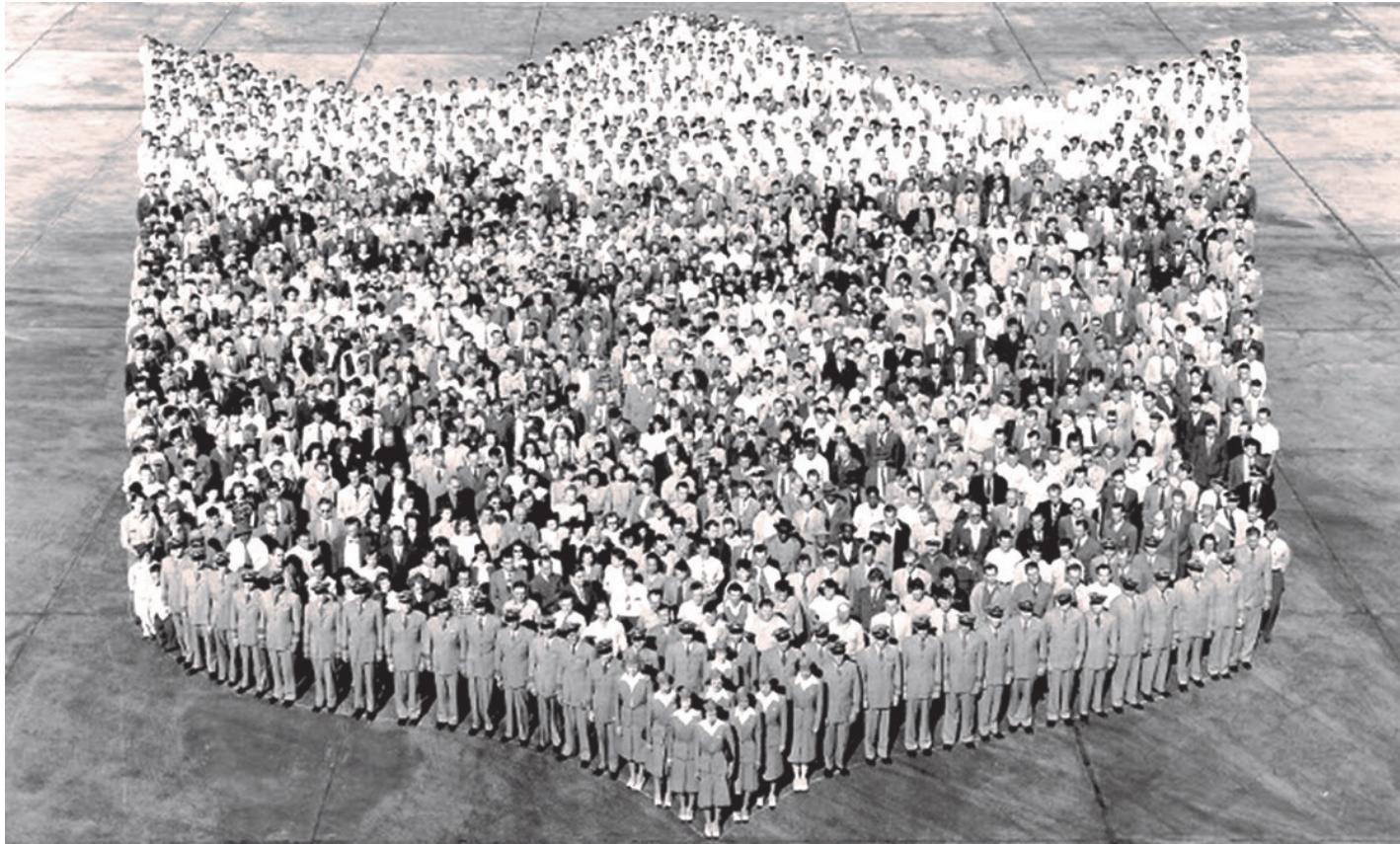
PLEASE BRING YOUR OWN BEVERAGE SELECTION.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

This "Shield" is representative of United's personnel in San Francisco & Oakland. From 1940 to 1946 the number of Bay Area employees increased from 600 to 3,000 making them the largest single group of airline employees west of the Mississippi ... and one-fourth of the total United Air Lines personnel.



Marvin Berryman - "Shield" from the cover of the Oct. 1947 United Air Lines New - 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. - Website at www.uahf.org

The Rules of Chocolate!

Put "eat chocolate" at the top of your list of things to do today. That way, at least you'll get one thing done.

The Big Island Stargazers RUPA Luncheon

We all agreed that it was hard to believe an entire year had gone by and we were celebrating our First Annual Anniversary. Our March meeting brought together members and guests for a fantastic lunch provided by the Fish Hopper Restaurant. The chef and wait staff outdid themselves with wonderful food, great service and complimentary pupus and dessert! It doesn't get any better for airline pensioners!

Our group was pleased to welcome home Gerry and Joan Baldwin who had been off island for several months for Joan's medical treatment. Bill and Lauren Cochran brought their house guests, fellow retiree Allan Benson and his wife Laurie, to the meeting and it was nice to get reacquainted with them. This scribe was a GIB who flew with Allan when he was a co-pilot on the B-737 in SFO during the late '70s and we reminisced about the "more interesting" flights we flew together. Return guest Richard Morley (ret'd American Airlines) and wife Gigi also attended the festivities. Talk centered on spring and summer travel plans and whether or not to buy full-fare tickets.



Photo Caption: Left to Right: Bobby Michael, Allan & Laurie Benson, Linda Michael, Gerry & Joan Baldwin, Dick & Grace Slinn, Bill & Lauren Cochran, Rich & Maureen Hurst, Linda Morley-Wells, Don Diedrick (Not pictured: Walt Wells, Richard & Gigi Morley)

Join us at the Fish Hopper in May for our regularly scheduled meeting on the third Thursday of the month.
Linda Morley-Wells, Scribe

San Diego North County RUPA Luncheon

Greetings Cleve and the hard working RUPANEWS slaves.

We met at noon at the familiar St. Mark's Country Club with eight of us hungry people. Bob and Evelyn Pauling, Bob and Ruth Bowman, Mark and Susan Mayer, Colin Winfield and me, Old Bob.

The conversations with accompanying boisterous laughter guaranteed that any negative problems would not surface, at least during lunch.

An article that popped up on my computer was about the Boeing 737. A new model is ready, or almost, and it will continue to be a winner. I flew the first '37 in the spring of 1968, and really liked it. Surprisingly, 47 years later its demise may be many years away. Way to go, Boeing. If asked what my favorite airplane was, I would say "All of them." (Except that beat up 1931 Waco biplane cabin model on floats.)

Here's some news- Our luncheon group is changing to the Lawrence Welk restaurant, and the first meeting there will be the second Tuesday at noon as usual. I visited there and made a reservation for us, and received a menu which revealed that the food items and prices were very similar to the St. Mark. Call me if you need any information pertaining to Welk's at 760-480-7420. **Bob Harrell**

The Columbia River Geezer's RUPA Luncheon

leven Columbia River Geezers showed up at The California Pizza Kitchen on April 08, 2015. I believe it may have been or at least matched the largest turn out we've experienced since we all formed our RUPA group and started hanging out together five or six years ago.



From left to right is Bill Englund, Rich Warden, Tony Passannante, Ron Blash, Doug Howden, Bill Park, Phil Swain, Benno Vyfvinkel, Dick Ionata, Fred Krieg and Wally Tweden.

We all ordered salads except for Bill Englund who opted out for a small pizza. Great conversations ensued and believe it or not there wasn't one story that I have ever heard before???

A new member at our table who car pooled with me from Lake Oswego is Phil Swain. Phil retired as a Navy Captain here in the Pacific Northwest. However, before his retirement early in his NAVY career he was a P3 Pilot for Uncle Sam and then was assigned later in his career to command all the recruiting for the Navy up here in the Great Northwest. After tackling that job Phil retired from the Navy, applied at UAL and was hired as a Flight officer, I believe in 1990. He flew the friendly skies and after 14 years retired off the 747-400 in SFO in 2004. Wally Tweden showed up only to tell us that he was moving to Bend, OR. Wally, like most of us at the table, loves the great OR outdoors and plans to enjoy the wonderful Bend Wx while bike riding, hiking and probably doing some fly fishing in the higher elevations of Central Oregon. Sam Richardson, a usual regular at our luncheons but not at the table today, just returned from being down under in New Zealand the night before our Geezer luncheon. He had been there for 4 months with his wife, a Kiwi. Sam and Ali make the trip every winter in an attempt to escape the realities of our Oregon wet winters. Plus, Sam loves the Soaring in New Zealand. Sam did call me the night before and said he hoped to make our lunch (I wish he had as I think it was Sam's turn to buy), but I am sure he overslept after the all-nighter home to PDX from AKL. Bill Park just returned from the Central Valley of California. Bill was down there riding his bike and I imagine enjoying the California sunshine and maybe a wine tasting room here and there. He made it back to OR in one piece with no bumps or bruises which could have indicated a fall or blown tire etc. Way to keep the blue side up Bill. Dick Ionata approached me in the parking lot prior to lunch to point out, in a very friendly manner, that I had made an error in one of my luncheon write-ups a couple of months back. Apparently I had pointed out that Tony Passannante was the only Italian at our table. Well! Dick wanted me and all of you to know that he too is Italian and I overlooked mentioning him. I humbly apologized to Dick (an ex 6'3" B-52 driver.) I told him I would clarify the distinction in the next RUPA Rag publication. However, in addition, I pointed out to Dick that I thought that he was Sicilian. Isn't that also Italian?? I better call Tony! Fred Krieg, who lives on an airport in Independence OR, owns and flies probably the nicest vintage Beech Baron in the Pacific Northwest and promised me a ride (or maybe he meant a walk-around- you know, price of gas etc?) the next time I have lunch at his airport. Bill Englund has been traveling in the AZ area for part of this OR winter time and it has been a while since enjoying his presence at our Geezer lunch table. Welcome back Bill. Rich Warden still enjoys the "High and Mighty" as he manages and flies several Corporate Jets out of Aurora airport to other airports around the country and the Pacific Northwest. Doug Howden is stumped, in that he wants to head out to the Mid East somewhere on a

Viking cruise. He is very interested in going to Egypt to explore/cruise the Nile, visit Luxor, The Valley of the Kings and Abul Simbal. However, with the instability in those areas he thinks he may head in another direction. Benno Vyfvinkel has been away for a while and it was good to see and hang with him. Benno lives North of the Columbia River in Washington state as does Dick Ionata. There were two other UAL pilot retirees who were going to make the trek up from Bend for lunch but bowed out of the drive because of Wx. Hey! for those of you in the Bend area, and I believe that there are 6 to 8 retired UAL pilots in that area now and Wally Tweden is heading your way you might consider setting up your own luncheon schedule down your way and perhaps some of us Geezer luncheon members or those RUPA members from Jacksonville OR might drive over to Bend for lunch? Just a thought??

Well! I'm running out of memory about who did what and who's on first, so I'll close with an invite to all retired UAL pilots who might be in the greater PDX area for our next Geezer luncheon. Please drop in on the second Wednesday of every month at 1100. Just look for the California Pizza Kitchen located in the Clackamas Town Center just off of I 205. **Ron Blash**, 503 636 3612, Rblast@mac.com

Seattle Gooney Birds (March) RUPA Luncheon

March 19, 2015 SEATAC Marriott Hotel. There were sixteen members and guests around two tables including Fred Sindlinger who just returned from the hospital with pneumonia,(welcome back, Fred), Pat Williams, from Tacoma, and Bob Howard, from the Seattle Flight office (when there was one) always welcome.

We talked about the recent Domicile closing luncheon held at The Museum of Flight. Lots of familiar faces and old friends there. Jokes came from Bob Howard, Pat Williams, Herb Marks, Dave Carver, and Bill Brett. A good time was had by all.

In attendance were: Al Black, Bob Howard, Howard Holder, Fred Sindlinger, Bill Lamberton, Jim Barber, Pat Williams, Mark Gilkey, Gerry Pryde, Bill Stoneman, Herb Marks, Dave Carver, Al Haynes, Chuck Westphal, Ken Case, and Bill Brett.

Seattle Gooney Birds (April) RUPA Luncheon



Left to right around table; Dave Carver, Bell Brett, Tom Smith, Bill Shumway, Dick Anderson, Bob Reid, Bud Granley, Howard Holder, Jack Brown, Gerry Pride, Fred Sindlinger, Herb Marks, Chuck Westphal and Ken Case (this end of table).

Phoenix Roadrunner RUPA Luncheon

We met at our usual place, the Bobby-Q restaurant on April 14th for a nice get-together and lunch. We had a fun group which included; Frenchy & Joan Bourgeois and his son Larry from Cincinnati , Doug & Brenda Lund, Dennis & Darlene Leahy, Hank & Jean Kyser, Jerry & Mary Beth Smith, Mike Carlin, Frank Soare, Gary Dyer, Charlie Schwob, John Baczynski and myself.

We will not have any luncheons for the summer period. Most likely our next luncheon will be October 15th.
Ken Killmon

Dana Point RUPA Luncheon

Very beautiful day in the harbor once again, and even though the Wind and Sea had had a fire in the grill serving the veranda, they were back to virtually full business and appropriately crowded with the "beautiful people" who show up here for their great menu, and lovely views. And then there was "us," the monthly RUPA group, who bring our own ambience to this place.

First of all I made the announcement that the May *RUPANEWS* would be late, as per the note in the April issue from Cleve Spring, the editor, who indicated he would be on the Panama Canal Cruise, and that since he is a committee of one, it would be difficult to work on the May issue while gone.

The commentary I had on that was that since entering the "Cyber Age", it is amazing how fantastic a publication the *RUPANEWS* has become, and that is thanks to Cleve, who obviously has computer skills far above the rest of us. Because we are in the Southern California area, we never participated in, but read a great deal about the "Folding and Stuffing" parties that many in the SF Bay Area got together for in order to get the *RUPANEWS* out. George Howson and cohorts managed to get a lot of participation from the local members, because it was the only way to get the News out in those days. I'd hazard an opinion that it was a great manifestation of "crew concept" and those early folks, many still around, are also to be thanked for their willingness to keep us all in mind of our common bond as aviators.

Our Fearless Leader, Ted Simmons, was missing in action, due to minor sickness symptoms he contracted while visiting his son and family in Colorado, particularly the youngsters, who manage to pick up every little thing from other children they go to school with. And so, Ted did not want to pass on those same germs/viruses to the rest of us old geezers, and for that we thank him as well.

We had a goodly turnout nevertheless, even though we had no out-of-towners as we usually do. The following troops showed up: Al Pregler, Bill Rollins, Bill Stewart, Bob Fuhrmann, Bob McGowan, Jack Frisch, Jim Grosswiler, Joe Udovch, Jon Arp and his wife Cheryl, John Grant, Park Ames, Ron Dye, Rusty Aimer, and Mark Brophy who just retired and joined us at the beginning of 2015.

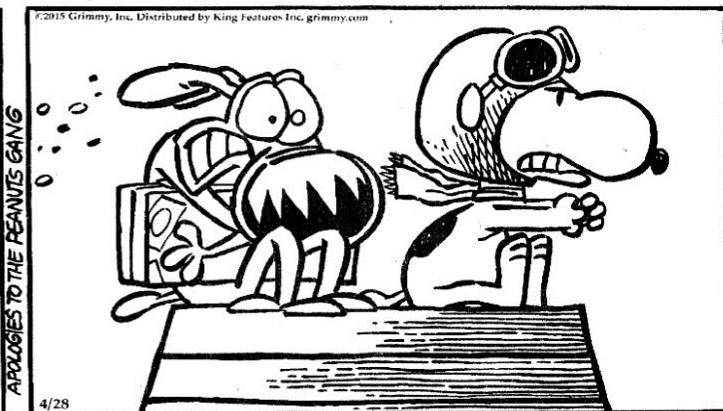
It was particularly nice to have Cheryl Arp in attendance, because she has an infectious laugh as she listens to the various stories we tell, and it makes a lot of the troops want to sit near her to also get some enjoyment from that. It would be nice if a few more of the ladies would attend our functions, as they do in other RUPA groups, because, in general, they had also participated in our lives as pilots on the Airline. I know that I have personally brought a couple of my daughters at times, and they have enjoyed the conversation at the luncheons as much as they did growing up with a pilot dad.

As previously mentioned, we had some of Southern California's patented beautiful weather, which always make the luncheons nice to attend. But we have to acknowledge the "double-edge" aspect of that beautiful weather, and that is the severe drought that California is experiencing, and how the climate-change problems have been affecting the rest of the country, from record snows in Boston, to tornadoes and floods in the Mid-West and South. We only hope that our brother-pilots living in those impacted areas are doing as well as we are.

Mention was also made about the Chino Air Show which takes place May 1-3.

Cheers, *Joe Udovch*, your friendly correspondent.

MOTHER GOOSE AND GRIMM by Mike Peters



San Francisco North Bay RUPA Luncheon

The April Fool's Day meeting got underway at 12:30 as always and without a single April Fool's Day prank or joke. After we made our way from the lounge to the dining room and all got seated Bob called the meeting to order as he always does with his 30 year old clicker from the strike of 1985.

The first order of business was a moment of silence for three more of our fellow pilots who have passed away. Three sympathy cards were sent around to be signed and will be sent to the spouse or family of each. Our all-knowing Health and Welfare guru was absent today so we have no health report for April. Handouts were passed out which included some old magazines which were for the female flight attendants. From the EAA there was information about an event at Buchanan Field in Concord where they are offering for less than \$100 rides in a Ford Trimotor. I have to do that since that is where I learned to fly in 1956.

Not much conversation that I heard regarding the Germanwings A-320 crash. The last item was a request from Bob that if we have old photos or memorabilia to bring them to the meetings to share with all of us.



L/R, Doris Donegan, Mickie and Sam Orchard, Dick Lammerding, J.R. Hastings, Deke and Merle Holman, Dan Bargar, Dwight Daley, Bruce Milan... Bob Donegan not in picture.



L/R, Larry and Dee Whyman, Bill Greene, Barney Hagen, Jules Lepkowsky, Wayne Heyerley, Don Madson, Al Milotich, Jim Mansfield, Carol and John Reed...

The RUPA Washington Area Eddie O'Donnell Luncheon

Our April 16, 2015 luncheon was open to members and guests. The meeting was held at the Amphora Restaurant located in Vienna, Virginia. We had a nice talk-a-thon together before the start of the "official" luncheon.

We all enjoyed a served meal consisting of a mixed salad followed by a plate of baked chicken, boiled rice and mixed vegetables. A nice scoop of ice cream was the dessert.

Attendees were: Jon Beckett, Hal Cockerill, Gary Cook, Linda Cook, Paul Gilson, Jerry Goebel, Betty Goodman, Bob Goodman, Larry Grube, Fred Keister, Clyde Luther, Claudette Luther, Dolores Miller, Ed Miller, Lisa Ney, Pierre Ney, Barbara O'Brien, Ward O'Brien, Catherine Reinhard, Don Reinhard, Frank Tetreault, Betty Williams, E.K. Williams

A special thanks to: Gary Cook and Hal Cockerill for handling the check-in and Jerry Goebel for handling the drawing tickets.

Our next scheduled luncheon will be July 16, 2015 at the same location and it will be for members only.

Jon Beckett

Denver Good Ole Boys and Gals RUPA Luncheon

Again we enjoyed the food, facilities and staff at the Tin Cup Bar and Grill Restaurant – it was Saint Patrick's Day and the main course was corned beef and cabbage – the meal was quite good and the members very much in favor of continuing to meet at this place. This was the quarterly month we specifically invited wives, significant others and widows. The social hour began at 11:00 am and lunch was at noon.

Following lunch Ron Juhl gave a brief interesting account of his career and some observations of the company since the merger which was enjoyable and enlightening.

Also discussed was the passing of long time Denver pilot Henry (Hank) Heintz by some who crewed with him having enjoyed those experiences.

The thirty four persons attending were : Darrel Ankeny Rick Bebee Mack Connelley Ed Cutler Bob Deitrich Al Dorsey Dennis Getman David Horwitz Jim Jenkins Cliff Lawson Judy Meyer Al Snook Russ Ward Ross Wilhite Jim and Arletta Adair Stanley Boehm and Marilyn Gifford Bob and Majorie Crowell Jack and Angie Davis Donald and Christine Johnson Tom and Sue Johnston Ron and Patty Juhl George and Vesta Maize Ron and Georgia Schafer Ted and Rose Wilkinson.

Respectfully, *Stanley Boehm*— coordinator and co-scribe

The San Francisco Bay-Siders Luncheon

Even though some of our most loyal "regulars" were off Cruising the Panama Canal, we still had a very respectable 18 at our SFO Bay-Siders' April luncheon at Harry's Hofbrau in Redwood City.

While there was the usual convivial comradery, we were all saddened by the recent passing of Ray Brice and our SFO Bay-Siders' and RUPA stalwart, Floyd Alfson. They will both be greatly missed, and their achievements on behalf of their fellow Pilots and Ruparians will be long remembered.

In attendance were: Marty Berg, Bob & Burkie Callaghan, Gerry Delisle, Rich & Cyndi Erhardt, Dick & Jeri Johnson, Bob Kallestad, George Mendonca, Walt & Mary Ramseur, Rose Spring, Jerry Terstiege, Isabell Traube, Gene & Carol Walter, Joe Yanacek.

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, *Rose*

**Most of our generation were HOME SCHOoled in many ways
My father taught me the CIRCLE OF LIFE. "I brought you into this world, and
I can take you out..."**

Ohio Cleveland Crazies RUPA Luncheon

Fourteen of us gathered around the festive board at TJ's Restaurant in Wooster for our March meeting. Our ladies were well represented and how much we enjoy their presence. Kenny Wheeler had a mini reunion in the presence of his son Bill and granddaughter Christi Deem. Kenny gets wonderful personal help from his caregiver Diane Johnson who faithfully chauffeur's him to our monthly meetings. About 65 miles from Zanesville to Wooster on my sectional and Kenny rarely misses a meeting. Bob Olsen took advantage of beautiful flying weather to fly his RV-6 into Wayne County from Wakeman (think WAKEM intersection in aviatorial terms.) The airport vehicle was not available but the ever congenial airport manager loaned Bob his truck for transport to the downtown lunch spot. A most hospitable thing to do.

Lots of catching up on everyone's part. We have endured a "crisp" winter in these parts and it had not warmed up a great deal for the meeting. Pretty but cold. Inside, though, the temps were as pleasant as the company. The great stories continue to abound. There were vacation stories and skiing tales and as usual we flew everything from RV-6's to C-130's. An occasional 3350 rumbled to life. As always, the stories were unembellished. Resident humorist Kenny Wheeler kept us laughing with his portfolio of jokes. And so forth. Our wonderful waitress, Vickie, cared for us in her always pleasant manner. We'll gather again on the third Thursday in April, same time, 1:00, same place, TJ's Restaurant in Wooster. Drop by should you be in our area. Or fly in to Wayne County weather permitting. If the airport car is not available nor the managers truck, we'll be happy to provide transport airport to restaurant. We love to have you join us. Meetings always coed.



Around the table , L to R back row: Dick Sanders, John Hochman, Jim Burrill, Harvey Morris, Rich McMakin. George Bleyle, Diane Johnson, Bill Wheeler, and our wonderful waitress Vickie. Front row, L to R: Pat Morris, Carol McMakin, Bob Olsen, Diane Zaleski, Kenny Wheeler, and Christi Deem.

Everyone at the meeting in accord: always a treat to read the "RUPANEWS." A great publication full of familiar names and faces, many evoking lifelong memories of times and places.

Respectfully and fraternally, **Dick Sanders** Interim Scribe

BLONDIE | Dean Young and John Marshall



United testing new boarding area models at O'Hare

By Gregory Karp/Chicago Tribune



United Airlines is experimenting with prototype boarding areas at O'Hare International Airport with the aim of making the time passengers spend waiting for a flight more comfortable and productive at its gates there. At gates B-4, B-8 and B-10 in Terminal 1, United has changed passenger seating areas and gate-agent podiums, while adding standing work stations and boarding poles to bring more order to the boarding process. The airline also added mood lighting and a proprietary scent pumped into the jet bridge walkways to provide an olfactory experience while boarding.

It's all part of a number of improvements United is making to its planes and airport facilities after the integration of United and Continental airlines, which merged in 2010. "Now that we're finished with the painful part of the merger, we're really focused on the customer experience," said Maria Walter, United's managing director of product and brand strategy.

United is also making record profits. The airline last year earned about \$2 billion, up 89 percent over the previous year on the strength of full planes and plummeting jet-fuel prices.

United announced it was renovating its United Club lounges at O'Hare and upgrading the food in its clubs around the world.

For the boarding-area makeovers at O'Hare, United officials are settling on a final design that it will roll out to its gates at the Chicago airport and be used in airports around the country. Construction, which will be paid by United, is slated to begin in late summer and be completed through the following year, Walter said. O'Hare boarding areas haven't been revamped in about 30 years, she said. Officials would not release a dollar figure for the boarding-gate renovation.

Reaction to the prototypes has been overwhelmingly positive, Walter said. "Passengers are thrilled," she said. "People are really excited to see their home airport becoming more modern and having customer features they're looking for."

For seating, United's research showed the usual long rows of seats were cumbersome and underused. It was difficult for passengers to shuffle past the person on the end whose carry-on luggage blocks the aisle — like on board aircraft, nobody wanted to be stuck in the middle seats, so they were underused. And then — because Americans enjoy their elbow room, especially when sitting next to strangers — often every other seat would be occupied, wasting space. Prototype seating is arranged in various configurations. For example, in clover or cluster arrangements with seats facing out, making each seat easily accessible with plenty of personal space. "It feels more open and less like you're sharing space with your neighbor," Walter said. The new design also has more traditional linear seating, but every second seat has a little table in between, somewhere to rest your electronic device for charging — outlets are located in seats — or drink cup while providing a natural barrier between seats. Some gates also will have couch-like seating to accommodate 10 people. "We want to have really comfortable options for people," she said. In the prototype boarding areas, nearly every seat is used instead of about half in the traditional configuration, Walter said. So, while the new design incorporates about 20 percent fewer chairs, more passengers overall are seated in the same space.

Instead of the big, elevated fortress of a gate-agent podium that customers approach at chest height, new podiums are smaller, white, waist-height and modular — like something you might expect to see in an Apple store. The agent's computer monitor swivels toward the customer so they can collaborate on seat assignments or rebooking a flight. "We're trying to bring in things that make it easier for the agent to have a good customer interaction," Walter said.

Adding workstations with power outlets is an efficient and, United hopes, appreciated use of boarding-area space as passengers have room to work and recharge their devices. Prototypes include stand-up and seated versions of the work stations with five stations on each side for a total of 10. Walter expects the workstations to make the final design cut. "Even if people are not boarding out of that gate, we see people sitting there," Walter said. "So we know passengers love that."

New stationary boarding totems help segment groups to avoid the hoard of passengers pulsing toward the crowded gate as groups are announced. The poles are taller and lighted to provide a visual cue in addition to

verbal announcements that your group is boarding, Walter said.

The goal isn't necessarily faster boarding but being "more thoughtful in how we're communicating with customers, to make it easier for people to understand where they need to be and what's happening," Walter said.

United plans to add blue lighting to the jet bridges — the walkways from the gate to the aircraft — and scent machines to create "positive transition moments." "Just before you cross through the boarding door of the plane, you get a whiff of the signature United scent," Walter said. Called Landing, the fragrance is an herbal, spalike smell, Walter said, that also will be in O'Hare's United Club lounges. "We hope that's something we can start relying on — your sensory memory and associating that with United in a positive way," Walter said. United has allergy-tested it to ensure the scent won't bother most passengers, she said.

UAL response to a question about Retiree Baggage Waiver policy

United received your email and asked the Employee Travel Center to respond to your question. We appreciate your patience as we looked into each of your concerns and questions.

I would like to first clarify when purchasing a revenue ticket or a myUAdiscount ticket, there is no boarding priority advantage as you obtain a confirmed status. When traveling space available on a personal or vacation pass, this is when the boarding priorities become effective. Employees and retirees may not use their company status in conjunction with a revenue type ticket to receive certain fees waived. Company approved fees are waived when traveling on company approved pass travel privilege type tickets such as myUAdiscount and space-available tickets.

Upon review of your revenue ticket, PNR J----8, our records indicate you did not purchase "a full fare revenue ticket" but instead an economy ticket. Note: when purchasing a refundable full fare economy ticket, baggage fees still apply.

Economy ticket rules for PNR J----8:

non-refundable

14 day advance purchase

change fee applies plus any additional collection

travel valid on Tuesday, Wednesday or Saturdays

Here are a few specifics between non-refundable economy revenue, myUAdiscount and space-available tickets.

Economy revenue ticket

confirmed seat

may select a seat assignment prior to departure

subject to change fees and any additional collection

subject to all baggage fees which will include 1st and 2nd checked-bag, excess, overweight, oversized bag fees, etc.

may accrue frequent flyer miles

Before confirming your purchase, please review the fare rules and baggage policy of the ticket

myUAdiscount Ticket

confirmed seat

may select a seat assignment prior to departure

subject to change fees and any additional collection

1st and 2nd checked-bag fees are waived up to 70 pounds per bag

subject to excess, overweight and oversized bag fees may accrue frequent flyer miles

Before confirming your purchase, please review the fare rules of the ticket

Space Available using your retiree pass travel privileges

standby seating

fee waived service charge with 25+ years of company service

not subject change fees

1st and 2nd checked-bag fees are waived up to 70 pounds per bag

subject to excess, overweight and oversized bag fees

cannot accrue frequent flyer miles

UAL and The Trotter Project team enhance in-flight dining experience



CHICAGO, IL – United Airlines and The Trotter Project are joining together to boost travelers' in-flight dining experience, with alumni chefs of Charlie Trotter's legendary Chicago restaurant and their culinary peers working with the airline to design new premium-cabin and United Economy meals. United will also be the official airline of The Trotter Project, a nonprofit organization committed to continuing Chef Trotter's legacy through mentoring and internship programs for youth interested in the culinary arts.

"Our partnership with The Trotter Project is an excellent addition to the investment we are making in products and services for our customers, from booking until they reach their final destinations," said Sandra Pineau-Boddison, United's senior vice president of customers. "By pairing our team of chefs with those affiliated with The Trotter Project, we will continue to offer our customers innovative dining options."

United and The Trotter Project hosted their first menu-development workshop in March, with United's team of chefs joining the following Trotter alumni and culinary supporters of the organization:

During the workshop, the chefs developed new menu ideas for United BusinessFirst customers on the airline's p.s. Premium Service and for United's economy-cabin Choice Menu Bistro on Board. Customers may get a taste of the new meals in the coming months.

The new collaboration between the airline and the nonprofit organization will receive advertising support from Condé Nast Traveler, the official media partner of The Trotter Project. Condé Nast Traveler is also producing a short film documenting the partnership from kitchen to cabin, which customers will be able to view on United flights worldwide. United's partnership with The Trotter Project furthers the airline's commitment to the travel experience, with improvements this year to food and beverage service in-flight and in airport clubs. United has:

- Introduced delicious new premium-cabin meals and snacks on flights within North America, and expanded premium-cabin meal service to include flights of at least 800 miles;
- Replaced snack boxes with freshly prepared entrées served on chinaware, in premium cabins on United Express regional-jet service of at least 800 miles; and
- Debuted an all-new complimentary food menu for United Clubs worldwide, with customers currently enjoying the new fresh and healthy options at locations in Chicago, Houston, New York/Newark and Denver, and expanding the menu to other locations this year.

Also, beginning June 1, the airline will offer significantly upgraded food and beverage service – including multi-course meals, complimentary beer and wine and a new option to purchase premium snacks – for customers in United Economy on many long-haul international flights.

Active UAL Pilot needs information from you "Old Timers"

I am Captain Luke Mercaldo, United Airlines, ORD. Recently a fellow 777 Captain showed me the handgun that United Airlines issued to his father in 1940. These pistols are known to be marked "Property of United Airlines" or "Property of U.A.L." I plan to write a magazine article about the handgun, the pilot, and why airlines armed pilots.

I need information and material concerning the issuance of pistols by United Airlines to its pilots. I am interested in any documentation and personal stories. Additionally, I would be interested in purchasing any related items, including the pistols.

Captain Luke Mercaldo, United Airlines, ORD
capmercald@gmail.com
630-886-9816

United Airlines CEO Smisek Received a Hefty Pay Raise in 2014



Well, at least the United Continental board was apparently happy with Jeff Smisek and the airline's trajectory in 2014. The CEO of United Airlines got a 39 percent increase in compensation last year, to more than \$11.3 million, according to an Associated Press analysis. Jeffery Smisek also benefited from an increase in the value of pension benefits granted before 2014, but that change is not included in the AP's calculation for last year. The bulk of Smisek's compensation was in stock options that the company valued at \$7.7 million. He also received the same \$975,000 salary as before, plus more than \$2.3 million in incentives, and \$302,277 in other compensation, about half of which was matching contributions to retirement plans. Parent company United Continental Holdings Inc. disclosed the payments in a regulatory filing. Including the change in value of previously granted pension benefits, United reported Smisek's compensation at nearly \$12.8 million.

United doubled its net income in 2014, to \$1.13 billion. Its stock price gained 77 percent - about the same as Delta but less than Southwest and American.

U.S. airlines have achieved record profits as mergers reduced competition, making it easier to limit the number of flights and push fares modestly higher. In late 2014, they also benefited from a steep drop in the price of jet fuel.

Chicago-based United is the second-largest airline company behind American. Smisek, 60, is also chairman and president. He was named CEO at Continental shortly before that airline merged with United in 2010.

The Associated Press calculates executive compensation by including salary, bonuses, perks, above-market interest on deferred compensation and the estimated value of stock and stock options awarded during the year. It does not include changes in the present value of pension benefits, so the AP total can differ from the total reported by companies to the Securities and Exchange Commission.



Retiree Association of Flight Attendants

Dear Flight Attendants,

AFA-CWA supports the Harvard School of Public Health flight attendant health survey. Participation is totally voluntary and all personal information will be kept strictly confidential, per University rules. Airlines will not have any access to any data that could link back to your responses. The research team will report on the overall health findings in a big population of flight attendants, compared to the health findings in a matched population of nurses. In this way, they objectively identify work-related flight attendant health issues, which are important for us to know about.

Have you retired or changed jobs? Have you participated in other flight attendant studies? Have you started the survey, but haven't had time to complete it? Do you only have time to take it on your phone or tablet? Would you prefer to receive a paper copy by mail? You're eligible to participate! The only requirement for participation is that you worked as a flight attendant, whether currently or in the past.

Take 15 to 20 minutes of your time to inform the world about flight attendant health for YEARS to come. Join Harvard University School of Public Health by following this link to the Survey: www.faphalth.org/harvard-study. Also, please let your friends know that ALL flight attendants are welcome to participate. Spread the word about the survey, and if you don't want to complete the survey online, but would be willing to do so with paper and pen, then contact Dr. Eileen McNeely, Principal Investigator, Flight Attendant Health Study - emcneely@hsph.harvard.edu - to request a paper copy.

Thank you for helping these researchers better define flight attendant health issues – for the good of all of us.

Judith Anderson
Industrial Hygienist
Air Safety, Health, & Security Dept.
AFA-CWA, AFL-CIO
Phone: 206-932-6237



Retiree Association of Flight Attendants

Pass Travel UPDATE April, 2015

1) Survivor Pass Travel: What happens to your pass riders when you die? Besides being very sad, they will get to keep "some" pass travel privileges for a certain amount of time. Here's a synopsis:

Retiree's Spouse/ Domestic Partner: May continue to travel at priority SA2R. They are eligible to fly until remarried or a new domestic partnership is established. Note: if an employee (who is retiree eligible) dies, their spouse travels at SA1P for the first 30 days, then at priority SA2R thereafter (until re-married or a new domestic partnership is established).

Dependent Children: Fly at SA4P until they attain age 26.

Currently Certified Parents: Fly at SA4P for three years.

Currently Registered Enrolled Friends: Fly at SA4P for 90 days.

Existing Vacation Passes may be used thru the specified travel eligibility period or the original expiration of the Vacation Pass, whichever comes first.

Survivor travel is NOT valid on United's alliance partners, code-share partners or other airlines (OA).

Survivors may utilize the myUAdiscount leisure travel program during their eligibility period.

For complete Survivor Travel Information in pdf format:

<https://flyingtogether.ual.com/web/content.jsp?SID=Travel&path=/Integration/documents/survivorPolicy.pdf>

Questions and Answers about Survivor Travel:

https://flyingtogether.ual.com/web/content.jsp?SID=Travel&path=/Integration/links/QA_survivorPassTravel.jsp

Read the letter from the ETC to a recent widow about Survivor Travel:

On the RAFA website in Travel Benefits>Survivor Travel: <http://www.rafa-cwa.org/Survivor-Travel>.

To use survivor travel privileges, make sure your pass riders know how to contact the ETC!

2) Pass Travel Spring Newsletter from the ETC

"The Employee Travel Center has created a spring pass travel newsletter located on the Travel tab on Flying Together. Look for the summer edition in the near future."

Comments from RAFA:

You can find the Newsletter in the right column of the Travel page, scroll down to see it.

There are good tips on page 1.

Retirees can ignore info on page 2 about Buddy Travel changes because we don't have Buddy Travel, we have Enrolled Friends. Changes to Buddy Travel do not apply to Enrolled Friends.

Page 2 also has some information about Imputed Taxes. For more details see the "Costs & IMPUTED TAXES" page in the Travel Benefits tab on our RAFA website: <http://www.rafa-cwa.org/Costs-and-Imputed-Taxes>.

Page 3 of the Newsletter has important information about pending vacation passes, tips for checking bags, and an advisory for F/As who retire (their existing Buddy Passes will now expire 30 days from retirement date). There is also information about the "enhanced"

My Info section on Flying Together for registering our Pass Riders. See next article.....

3) Look! "My Info" for Pass Rider registration is enhanced

The "My Info" system was recently integrated to provide a more user-friendly interface.

Take a look by going to "My Info" (left column of the "Employee Services" tab on Flying Together), then click on "Pass Riders" in the Travel section. Or simply click on "Update Pass Riders" on the Flying Together > Travel page. You will be prompted to "Login with my uid"; your 6-digit file number (with a "u" in front) and password you used to log into Flying Together.

Voila! You will see a list of your dependents and Enrolled Friends. Click the blue buttons to view info. Retirees (and employees) will be using this screen to change-or-keep EFs during Enrolled Friends Open Enrollment in December.

But is "My Info" broken?

It is designed for active employees (not retirees) so many links on the page do not work for us. Most confusing is the "My Info" link under the "Personal Information" banner. If retirees click on that link a "403 Forbidden" page appears. It is not possible to update our personal information here. Read the next article.....

4) How to update retiree personal information

Click on "Your Benefits Resources (YBR)" under the "Benefits" banner on the "My Info" main page. You will be taken to the Aon Hewitt page (be patient, it takes a moment to load). There you will see your health care and billing information. At the top of that page you can click on "Your Profile" to select and view your "Personal Information". Some changes can be made on that page, but other changes (such as name changes) will require a call to the Employee Service Center. 877-825-3729.

5) myUAdiscount tickets and Mileage Plus upgrades

One of the best features of using myUAdiscount tickets (besides the confirmed seats, 2 free bags, and 20% discount) is accruing Mileage Plus miles (if you sign up for a MP account). Once you accumulate enough miles, you may be eligible for free upgrades to economy-Plus or a premium cabin. Some pass riders have not been able to use their miles to upgrade on myUAdiscount tickets. This might be because the fare they purchased does not allow it.

If the computer won't let you upgrade, call United reservations and ask why. The ETC is currently working to consolidate the purchasing of myUAdiscount tickets and using MP miles to upgrade into a single process; stay tuned.

Kirk Moore, Chairperson, RAFA Travel Benefits Committee

Previous UPDATES can be found here if you want to look up some older info:

<http://www.rafa-cwa.org/Previous-Travel-UPDATES>

Airbus "grows" A380 to boost sales



TOULOUSE, France - In what is seen in some quarters as a desperate measure to create sales (none were sold in 2014) Airbus says that it has increased the standard number of seats in its A380 brochure to 544. This is achieved by using 11 seats in each Economy row instead of the current 10. Airbus says that this can be achieved while maintaining 18-inch-wide seats by better using the aircraft's space, but it remains unclear how passengers will respond. The move comes as Airbus steps up efforts to boost sales of the plane.

Mark Lapidus, CEO of Amedeo, a leasing company that ordered 20 aircraft and has a marketing partnership with Airbus, has said that efficient formats of up to around 600 seats held a key to finding new customers. Amedeo has yet to find a single customer for the aircraft it has on order.

"Perhaps some of the Toulouse senior management should take the middle seat out on a 12-hour sector," said a respected aviation expert. "I for one will not be trying it out!"

Renewal of publication SCAM

According to the Better Business Bureau, if you receive a (Renewal Notice) from any of the following companies, Associated Publisher's Network, Magazine Billing Service, United Publisher's Network, United Publisher's Clearing House, National Magazine Services, Orbital Publishing, Publisher's Billing Exchange, and Publisher's Billing Marketplace, don't pay them. They suggest you ignore it and encourage you to report it to the Better Business Bureau, the US. Postal Inspection Service and the Federal Trade Commission.

United Airlines Survivor Pass Travel Policy

Overview:

United's Survivor Pass Travel Policy provides eligible pass riders, listed on the employee's travel profile, with space-available leisure pass travel privileges on United and United Express flights in the event of the employee's death during his or her employment* with United, both in the line of duty** and not in the line of duty. These travel privileges are provided when the deceased employee does not meet retiree pass travel requirements. If they meet retiree pass travel requirements, eligible survivors receive travel privileges as outlined in the Survivor Pass Travel chart below as well as in the *Retiree Pass Travel Program* in the Travel section on Flying Together.

*Employment status must be active full-time, active part-time or company-approved leave at the time of death.

**The definition of "in the line of duty" is an employee who passes away as a result of personal injury sustained while in the performance of his or her job, or while away on approved company business travel outside of the employee's work location or domicile.

Eligible Pass Riders:

Eligible pass riders of a deceased employee are provided pass travel privileges for specified travel eligibility periods based on factors outlined in the Survivor Pass Travel chart in this document.

Eligible pass riders include the following:

- Spouse or domestic partner (same or opposite gender)
- Children, regardless of marital status, until they attain age 26 (natural, adopted and/or step)
- Disabled children (disabled since before age 26)
- Parents (natural, adoptive and/or step, same or opposite gender)
- Enrolled friend(s)
- Extended family and regular buddy pass riders

Additional Policy Details:

- All unused buddy ePasses will expire after the applicable time period outlined in the Survivor Pass Travel chart. Distribution of future buddy ePasses is not applicable.
- Existing vacation ePasses may be used through the specified travel eligibility period or the original expiration date of the vacation ePass, whichever comes first. For additional details, see the *Vacation Pass Travel Program* in the Travel section on Flying Together. Distribution of future vacation ePasses is not applicable.
- Travel is subject to applicable service charges, fees and taxes, including income tax on imputed income where applicable.
- Survivor pass travel privileges are no longer valid for the spouse/domestic partner in the event of a re-marriage or a new partnership. All other eligible pass riders will maintain pass travel privileges as outlined in the Survivor Pass Travel Chart below. This information can also be found in *Eligible Pass Rider Policy* in the Travel section on Flying Together.
- Travel is not valid on United's alliance partners, code-share partners and other airlines (OA), including carriers that have signed an interline agreement with United.
- Eligible pass riders, with the exception of Extended Family Buddies, listed on the deceased employee/retiree's travel profile are eligible to participate in the Discount Leisure Travel Program (myUAdiscount.) For program details, see the *Discount Leisure Travel Program (myUAdiscount)*, in the Travel section of Flying Together.

Survivor Pass Travel Chart

	Employee Death in the line of duty**	Employee 0-9 years of service	Employee 10 or more years of service	Retiree –and– “retiree eligible” at the time of death
Travel Eligibility Period	Lifetime	Number of years equal to employee's years of active service to the company, with minimum of 1 year.	Lifetime	Lifetime
Spouse or Domestic Partner	Eligible until remarried or establishes a new domestic partnership Boarding Priority* SA1P for first 30-days SA2R beyond 30-days	Eligible until remarried, establishes a new domestic partnership or through the travel period, whichever comes first. Boarding Priority* SA1P for first 30-days SA4P beyond 30-days	Eligible until remarried or establishes a new domestic partnership Boarding Priority* SA1P for first 30-days SA4P beyond 30-days	Eligible until remarried or establishes a new domestic partnership Boarding Priority* SA1P for first 30-days SA2R beyond 30-days
Dependent Children	Eligible until they attain the age outlined in the Eligible Pass Rider Policy Boarding Priority* SA4P	Eligible until they attain the age outlined in the Eligible Pass Rider Policy or through the travel period, whichever comes first Boarding Priority* SA4P	Eligible until they attain the age outlined in the Eligible Pass Rider Policy Boarding Priority* SA4P	Eligible until they attain the age outlined in the Eligible Pass Rider Policy Boarding Priority* SA4P
Parents	Current certified parents are lifetime eligible Boarding Priority* SA4P	Current certified parents are eligible for travel for 90-days Boarding Priority* SA4P	Current certified parents are eligible for travel for three years. Boarding Priority* SA4P	Current certified parents are eligible for travel for three years Boarding Priority* SA4P
Enrolled Friend	Current registered enrolled friends are eligible for travel for 90-days Boarding Priority* SA4P	Current registered enrolled friends are eligible for travel for 30-days Boarding Priority* SA4P	Current registered enrolled friends are eligible for travel for 30-days Boarding Priority* SA4P	Current registered enrolled friends are eligible for travel for 90-days Boarding Priority* SA4P
Buddy Pass Riders (extended family and regular)	Buddy travel is permitted for 90-days Boarding Priority* SA7U	Buddy travel is permitted for 30-days Boarding Priority* SA7U	Buddy travel is permitted for 30-days Boarding Priority* SA7U	Employees that are “retiree eligible” at the time of death are permitted to use existing allotment for 30-days. Boarding Priority* SA7U

*Eligible pass riders will travel with the employee's fixed years of active service to the company. For boarding priority definitions, see the [Boarding Priority Policy](#) in the Travel section on Flying Together.

**The definition of “in the line of duty” is an employee who passes away as a result of personal injury sustained while in the performance of his or her job, or while away on approved company business travel outside of the employee's work location or domicile.

NOTE: Subsidiary CO co-workers and retirees prior to January 1, 2012: Survivors will follow the survivor policy in place at the time of the employee or retiree's passing.

NOTE: Subsidiary United co-workers and retirees prior to January 1, 2012: Survivors of employees that passed away (not in the line of duty) prior to January 1, 2012 will follow the 10 or more years of service policy, regardless of years of service at the time of the employee's passing.

Survivors of retirees and co-workers that passed away in the line of duty will follow the new applicable policy as noted above.

Employee Travel Center March 2012

United Employee Travel Center response to a surviving Spouse

As the surviving spouse you remain eligible for lifetime space-available service-charge waived passes for leisure travel in economy system-wide on United and United Express flights. As Mr. XXXX completed more than 25 years of service with the Company, you will also receive service charge waived space-available travel in Premium cabins system-wide. Please keep in mind you will be required to prepay with a credit card on employeeRES any applicable departure and other airport/regulatory taxes and fees.

- Survivor travel is not valid on United's alliance partners, code-share partners and other airlines (OA), including carriers that have signed an interline agreement with United.
- Survivors are not eligible for vacation ePass and buddy ePass annual distributions.
- Survivors are not eligible for the enrolled friend program.
- Pass travel ends upon remarriage or establishes a new domestic partnership.

To book space-available leisure travel, you will continue to use Mr. XXXX's ID number and last known password to access the Flying Together website to book pass travel using employeeRES. If you do not know the password, you may contact the United Airlines Service Desk at 1-800-255-5801 option 1 and 1 again for password reset assistance. You are responsible for all pass travel transactions (and all confidential information on United's intranet) and encouraged to safeguard your password.

To book and eTicket your pass travel through United's employeeRES system:

- Log on to <https://flyingtogether.ual.com>
- Enter Mr. Peck's United ID number and password
- Select the Travel tab at the top and then select the "Book a flight" box
- Once on of employeeRES page you will start by entering the cities pairs under the "Flight Search" section.

You may also book and eTicket your pass travel with the United Pass Line at 1-866-FLY-EPAS (359-3727) The UPL may be used to create a fee-waived Travel Plan (booking/listing) and check Passenger Boarding Totals (PBT). Surviving spouses can create a fee-waived travel plan through this automated system without speaking to a reservation agent.

- When dialing from an international location: 713-324-PASS (7277)
- When dialing from within the United States: 866-FLY-EPAS (359-3727)
- The six digit password is Mr. XXXX's birth date in the mmddyy format (example: 022744)
- Say "United co-worker"
- Say or enter ID number
- Choose the option that fits your needs

Note: If transferred to a reservation agent at the UPL desk, you will be prompted to enter a four-digit security code. This code will be verified by the agent for authenticity and can be any four numbers. The current Booking Service Fee is \$25.00 per ticket if transferred to a reservation agent for ticketing your travel plans. All are encouraged to use the automated systems, employeeRES and mobileRES, for all your travel needs as these applications have no ticketing fees.

You are also eligible to participate in the Discount Leisure Travel Program (myUAdiscount.) United's Discount Leisure Travel Program, provides the opportunity to purchase revenue-confirmed tickets for system-wide travel in any cabin on United and United Express with a 20 percent discount. The discount is applied to the revenue fare at the time of purchase and is available on most published fares. Discount leisure travel must be booked through the myUAdiscount link in the Travel section on Flying Together.

If you have any questions regarding the employeeRES website you may email us at etc@united.com or speak to an Employee Travel Center representative at 1-847-825-3729 and we will be happy to assist you.

Respectfully, Michelle

Employee Travel Center - HR/mp

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Airbus will not abandon A380 program



PARIS, France - Airbus will not abandon its A380 jumbo jet program despite slow sales, its chief executive told Les Echos newspaper, and needs more time to decide whether to redesign its engines as major customer Emirates Airline has requested.

Emirates, the leading buyer of the existing A380 jet with 140 orders, has been pushing Airbus to revamp the plane with newer engines, a move that could lower the number of seats airlines must sell to break even. Airbus boss Fabrice Bregier appeared to rebuff the request in the interview with Les Echos. "We are already working on ways to make the A380 more attractive economically by adding seats while preserving the amazing comfort of the plane," he said. "Long-term, the question will be how to improve its performance by working on aerodynamics and motorization. But we will not do that until a good business plan can be found. That is not the case now and we have no intention to spend indiscriminately."

The CEO added that the A380 program would break even by the end of the year, and that Airbus hoped to maintain its financial performance.

On Airbus' other new relatively new model, the A350, Bregier said that Qatar Airways has seen no issues with the plane after two months of service. Airbus aims to deliver about 15 A350s this year and eventually up to 10 per month by 2018.

Can US airlines compete with government-subsidized Gulf state airlines?



WASHINGTON, DC - "We cannot allow air carriers based in certain Gulf states to collect billions in subsidies from their home governments to undercut US aviation and our country's vital standards for workers' rights. We welcome and encourage competition, but these massive subsidies distort the world market and tilt the playing field so drastically against us, we have no choice but to come together to defend our jobs," said the Association of Flight Attendants (AFA) International President Sara Nelson.

Based on that, the Association of Flight Attendants-CWA (AFA) announced the union has joined the Partnership for Open and Fair Skies and its efforts to ensure US-based airlines are allowed to compete on a level global playing field.

"The aviation industry was born in the United States, and we are proud to be a part of the safest, most efficient aviation system in the world," Nelson added.

The Partnership for Open and Fair Skies - composed of the leadership of the three largest US-based international carriers and union representatives from AFA, the Air Line Pilots Association, the Allied Pilots Association, the International Brotherhood of Teamsters, the Association of Professional Flight Attendants, and the Communications Workers of America - is asking the United States government to meet with representatives of the United Arab Emirates and Qatar to begin addressing concerns over government subsidization of their national airlines.

"Through our work, including the push to deny Norwegian Air International's attempt to circumvent U.S. law and fly here in planes staffed by third-party outsourced crews to the effort to stop Congress from granting Fast Track Authority for secret deals. AFA has been outspoken on international issues affecting Flight Attendants," Nelson said. "We are proud to join US aviation workers and other stakeholders in the Partnership for Open and Fair Skies."

FOR LEXOPHILES

The short fortune teller who escaped from prison was a small medium at large.

Air travel system is broken - everyone gets that except airlines

**U.S. TRAVEL
ASSOCIATION**

WASHINGTON, DC - US Travel Association Executive Vice President Jonathan Grella issued the following statement on the Senate Committee on Commerce, Science, & Transportation hearing on FAA Reauthorization: Airport Issues and Infrastructure Financing:

"We repeatedly heard two things from the big airlines' representatives: one, there are no infrastructure problems; and two, even if there were, there's plenty of money to fix them. Well, we're living in two different realities, because the rest of the travel community keeps looking at the empirical data and arriving at the exact opposite conclusions. Delays, cancellations and lack of competition among airlines are literally driving travelers out of the flying market. And the only available revenue streams to address those problems—federal appropriations and local user fees—have all but disappeared because of tight budgets and inflation.

"We do see why the Big Three airlines so vehemently object: infrastructure modernization equals more terminal space for competitors, which equals more choices and better fares and service for consumers.

"The senators at the hearing asked very good questions that indicated a firm grasp of the realities facing our air travel system. The hearing gave us a glimmer of hope that common sense will win out on fixing our dilapidated aviation infrastructure, not the airlines' bottomless lobbying budgets."

JetBlue Airlines and Southwest Airlines earn top customer experience ratings



JetBlue Airlines and Southwest Airlines deliver the best customer experience in the airline industry, according to the 2015 Temkin Experience Ratings, an annual ranking of companies based on a survey of 10,000 US consumers.

JetBlue took the top spot with a rating of 75%, placing it 52nd overall out of 293 companies across 20 industries. Southwest Airlines came in second with a rating of 72%, placing it 89th overall. JetBlue shot up from the middle of the pack in 2014 to the top spot in 2015, improving by an astounding 15 percentage-points over the past year.

At the other end of the spectrum, Spirit Airlines, which made its debut on the ratings this year, was the lowest-scoring company in the industry. It received a rating of 47%, which put it in 281st place overall.

The ratings of all airlines in the 2015 Temkin Experience Ratings are as follows: JetBlue Airlines (75%), Southwest Airlines (72%), Delta Airlines (69%), Alaska Airlines (69%), Virgin America (63%), American Airlines (57%), United Airlines (56%), US Airways (55%), AirTran Airways (52%), and Spirit Airlines (47%).

Overall, the airline industry averaged a 63% rating in the 2015 Temkin Experience Ratings and tied for 12th place out of 20 industries. It was also one of only five industries to improve its rating over the past year, increasing its average by 1.2 percentage-points.

Now in its fifth year of publication, the 2015 Temkin Experience Ratings is the most comprehensive benchmark of customer experience in the industry, evaluating 293 companies across 20 industries: airlines, appliance makers, auto dealers, banks, car rental agencies, computer makers, credit card issuers, fast food chains, health plans, hotel chains, insurance carriers, Internet service providers, investment firms, parcel delivery services, retailers, software firms, supermarket chains, TV service providers, utilities, and wireless carriers.

To generate these ratings, Temkin Group asked 10,000 U.S. consumers to evaluate their recent experiences with a company across three dimensions: success (can you do what you want to do?), effort (how easy is it to work with the company?), and emotion (how do you feel about the interactions?). Temkin Group then averaged these three scores to produce each company's Temkin Experience Rating.

In these ratings, a score of 70% or above is considered "good," and a score of 80% or above is considered "excellent." In this year's Temkin Experience Ratings, 37% of companies earned a "good" or "excellent" score, while 26% received a "poor" or "very poor" score.

Cost a Factor in Streaming Flight Data in Real Time

By Jad Mouawad/The New York Times



The crash of the Germanwings passenger jet in the French Alps has once again raised the question of whether commercial airplanes should transmit flight information in real time.

The crash comes as the aviation industry, regulators and pilots have been grappling with the question of real-time flight monitoring, particularly since the disappearance last year of Malaysia Airlines Flight 370. In 2009, the crash of Air France Flight 447 in the Atlantic highlighted the shortcomings of the existing technology after it took search teams two years to locate the plane's black boxes.

Regulators and airlines are weighing whether the cost of the extra technology needed for such monitoring would be justified given the fact that airline crashes have become increasingly rare. Last year was the safest year on record for commercial flight.

Still, the Germanwings crash has revived the question of whether pilots should be videotaped during flight. This year, the National Transportation Safety Board endorsed the use of cockpit videos as one of eight recommendations to help investigators and emergency medical workers react faster to accidents.

The safety agency said that all flight data and cockpit voice recorders should have a tamper-resistant mode to broadcast to a ground station enough information to establish a crash site within about seven miles. In practice, this could include either a recorder that would eject at impact or some form of data streaming.

It also called for low-frequency devices that can broadcast their location for 90 days; such "pings" are already embedded in two black boxes, but their batteries are required to last only 30 days and their range is limited. Airlines have argued, however, that real-life monitoring and the transmission of thousands of flight parameters would be too onerous given the number of flights a day and the volume of data that would have to be collected.

While modern planes often have sophisticated satellite communications equipment, they are not required to broadcast their position in real time to air traffic controllers. In these cases, airlines require pilots to send satellite messages or radio their position at set periods.

But this also means that planes flying over oceans or in areas where radar coverage is scarce can vanish from view. This explains why finding Air France Flight 447 was so challenging. Few in the industry expected that another plane would ever disappear entirely and never be found, as has been the case with the Malaysian jet.

The Air Line Pilots Association, the largest pilot union in the country, is opposed to the use of "cockpit image recorders," saying that they are an invasion of privacy and that existing technology provides ample information about what happens on a plane.

"There isn't really a need for such a thing," said Patrick Smith, a commercial pilot and the author of "Ask the Pilot: Everything You Need to Know About Air Travel." "It's very rarely that the so-called black boxes are not recovered," Mr. Smith said.

PICKLES | Brian Crane



The Culture Wars at United Airlines

“There are known knowns. These are things we know that we know. There are known unknowns. That is to say, there are things that we know we don’t know. But there are also unknown unknowns. There are things we don’t know we don’t know.” —Donald Rumsfeld

When, five years ago, in May, 2010, United and Continental Airlines announced a “merger of equals”, perhaps nobody at either airline foresaw the destructive and corrosive “unknown unknowns” of combining two so utterly different airline cultures. The result has been an airline that, five years later, has failed to deliver on any of the promised synergies, and consistently ranks at the bottom of the industry in just about all measures of performance.

No one who retired prior to the merger would recognize the 2015 version of United Airlines. Beyond an increasingly cynical and aging group of legacy United employees, little remains of the old United Airlines. From the coffee to the cockpit SOPs, the constant refrain is, every time we think we’ve reached a new low, management finds a way to sink even lower.

In truth it was never a merger of equals, and it probably would have been better to honestly face this fact from the beginning. There can only ever be one CEO, and from the moment that the UAL and CAL Boards of Directors made the decision to appoint Jeffrey Smisek CEO instead of Glenn Tilton, the management of the former Continental Airlines was in control. Five years later there are no former UAL managers at or above the Executive Vice President level — no one with the authority to make key policy decisions from the perspective of 80 years of United Airlines institutional knowledge.

Five years ago, to outsiders, and particularly to Wall Street, ridding United Airlines of its management appeared to be a no-brainer, considering the airline’s performance since the Dot-Com crash of 2000. Continental, by comparison, appeared to have had a much better decade, winning various awards for customer service. But, below the surface, the state of each airline was much more complicated. In fact, United Airlines still did a lot of things really, really well, whereas Continental mostly looked good because it had had so much room for improvement after the terrible days of Frank Lorenzo and two bankruptcies.

The legacy of Frank Lorenzo cannot be overstated. When he broke the backs of ALPA and the IAM during the 1983 pilot and mechanic strikes, he implemented a management style and an employee culture that continues to this day. The current senior UAL managers all came of age in this culture, with a disdain and contempt for employees that is apparent in a way that was never true at United. Granted, the old United had its share of labor problems, especially during and immediately after the 1985 pilot strike, but the fact that United was never a union-free airline meant that its management had always engaged with its unions in the running of the airline.

Continental, in contrast, had 27 years of union-free, or, at the most, very weak union operations, which meant they had free rein to do whatever they wanted with no one to call them to account.

This lack of accountability has produced a “shoot first, ask questions later” management style in just about every area of the new United Airlines. A perfect example of this—indeed, a perfect example of an “unknown unknown”—was the switch from UNIMATIC to CSS for flight operations. We on the United side of the house had joked for years about how primitive was UNIMATIC, how it was written in COBOL on IBM punch cards, and how it was long past needing a modern replacement. Nobody could have possibly imagined that the Continental equivalent, CSS, could be so much worse. The transition to CSS on January 1, 2014, was a disaster, with flight operations management totally losing control of pilot staffing, to the point where they were calling retired pilots, and, in at least one case, a dead pilot in an effort to keep the airline flying.

What everyone failed to appreciate was the fact that UNIMATIC has been developed and refined for decades in a culture of accountability to ALPA. UNIMATIC had always to be completely transparent to anyone who wanted to audit how management was complying with the pilot contract in running the airline, because ALPA would never have allowed anything else. This attitude was so deeply woven into the fabric of the old United Airlines that its management would never even have considered trying to operate in another manner.

The one time it did try to take on ALPA, in 1985, was a resounding failure.

CCS, on the other hand, was developed and refined in a non-union culture, that is to say a culture of “every man to himself and the devil take the hindmost”. ALPA pilots for the most part fail to recognize that ALPA, by design of the Railway Labor Act, is really an association of separate unions, and not a real national union in the sense of having a common contract and common work rules across airlines. Thus, although ALPA had been back on the Continental property since 2001, nine years prior to the merger, the CAL-ALPA contract had pretty much nothing in the way of work rules and very few protections for its members, in total contrast to the UAL-ALPA contract, and this is reflected in CCS.

The whole point of CCS is to wring the maximum possible amount of work out of each of its pilots, and to go about this in a way that as much as possible prevents anyone from seeing contract violations and even, at times, FAR violations. In fact, in the scab culture that had prevailed at Continental since 1983, this was exactly what many Continental pilots wanted, as it allowed them to cut all sorts of deals with management, often behind the backs of their fellow pilots, in order to make as much money as they could. This attitude goes against everything UAL pilots had lived with throughout their careers, for decades. The UAL pilot perspective was “we work to live”, whereas the CAL pilot perspective was “I live to work”—two tribes speaking languages that are mutually incomprehensible.

Prior to the changeover from UNIMATIC to CCS, we legacy UAL pilots had already experienced quite a bit of the “shoot first, ask questions later” Continental management style — useless iPads, unusable Boeing SOPs that turned out to have been largely ignored by legacy Continental pilots, etc. — but our actual work lives under UNIMATIC were for the most part the same as prior to the 2010 merger. Because of UNIMATIC’s transparency we knew what our colleagues were doing, how much they were flying, how the crew desk was handling irregularities, how they were assigning trips to reserves. But when the company switched over to CCS we were gob-smacked by the full force of what the legacy Continental pilots had been enduring.

Management’s promise that CCS would have all the same capabilities as UNIMATIC turned out to be a complete lie. We could no longer see what our fellow pilots were doing, how much they were flying, how the crew desk was handling irregularities, how they were assigning trips to reserves. In addition the new “premium pay” features of the new contract were activated, such as 50% and 100% overrides for picking up extra flying. It became “let’s make a deal” for everyone, with no accountability and no way to ensure that the contract was being followed. Some pilots started pulling in vast sums of extra money, depending on how quickly they figured out how to game the system. This, apparently, was the Continental way, because it allowed management to get away with considerably fewer pilots. It’s much cheaper to have one pilot fly 50% more hours, even if he is being paid a 100% override, than to hire, train, and pay salary and benefits to another pilot.

Not much has changed since the switch to CCS 15 months ago. ALPA has had a few improvements put into place, for example the ability to see another pilot’s schedule, but there’s still no way to see someone else’s audit trail, to see how much they are actually being paid. The inherent lack of transparency in CCS means that it will never be able to replace UNIMATIC in an equitable manner. Management and ALPA know this, but a replacement for CCS is apparently three to five years away, if ever.

The CCS debacle was just another in a long list of similar disasters: SHARES, payroll, employee travel—the list goes on and on. According to ALPA, United Airlines has more than 900 distinct computer systems, and only a handful communicate with each other, so it’s unrealistic to expect any improvement in the near future. But the fact that the other recent airline mergers have gone so much better, in particular Delta’s merger with Northwest, really indicates a failure at the top. The buck stops squarely on the desk of Jeffrey Smisek, who after five years in power seems to have learned nothing about what leadership really means in the airline industry, and is yet another example of “you can always tell a Harvard man, but you can’t tell him much.” In my opinion Smisek has to be shown the door in order for United Airlines to live up to the promises of the 2010 merger. Sadly there is no sign of this happening. — *Anonymous*

Can-do spirit brings the first Boeing 747 back from the brink

By Ron Judd/The Seattle Times

"No museum, anywhere, has ever faced a restoration project of this magnitude," Museum of Flight curator Dan Hagedorn says of the historic plane.

TWO YEARS AGO, Museum of Flight curator Dan Hagedorn walked through the decaying fuselage of RA-001, the first Boeing 747, frowned and offered a frank assessment: "No museum, anywhere, has ever faced a restoration project of this magnitude," he said, predicting a long, piecemeal rehab of the once-proud symbol of Seattle-area big thinking. A couple months later, retired Boeing quality-assurance manager Dennis Dhein gave the musty bird a similar walk-through, shrugged, banged out a to-do list, recruited some buddies, and got to work.

Today, the historic plane looks a lot closer to the gleaming beast that rolled from a hangar in Everett on Sept. 10, 1968, than a plane one step away from a desert bone yard. Leaky seams have been sealed, carpeting replaced, lighting installed and equipment restored to return the plane to its unique test-flight configuration. Even more significantly, the hulking aircraft, which sits among other historic jetliners outside the museum near Boeing Field, now gleams in its original white, red and silver test-plane livery, thanks to its first paint job in decades. The remarkable transformation of RA-001 from rust bucket to near-showpiece is a testament to the Puget Sound region's vast reserve of accumulated aeronautical-engineering know-how. It also points to the equally vast pride of ownership of classic jetliners by former employees of the "old Boeing," which built planes essentially from scratch, right here.



After years of neglect, historic 747 Number One, parked at the Museum of Flight, was cleaned, sanded and given a fresh paint job to match the plane's livery from its test-flight stage in 1969. Thanks to a passionate crew of volunteers, many of them retired Boeing employees, the historic plane is starting to resemble the engineering marvel that rolled from a hangar in Everett on Sept. 30, 1968

In the late 1960s, the team of original 747 engineers, commanded by Seattle native and University of Washington grad Joe Sutter, became so legendary for the innovative design of the then-unthinkably huge plane they were nicknamed "The Incredibles." Some of that same can-do spirit has been summoned to put the remarkable plane they built back together. This good news for the plane is about to get better: "Number One," as it's known to generations of locals, is finally about to come in out of the rain once and for all. The Museum of Flight is poised to break ground on a massive roof to cover the 747 and other classic planes, including B-17 and B-29 bombers, the first jet-powered Air Force One, the first 787 and a Concorde supersonic jet.

While that project unfolds over the next two years, it's unclear how much access the volunteer crew will have to their now-beloved 747 — which remains very much a work in progress. But don't be surprised if

Dhein's crew finds a way to get inside the plane at its temporary parking stall to keep chipping away at that to-do list. Volunteer restorers, on this plane and many others in the museum's collection, tend to find a way. Local airplane lovers have long lamented the decay of Number One, which made its last landing at Boeing Field on April 6, 1995. But getting enough of them, in the right places, to roll up their sleeves at the same time required a bit of serendipity.

The museum's long quest to acquire a retired Space Shuttle ended in 2011, when it instead was awarded by NASA a mock-up shuttle trainer, now a popular display. That freed the museum to refocus on protecting its exposed collection of vintage jetliners, lined up just outside the shuttle building's doors. Months later, a September 2012 essay in Pacific NW magazine about the sad state of the plane lit a match beneath the museum and the local aviation-fan community, volunteer restorers say. "When I saw that article, and they said they wanted volunteers, I said, 'OK, that's me,'" said retired Boeing engineer turned soiled-747-landing-gear restorer Ted Schumaker, 79.

Shortly thereafter, the museum's board of directors approved a 747 overhaul. The timing was fortuitous: Dhein, Schumaker and others had been working for years to restore the museum's iconic B-29 bomber. In late 2011, that project was put on hold when the crew lost its hangar space and the plane was shrink-wrapped for storage. Dhein and friends, some of whom had worked on the plane for more than a decade, found themselves "unemployed." Alert volunteer coordinator Carol Thomson, who manages more than 500 "passionate and enthusiastic" museum volunteers, called a meeting of dislocated restorers and asked for volunteer crew chiefs to head up teams for the big airpark jets. "People jumped right away on some of the airplanes," recalls Dhein, 72. "I thought surely somebody else might be interested in the 747. Nobody raised their hand. I said, 'I'll take it.' I wanted a Boeing airplane." Two others, Schumaker and Tom Elliott, immediately signed on. Volunteers Dale Thompson, Tom Olsson and a dozen others followed. In late 2012, the crew chief and his charges pried open the cabin door to the 231-foot-long piece of aviation history — and got an unpleasant dose of reality. "It looked pretty bad," Schumaker recalls. "It was an embarrassment to Boeing and the museum. But I figured, here was a chance to do something good." The crew kept adding — and continues to add — to Dhein's list, which lives on as a spreadsheet on his home computer. It has grown to 118 items, roughly 60 percent of which are complete to standards the crew considers acceptable. Many of these are big-ticket matters: Reinstalling electronic-equipment test racks in the main cabin. Cleaning the massive landing gear and replacing chest-high, threadbare tires. Finding lost pieces for engines and cowlings. Renovating landing lights. Replacing or repairing flooring and seals for hatches and doors. Other items might be considered minor, but still matter for historical accuracy: New sheepskin for the pilots' seats. Refurbishing the trademark spiral staircase to the upper cabin. Reupholstering lounge seats in period-groovy early 1970s fabrics. Installing display lighting and replacing broken or lost gauges in the cockpit. Replacing crumbling cords on intercom handsets. On and on. Think of Number One the way the crew has come to see it — as a cherished, 47-year-old, three-story fixer-upper — one that had been abused mercilessly in a life span as a diverse test plane for future 747s, engine tests for future jetliners, and even a stint as an experimental jumbo refueling tanker. Many missing pieces have been donated by local airplane subcontractors and installed with savvy advice from past Boeing workers. Most of the easy repairs have been made. Now the crew is down to replacing parts that, if they can't be located, will have to be refabricated to make the plane complete. "We've still got some really time-consuming stuff ahead of us," Dhein says. The problem, of course, is that you can't make a call to O'Reilly Jumbo Jetliner Parts and order a missing 747-100 series lounge ceiling panel. It's possible that part either never existed, or was removed at some point and lost.

A test plane isn't designed to look good — on the inside, at least. It's pure functionality, and RA-001, the forerunner to the oft-posh "Queen of the Skies" long-range 747 family, reeks of that working-class ethic. In fact, the plane's stripped-down interior, with flight-control systems, electrical wiring and air ducts visible in uncovered ceilings and walls, is part of its museum-piece allure: It provides a



Volunteers Tom Olsson, Dennis Dhein and Tom Elliott, from left, reassemble a repaired 747 bulk cargo door balance mechanism

near-cross-section view of an airplane that very few people have ever seen stripped of ceiling panels, bulkheads, luggage bins and other interior finery. "What gets most people is how big it is inside," Schumaker says. "You can see the entire length of the airplane, and look up and see all that stuff in the ceiling. A lot of people are impressed by how complicated it all is."

But restoring the plane to that test-bed configuration — complete with racks of manned electronic gadgetry and water barrels for ballast — has presented its own challenges. None of the original 75,000 design drawings created by Sutter's team have been provided by Boeing; the 747, after some 1,500 planes delivered and nearly 6 billion passengers flown, is, for now still an active product line. For fine details, restorers have turned to old test-flight photographs to see how the main cabin was arranged. Some similar electronic gear has been found and reinstalled in test stations that at least look period-authentic. The greatest challenge has been finding exterior engine and engine-strut pieces for the plane's four Pratt & Whitney JT-9D engines. RA -001 not only is one of a kind, it also is among the last surviving 747-100s still in one piece. Most of the other 250 planes of its class, all built in Everett, have long since retired from service; most have been scrapped. Mining the network of global airplane salvage companies has become an ongoing adventure for Dhein, who worked for Boeing Commercial Airplanes for 27 years. "I listed tires as something we'd need to replace," he says. "I thought, 'Oh my God, how am I going to get tires?'" Plenty of them existed for 747-400s, many of which still fly. But they're a slightly different size. Dhein put out the word on the airplane-restorer and subcontractor wire. "We were lucky," he says. "It turned out that the (Museum of Flight) Restoration Center at Paine Field in Everett had four of them. They were even mounted on wheels. Then I wound up getting two donated from an aviation company in Moses Lake." The Grant County connection led to a tip about another model 100 that was being scrapped in New Mexico, where a salvage-company employee told Dhein: "I've got nine tires I'll donate. All you have to do is pay the shipping." Dhein, not wanting the tires to get away, sprung for the \$600 shipping cost himself. "We don't have much of a budget to work with," he says. "So that was my donation to the museum for the year." The team now has accumulated 15 tires — almost enough for new rubber all around. Installation will wait until the plane is permanently settled under the new museum airpark roof, at which point old Number One will roll to a final, dignified stop.

That roof might prove to be the plane's salvation. Much of the completed repair work would be for naught if the 747, its old, riveted aluminum shell a magnet for seepage, remained exposed to the Seattle rain. Even after all the seams they've sealed, crew members continue to play Whac-A-Mole with leaks. Not for long. The airpark roof project, which will span the space between the museum's Charles Simonyi Space Gallery and Aviation High School to the north, is scheduled to be complete sometime next year. And Number One will be displayed beneath it with a new, gleaming exterior, thanks to a unique paint job completed last summer on-site by Global Jet Painting of Ojai, Calif. The company, more accustomed to painting jetliners privately owned by rich people, was one of few equipped for this unusual job — repainting a jumbo jet outside, with foam rollers instead of spray equipment. Its crew, Dhein said, quickly embraced his own workers' passion for the plane, putting extra effort and pride into a job they knew would be for posterity. The result is striking; the plane appears much as it did when it first rolled out of the Everett plant 47 years ago. "The first morning after they'd finished, I walked out of the building and I swear to God the airplane looked like she was standing taller," Hagedorn recalls.

When the roof is complete, visitors will be able to climb the steps into a piece of aviation history: The plane many credit with "democratizing" global travel, looking very much like it did when pilot Jack Waddell, co-pilot Brien Wygle and flight engineer Jesse Wallick first guided it into flight at Paine Field on Feb. 9, 1969. Most visitors won't get to the flight deck, because the spiral staircase, even restored, won't handle the museum's half-million



annual visitors. But the refurbished plane is likely to be a museum draw for decades, showing, among other things, how rapidly technology has advanced since that first flight.

"I have to admit . . . we're surprised at what we accomplished in two years," Dhein says. "In a way, it was almost scary when the museum took notice of what we had done and started promoting the airplane, wanting to open it up." During limited public openings last year, Dhein and his friends got a glimpse into the plane's future: Scores of visitors, ranging from international tourists to Boeing employees who worked on the Everett production line, were "tickled pink," Dhein says, to be able to finally stroll through the plane that revolutionized modern air travel. Among the most visibly moved were former pilots and line workers from the 747 program.

Like its original builders, the small, dedicated crew still working to make the plane a showpiece is a testament to the Puget Sound region's still-active love affair with making big machines fly, Hagedorn believes. "They love that airplane; that's what sets them apart," he says of the 747 crew. "They're worth their weight in gold."

Planes Without Pilots

By John Markoff/The New York Times



MOUNTAIN VIEW, Calif. — Mounting evidence that the co-pilot crashed a Germanwings plane into a French mountain has prompted a global debate about how to better screen crewmembers for mental illness and how to ensure that no one is left alone in the cockpit. But among many aviation experts, the discussion has taken a different turn. How many human pilots, some wonder, are really necessary aboard commercial planes?

One? None? Advances in sensor technology, computing and artificial intelligence are making human pilots less necessary than ever in the cockpit. Already, government agencies are experimenting with replacing the co-pilot, perhaps even both pilots on cargo planes, with robots or remote operators.

"The industry is starting to come out and say we are willing to put our R&D money into that," said Parimal Kopardekar, manager of the safe autonomous system operations project at NASA's Ames Research Center.

In 2014, airlines carried 838.4 million passengers on more than 8.5 million flights. Commercial aviation is already heavily automated. Modern aircraft are generally flown by a computer autopilot that tracks its position using motion sensors and dead reckoning, corrected as necessary by GPS. Software systems are also used to land commercial aircraft. In a recent survey of airline pilots, those operating Boeing 777s reported that they spent just seven minutes manually piloting their planes in a typical flight. Pilots operating Airbus planes spent half that time. And commercial planes are becoming smarter all the time. "An Airbus airliner knows enough not to fly into a mountain," said David Mindell, a Massachusetts Institute of Technology aeronautics and astronautics professor. "It has a warning system that tells a pilot. But it doesn't take over." Such a system could take over, if permitted.

Already, the Pentagon has deployed automated piloting software in F-16 fighter jets. The Auto Collision Ground Avoidance System reportedly saved a plane and pilot in November during a combat mission against Islamic State forces. The Pentagon has invested heavily in robot aircraft. As of 2013, there were more than 11,000 drones in the military arsenal. But drones are almost always remotely piloted, rather than autonomous. Indeed, more than 150 humans are involved in the average combat mission flown by a drone.

This summer, the Defense Advanced Research Projects Agency, the Pentagon research organization, will take the next step in plane automation with the Aircrew Labor In-Cockpit Automation System, or Alias. Sometime this year, the agency will begin flight testing a robot that can be quickly installed in the right seat of military aircraft to act as the co-pilot. The portable onboard robot will be able to speak, listen, manipulate flight controls and read instruments. The machine, a bit like R2D2, will have many of the skills of a human pilot, including the ability to land the plane and to take off. It will assist the human pilot on routine flights and be able to take over the flight in emergency situations.

A number of aerospace companies and universities, in three competing teams, are working with Darpa to develop the robot. The agency plans for the robot co-pilot to be “visually aware” in the cockpit and to be able to control the aircraft by manipulating equipment built for human hands, such as the pilot’s yoke and pedals, as well as the various knobs, toggles and buttons. Ideally, the robots will rely on voice recognition technologies and speech synthesis to communicate with human pilots and flight controllers. “This is really about how we can foster a new kind of automation structured around augmenting the human,” said Daniel Patt, a program manager in Darpa’s Tactical Technology Office.

NASA is exploring a related possibility: moving the co-pilot out of the cockpit on commercial flights, and instead using a single remote operator to serve as co-pilot for multiple aircraft. In this scenario, a ground controller might operate as a dispatcher managing a dozen or more flights simultaneously. It would be possible for the ground controller to “beam” into individual planes when needed and to land a plane remotely in the event that the pilot became incapacitated — or worse.

What the Germanwings crash “has done has elevated the question of should there or not be ways to externally control commercial aircraft,” said Mary Cummings, the director of the Humans and Autonomy Laboratory at Duke University and a former Navy F-18 pilot, who is a researcher on the Darpa project. “Could we have a single-pilot aircraft with the ability to remotely control the aircraft from the ground that is safer than today’s systems? The answer is yes.”

In March at the NASA Ames facility, retired air traffic controllers and commercial pilots sat at air traffic control terminals and helped scientists test the system as it simulated air traffic arriving in Phoenix. The software, known as Terminal Sequencing and Spacing, can coordinate the speed and separation of hundreds of aircraft simultaneously to improve the flow of planes landing at airports. Ultimately, NASA says, it may be able to increase the density of air traffic in the nation’s skies by as much as 20 percent — with fewer human controllers.

Indeed, the potential savings from the move to more autonomous aircraft and air traffic control systems is enormous. In 2007, a research report for NASA estimated that the labor costs related to the co-pilot position alone in the world’s passenger aircraft amounted to billions of dollars annually. Automating that job may save money. But will passengers ever set foot on plane piloted by robots, or humans thousands of miles from the cockpit? “You need humans where you have humans,” said Dr. Cummings. “If you have a bunch of humans on an aircraft, you’re going to need a Captain Kirk on the plane. I don’t ever see commercial transportation going over to drones.”

In written testimony submitted to the Senate last month, the Air Line Pilots Association warned, “It is vitally important that the pressure to capitalize on the technology not lead to an incomplete safety analysis of the aircraft and operations.” The association defended the unique skills of a human pilot: “A pilot on board an aircraft can see, feel, smell or hear many indications of an impending problem and begin to formulate a course of action before even sophisticated sensors and indicators provide positive indications of trouble.”

Even at NASA’s recent symposium, experts worried over the deployment of increasingly autonomous systems. Not all of the scientists and engineers who attended believe that increasingly sophisticated planes will always be safer planes. “Technology can have costs of its own,” said Amy Pritchett, an associate professor of aerospace engineering at the Georgia Institute of Technology. “If you put more technology in the cockpit, you have more technology that can fail.”

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

The 2015 Sun-n-Fun Fly-In at Lakeland, FL this year on April 23 had a mixture of weather. The day before RUPA Day was hot and sunny with the usual air show activities in full swing. Vendors were in abundance along with static displays of Warbirds, Vintage Aircraft, homebuilts, transports, amphibians, rotorcrafts and Light Sport Aircraft. The Air Force Thunderbirds Flight Demonstration Team arrived and spent several days practicing.

However, on Thursday which was RUPA Day, the morning looked very gloomy with several rain showers causing everyone to use ponchos and umbrellas. The RUPA turnout at 10 am was three on the sign-in sheet and the prospects looked grim. Within the next hour the picture changed dramatically with a flood of RUPA members, spouses, some other airline retirees and one active UAL pilot checking in for a total of 29 attendees. The rain did not discourage any of them as the weather quickly cleared (mostly) by 1 pm and the day proceeded as if there had not been any rain, except for all the mud in the parking lots.

Once again, thanks to the generosity of the local OX-5 Mid West Florida Wing's President Wayne Gordon, we were able to enjoy the comfort of the Club's facilities, a ribs and chili luncheon and camaraderie.

One of the special events never done before at the Club house was the start-up and running of their 1918 OX-5 engine which was overhauled by Dean Tilton (96 year old long time OX-5 member). The engine had not been run for many, many years but twice at Sun-n-Fun this year it came to life and ran for about a minute – quite an exciting minute for the huge crowd in attendance which gave a standing ovation!

For those not familiar with the Curtiss OX-5 engine, it was developed and manufactured by Glenn Curtiss in 1912 prior to the start of WW1 to power the JN4 "Jennies" of that era plus many other types of aircraft in the 1920's and 1930's. The OX-5 is an eight cylinder, V-type, water cooled engine, and developed 90 HP at 1400 RPM (if you were lucky). Web site is www.ox5.org.

In the first photo, standing in front of the OX-5 engine outside the Club house, are (from left to right) Norm Clemetsen, Carl Eberle and Bob Helfferich.



In the second photo with the RUPA banner (from left to right in a somewhat general order) are Ed Ripper, Dot Prose, Frank Harris, Ham Oldham, Ruth Oldham, Bob Van Nuise, Jack Cochran, John Stewart, Dave Thompson, Jim Arnold, Art Jackson, Burt Olson, Bob Helfferich (partially hidden), Jim Good, Dennis Didonna, Eric Hinshaw, Doug Horuczi and John Richardson, and, at the very top standing on a platform, are Brian Leiding, Carl Eberle and Bob Olsen.

Not in the photo but signed-in are Troy Mashburn, Dick Russell, Gary Somerton (still UAL active 737 Captain and potential RUPA member in nine years!) and Don Iorio (US Airways retiree).

Thanks to all who stopped by. We hope to do it again in 2016. The dates for Sun-n-Fun next year are April 5-10, 2016. **RUPA Day would be Thursday April 7, 2016.** Mark your long range calendars! Have a great summer! *Gary Crittenden and Dot Prose.*

The Jerry Can



During World War II the United States exported more tons of petroleum products than of all other war material combined. The mainstay of the enormous oil-and gasoline transportation network that fed the war was the oceangoing tanker, supplemented on land by pipelines, railroad tank cars, and trucks. But for combat vehicles on the move, another link was crucial—smaller containers that could be carried and poured by hand and moved around a battle zone by trucks. Hitler knew this. He perceived early on that the weakest link in his plans for blitzkrieg using his panzer divisions was fuel supply. He ordered his staff to design a fuel container that would minimize gasoline losses under combat conditions. As a result the German army had thousands of jerrycans, as they came to be called, stored and ready when hostilities began in 1939.

The jerrycan had been developed under the strictest secrecy, and its unique features were many. It was flat-sided and rectangular in shape, consisting of two halves welded together as in a typical automobile gasoline tank. It had three handles, enabling one man to carry two cans and pass one to another man in bucket-brigade fashion. Its capacity was approximately five U.S. gallons; its weight filled, forty-five pounds. Thanks to an air chamber at the top, it would float on water if dropped overboard or from a plane. Its short spout was secured with a snap closure that could be propped open for pouring, making unnecessary any funnel or opener. A gasket made the mouth leak proof. An air-breathing tube from the spout to the air space kept the pouring smooth. And most important, the can's inside was lined with an impervious plastic material developed for the insides of steel beer barrels. This enabled the jerrycan to be used alternately for gasoline and water.

Early in the summer of 1939, this secret weapon began a roundabout odyssey into American hands. An American engineer named Paul Pleiss, finishing up a manufacturing job in Berlin, persuaded a German colleague to join him on a vacation trip overland to India. The two bought an automobile chassis and built a body for it. As they prepared to leave on their journey, they realized that they had no provision for emergency water. The German engineer knew of and had access to thousands of jerrycans stored at Tempelhof Airport. He simply took three and mounted them on the underside of the car.

The two drove across eleven national borders without incident and were halfway across India when Field Marshal Goering sent a plane to take the German engineer back home. Before departing, the engineer compounded his treason by giving Pleiss complete specifications for the jerrycan's manufacture. Pleiss continued on alone to Calcutta. Then he put the car in storage and returned to Philadelphia.

Back in the United States, Pleiss told military officials about the container, but without a sample can he could stir no interest, even though the war was now well under way. The risk involved in having the cans removed from the car and shipped from Calcutta seemed too great, so he eventually had the complete vehicle sent to him, via Turkey and the Cape of Good Hope. It arrived in New York in the summer of 1940 with the three jerrycans intact. Pleiss immediately sent one of the cans to Washington. The War Department looked at it but unwisely decided that an updated version of their World War I container would be good enough. That was a cylindrical ten-gallon can with two screw closures. It required a wrench and a funnel for pouring.

That one jerrycan in the Army's possession was later sent to Camp Holabird, in Maryland. There it was poorly redesigned; the only features retained were the size, shape, and handles. The welded circumferential joint was replaced with rolled seams around the bottom and one side. Both a wrench and a funnel were required for its use. And it now had no lining. As any petroleum engineer knows, it is unsafe to store gasoline in a container with rolled seams. This ersatz can did not win wide acceptance.

The British first encountered the jerrycan during the German invasion of Norway, in 1940, and gave it its English name (the Germans were, of course, the "Jerries"). Later that year Pleiss was in London and was asked by British officers if he knew anything about the can's design and manufacture. He ordered the second of his three jerrycans flown to London. Steps were taken to manufacture exact duplicates of it.

Two years later the United States was still oblivious of the can. Then, in September 1942, two quality-

control officers posted to American refineries in the Mideast ran smack into the problems being created by ignoring the jerrycan. I was one of those two. Passing through Cairo two weeks before the start of the Battle of El Alamein, we learned that the British wanted no part of a planned U.S. Navy can; as far as they were concerned, the only container worth having was the Jerrycan, even though their only supply was those captured in battle. The British were bitter; two years after the invasion of Norway there was still no evidence that their government had done anything about the jerrycan.

My colleague and I learned quickly about the jerrycan's advantages and the Allied can's costly disadvantages, and we sent a cable to naval officials in Washington stating that 40 percent of all the gasoline sent to Egypt was being lost through spillage and evaporation. We added that a detailed report would follow. The 40 percent figure was actually a guess intended to provoke alarm, but it worked. A cable came back immediately requesting confirmation.

We then arranged a visit to several fuel-handling depots at the rear of Montgomery's army and found there that conditions were indeed appalling. Fuel arrived by rail from the sea in fifty-five-gallon steel drums with rolled seams and friction-sealed metallic mouths. The drums were handled violently by local laborers. Many leaked. The next link in the chain was the infamous five-gallon "petrol tin." This was a square can of tin plate that had been used for decades to supply lamp kerosene. It was hardly useful for gasoline. In the hot desert sun, it tended to swell up, burst at the seams, and leak. Since a funnel was needed for pouring, spillage was also a problem.

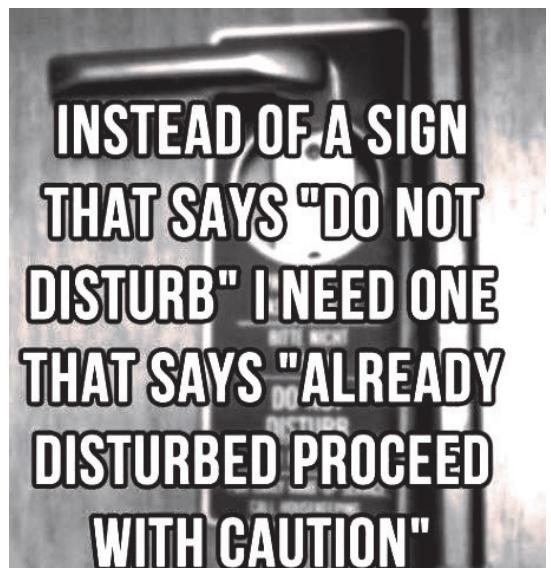
Allied soldiers in Africa knew that the only gasoline container worth having was German. Similar tins were carried on Liberator bombers in flight. They leaked out perhaps a third of the fuel they carried. Because of this, General Wavell's defeat of the Italians in North Africa in 1940 had come to naught. His planes and combat vehicles had literally run out of gas. Likewise in 1941, General Auchinleck's victory over Rommel had withered away. In 1942 General Montgomery saw to it that he had enough supplies, including gasoline, to whip Rommel in spite of terrific wastage. And he was helped by captured jerrycans.

The British historian Desmond Young later confirmed the great importance of oil cans in the early African part of the war. "No one who did not serve in the desert," he wrote, "can realize to what extent the difference between complete and partial success rested on the simplest item of our equipment—and the worst. Whoever sent our troops into desert warfare with the [five-gallon] petrol tin has much to answer for. General Auchinleck estimates that this 'flimsy and ill-constructed container' led to the loss of thirty per cent of petrol between base and consumer. ... The overall loss was almost incalculable. To calculate the tanks destroyed, the number of men who were killed or went into captivity because of shortage of petrol at some crucial moment, the ships and merchant seamen lost in carrying it, would be quite impossible. After my colleague and I made our report, a new five-gallon container under consideration in Washington was canceled.

Meanwhile the British were finally gearing up for mass production. Two million British jerrycans were sent to North Africa in early 1943, and by early 1944 they were being manufactured in the Middle East. Since the British had such a head start, the Allies agreed to let them produce all the cans needed for the invasion of Europe. Millions were ready by D-day. By V-E day some twenty-one million Allied jerrycans had been scattered all over Europe. President Roosevelt observed in November 1944, "Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German Blitz of 1940."

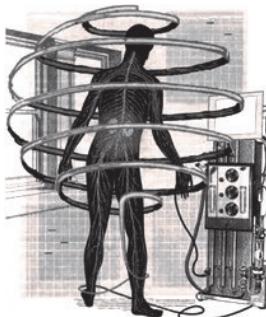
In Washington little about the jerrycan appears in the official record. A military report says simply, "A sample of the jerry can was brought to the office of the Quartermaster General in the summer of 1940."

Richard M. Daniel is a retired commander in the U.S. Naval Reserve and a chemical engineer.



Learning to Say No to Dialysis

By Paula Span/The New York Times



Gerald J. Hladik was 74 when the day long anticipated by his doctors arrived: His kidneys, damaged years earlier by a viral infection, had lost 85 percent of their function so it was time to begin dialysis. But from the beginning, Mr. Hladik resisted. An IBM retiree, he loved fishing, boating and gardening - and hated hospitals. "He said, 'I don't want to spend my time doing this,'" recalled his son, Dr. Gerald A. Hladik. "He wanted to be at home with his dog. He wanted to be able to go to the beach."

A nephrologist at the University of North Carolina School of Medicine, Dr. Hladik understood better than most how kidney dialysis could consume a patient's days. His father's eventful medical history included a serious stroke and coronary bypass surgery.

"Dialysis may have prolonged his life, but I suspect only by a couple of months," Dr. Hladik said. So after considerable discussion, Mr. Hladik decided to skip the three weekly trips to a renal center, along with the resulting fatigue and dietary and travel restrictions. His doctors managed his heart disease and hypertension with drugs. He died at home in November, a year and a half after saying no to dialysis.

People over age 75 are the fastest-growing segment of patients on dialysis, and the treatment's benefits and drawbacks add up differently for them than for younger patients. A growing number of nephrologists and researchers are pushing for more educated and deliberative decision making when seniors contemplate dialysis.

It is a choice, they say, not an imperative. "Patients are not adequately informed about the burdens. All they're told is, 'You have to go on dialysis or you'll die,'" said Dr. Alvin H. Moss, a nephrologist at West Virginia University School of Medicine and chairman of the Coalition for Supportive Care of Kidney Patients. "Nobody tells them, 'You could have up to two years without the treatment, without the discomfort, with greater independence.'"

Dialysis involves filtering impurities from the blood when a patient's faltering kidneys can no longer do so. Originally a temporary stopgap for those awaiting transplants, it has become the standard treatment for advanced kidney failure. Fewer than 10 percent of patients opt for peritoneal dialysis, which can be done at home. Most undergo hemodialysis at a center where machines clean the blood and correct chemical imbalances.

Unquestionably, dialysis has helped save lives. The mortality rate for patients with chronic kidney disease decreased 42 percent from 1995 to 2012, according to the most recent report from the United States Renal Data System.

The picture for older patients, in particular, is less rosy. About 40 percent of patients over age 75 with end-stage renal disease, or advanced kidney failure, die within a year, and only 19 percent survive beyond four years, the renal data system has reported. A primary reason is that older patients like Mr. Hladik generally suffer from other chronic conditions, including diabetes, heart disease and lung disease. "Dialysis only treats the kidney disease," said Dr. Ann O'Hare, a nephrologist at the University of Washington School of Medicine. "It doesn't treat the other problems an older person may have. It may even make them more challenging to deal with." Most older adults on dialysis die not from kidney disease, but from one of their other illnesses. But dialysis profoundly affects the way those patients spend their remaining months or years.

Typical hemodialysis sessions take place three times a week, and each lasts three to four hours, not including travel - a regimen Dr. O'Hare compares to holding down a part-time job. Afterward, "patients may have cramping. They can feel dizzy, washed out," Dr. Moss said. Many report pain or nausea. "A typical older dialysis patient will say, 'I just go home afterwards and go to bed,'" Dr. Moss said. After the good day that usually follows, the cycle repeats.

Dialysis patients are frequently hospitalized. If they live in nursing homes, their independence - as measured by the ability to eat, dress, use a toilet and perform other daily activities - declines sharply. In this ailing population, one study found, 58 percent died within a year of beginning dialysis. "They've bought into a very

intensive pattern of medical care that tends to escalate towards the end of their lives," Dr. O'Hare said. She was a co-author of a study that found that 76 percent of older dialysis patients were hospitalized in the final month of life; half were admitted to an intensive care unit.

Do older people with advancing kidney disease really intend to sign up for all this? If they hope to reach a particular milestone —a great-grandchild's birth, say - or value survival above all, perhaps so. But many express ambivalence. In a Canadian survey, 61 percent of patients said they regretted starting dialysis, a decision they attributed to physicians' and families' wishes more than their own. In an Australian study, 105 patients approaching end-stage kidney disease said they would willingly forgo seven months of life expectancy to reduce their number of dialysis visits. They would swap 15 months for greater freedom to travel.

In real-world hospitals and nephrologists' offices, of course, patients aren't offered such trade-offs. "People drift into these decisions because they're presented as the only recourse," said Dr. V. J. Periyakoil, a geriatrician and palliative care physician at Stanford University School of Medicine.

More conservative approaches to kidney disease do exist and can improve older patients' quality of life. Medication to control blood pressure, treat anemia, and reduce swelling and pain, "these are treatments that will keep people comfortable for long periods," Dr. Moss said. "People choosing medical management could live 12 to 18 months, 23 months." And spend less of that time in medical facilities.

To weigh the pros and cons, however, kidney disease patients need better information. Among 99 patients at dialysis centers in North Carolina, for instance, two-thirds told researchers their doctors had not mentioned the treatment's risks or burdens. The same proportion said they felt they had no choice.

But they do. And they can discontinue dialysis. Withdrawal from that treatment accounted for about a quarter of deaths of dialysis patients in 2006, according to a 2013 presentation to the American Association of Hospice and Palliative Medicine.

In its contribution to the Choosing Wisely campaign, which identifies procedures that physicians and patients should question, the American Society of Nephrology cautioned, "Don't initiate chronic dialysis without ensuring a shared decision-making process between patients, their families and their physicians?" Otherwise, older patients may not fully grasp what lies ahead. When they decide to discontinue dialysis, Dr. Moss said, "patients say to me, 'Doc, it's not that I want to die, but! don't want to keep living like this.'"

For Older Adults, a Rising Risk of Subdural Hematoma

By Jane E. Brody/The New York Times



You don't have to hit your head to develop an insidious bleed between the soft covering of your brain and the brain itself that in days, weeks or months can threaten your health or life. The condition, called chronic subdural hematoma, is becoming increasingly common as the population ages, prompting an NYU Langone Medical Center neurosurgeon, Dr. Uzma Samadani, to urge her colleagues to gear up for a growing number of cases likely to require neurological intervention.

By 2030, when a fifth to a quarter of the American population will be older than 65, chronic subdural hematoma, or SDH, is expected to afflict 60,000 Americans a year, which would make it the most common reason for brain surgery, surpassing brain tumors and metastases, Dr. Samadani and colleagues reported in *The Journal of Neurosurgery*. Head trauma from, say, a fall or another accident remains an important cause of the disorder, though in a third to a half of cases, patients cannot recall an injury that might account for it. In many instances, the trauma, if there was one, was so trivial it was forgotten, like walking into an open cupboard door or hitting one's head getting in or out of a car. Indirect trauma that jostles the brain is more common. About half of patients who report having fallen did so without hitting their heads.

James Reilly, 68, is a case in point. In early January, Mr. Reilly, who lives in Hoboken, N.J., said he fell out

of bed while dreaming and broke a few ribs, but didn't hit his head and seemed otherwise fine. But two months later, he developed difficulty speaking and using a computer, and a CT scan of his brain revealed a chronic SDH. The lesion was surgically drained at the Veterans Affairs Medical Center in Manhattan, where Dr. Samadani is chief of neurosurgery and Mr. Reilly is a clerk in the department of neurology and physical medicine. He returned to his job last week.

The incidence of chronic SDH has been rising steadily since 1967, with a third of cases occurring in people over 80. The recent report identified 695 new cases among 875,842 patients seen at the V.A.'s New York Harbor Healthcare System from 2000 to 2012. The condition is much more common among V.A. patients, compared with the general population — they are typically older men with a higher rate of additional risk factors, including heavy drinking or a history of brain injury, Dr. Samadani said.

Heavy drinking causes liver damage that can disrupt the blood's clotting functions, she explained. Likewise, the chance of developing a chronic SDH is significantly higher among those on anticoagulant medication, like Coumadin (warfarin), commonly prescribed to prevent heart attacks, strokes and blood clots, especially for older adults. As many as 24 percent of patients with the disorder were on warfarin or an antiplatelet drug to prevent clots, according to a study by researchers in Wales. As many as 10 percent of patients had a history of alcoholism or epilepsy, the Welsh team reported. Obesity can be a contributing factor by increasing estrogen levels in the body, Dr. Samadani said.

However, older age remains the leading predisposing factor. As people age, the brain shrinks, creating a space in which fluid can collect. The veins that drain the brain must traverse this space, and even the slightest jolt can cause them to leak, leaving blood trapped against the brain. Also with advancing years, these "bridging veins" become more fragile and susceptible to tears.

Chronic SDH has been described as "the great neurological imitator" because it often presents a confusing array of possible symptoms that can resemble, alternatively, a psychiatric disorder, dementia, a migraine, epilepsy, Parkinson's disease, a stroke or a transient ischemic attack, also known as a ministroke. Patients may develop a rather severe headache and weakness on one side of the body, have difficulty walking, seem confused or have trouble speaking, Dr. Samadani said. She added that chronic SDH "is a common treatable cause of dementia."

Symptoms of the disorder tend to develop rather suddenly, often without apparent explanation. Patients and their doctors need to be aware of the various symptoms and signs, and follow up with a CT scan that most often can reveal or rule out a subdural hematoma. The scan may need to be repeated using a dye if initial results are unclear.

The Welsh team noted that the most important factor in diagnosing chronic SDH was "a high index of suspicion" in patients whether or not they had a head injury or other trauma. Warning signs include headache; a change in mental status or worsening of preexisting neurological or psychological illness; and neurological problems in a specific location like one side of the face, an arm or even a small area of the tongue.

Treatment of a chronic SDH is not always needed, though patients with a seemingly stable hematoma must be monitored, with prompt treatment if symptoms worsen. If bleeding into the subdural space continues unchecked, it increases pressure on the brain that can lead to a loss of consciousness, permanent disability or death. Only a third of patients require surgical treatment, Dr. Samadani said. In the remaining two-thirds, the hematoma is gradually reabsorbed by the body without invasive treatment. Patients can also be given medication to help speed the process, she said.

While many chronic subdural hematomas cannot be prevented, the risk of developing one can be lowered by avoiding alcohol abuse, reducing the risk of falls and maintaining a normal body weight.

While there is no certain way yet to minimize brain shrinkage with age, Dr. Steven R. Flanagan, chairman of rehabilitative medicine at NYU Langone Medical Center, said, "Regular cardiovascular aerobic exercise is good not only for the heart and lungs, but also for cognitive function. Evidence suggests it increases brain-derived neurotrophic factor," which promotes survival of the brain's neurons. Yet another reason to get — and stay — moving as you get older.

LETTERS

DON ANDERSON—Downers Grove, IL
Sorry to be late on my dues check. On the morning of March 23rd I was returning home from taking my eldest son to his workplace. It was a morning of freezing rain followed by blowing snow. Started up a small hill, differential transferred power to the other wheel (rear wheel drive) next thing I know I'm 90 degrees to traffic sliding. (no control at all). Got broadsided by two cars, right front and right rear. 3 car smashup. No serious injuries. (2 cars totaled and one smashed front end).

I cracked a rib, my breast (chest bone), and a few cuts and bruises. Some birthday, (91 years old). Could have been worse. Am recovering but still have a sore chest. Hope to do better next year.
Thanks to all who make this magazine possible.
Andy

JIM & ROSALLEE BRUS—Yuma, AZ
I goofed on our change of address in March. Just updated it today. To the aol E.

Jim and I are always busy. We had to come home early. We still have the garden to maintain, and we have a College Graduation to go to in Bozeman, MT. Then farther into Summer we have two MT weddings. Our daughter's son is marrying a sweet girl in Helena, MT. And five days before that our son's daughter is marrying a great young man in



"We're looking for someone with the wisdom of a 50-year-old, the experience of a 40-year-old, the drive of a 30-year-old and the pay scale of a 20-year-old."

Whitefish, MT. So we will be very busy, and are excited for them. Hope the world has some changes.

We left Yuma with really nice weather to come back to Washington rain. Which we needed. It took two weeks to cut the grass four times. He is off the roof of the house and in the garden on the tractor.

You have a good year. Thank you for all your years of hard work at RUPA. *Rosallee and Jim*

JOHN GLAZE (Jack)—Las Vegas, NV
Please accept my thanks for the wonderful job you all do with the magazine. I thoroughly enjoy it each month. I will try to keep the rest of this down to the bare bones.

I am still riding the bicycle(s) and now have over 118,000 miles in 25 countries. I have slowed down a bit doing about 4 to 6 thousand miles a year. I am running out of places to visit. That does not bother me since using passes is such a hassle now. Also, I am still doing free weight training two days a week. The exercise seems to suit me and keeps my body going. For some unknown reason I seem to be able to shake off most ailments.

"Sam", who retired in 2011, just had a hip replacement and she is walking without any aid after only one week of recovery. The physical therapist is amazed. (So am I)

Family is all doing well and brother Bill, who retired in 1992, is still going strong at 83. All of us are enjoying retirement and keeping busy which, I believe, is a good reason for us staying reasonably healthy. *Jack*

HERB GOODRICH—Northridge, CA
Hi Cleve! I flew for United for 33 years, every Douglas aircraft in the fleet. I started in 1946 with United, fresh from teaching aviation cadets in Enid, OK, and earlier was a B-24 co-pilot and first pilot in New Guinea. I retired in 1979 and those retirement checks have sure been helpful!

I have lived in the same home in Northridge, CA for 50 years! Hilda passed in 2006.

I would love to reminisce with anyone who remembers me or my era! Call me at 818-349-6023!
Keep 'me flying! Yours truly, *Herb*

BOB LEITCH—San Jose, CA

Thanks to all at RUPA for such a fine job on the magazine. Georgia and I dive right in as soon as it arrives each month. Once again I am a bit behind and please find enclosed a check for two years. If the pattern continues, I will always be current in the numbered years.

The last two years have been good ones for us and our four kids are not farther than 26 miles away. We very seldom travel on passes these days but instead drive the 35 minutes to Sana Cruz two or three times each week. The beautiful coast line is a great place to just hang out, read and enjoy the many good places for lunch. About once a month we enjoy our hideaway just north of Placerville in the tall pines. It is a quiet place with dark starry nights and deer are seen almost constantly off the patio.

Hard to believe it's been almost 9 years since that last 777 flight in N215UA, but I have been pretty active in my Cessna 180 about 100 hours each year. Most of the flying is Young Eagle and Angel Flights. I greatly enjoy meeting so many great people thru these two organizations. In August I will have owned the 180 for 30 years. Figure it will be the time to sell her when one of three things happens. 1. Can't climb into my airplane with the first high step. 2. Can't operate the big manual flap handle. 3. Can't remember how to start the engine!

Many thanks, **Bob and Georgia**

NORMA MCINTYRE—Auburn, CA

Dear Leon and Cleve, Hi everyone! Another year has flown by. Seems like I just mailed my dues and letter. I'm enclosing a little extra for postage or doughnuts--you choose.

It's been an uneventful year for me. It's been fifteen months since I lost my sweetheart, Hugh McIntyre. He was the best husband and friend one could ever dream of having. I was so blessed to have been married to my best friend for nearly fifty years.

Last fall I had an unfortunate accident in front of my house. I was walking my son's dog and he stepped onto some dirt. I took one step on the uneven surface and my ankle rolled and I was down in a heap. It happened so fast! I fractured my ankle and the small bone that connects to the ankle. My surgeon said out of ten, mine was a nine. I was very fortunate that my son was home. He drove me to the hospital. I had surgery three hours after my fall.

People were telling me to get "bubble wrapped" when I'm outside. I'm happy to be healthy again and going to the gym 3-4 x a week.

In June my son and my two sisters are flying to Maui for a week's vacation. One sister has never been so it will be fun showing her around the island. We had a condo in Wailea for seventeen years with some partners. We would fly to Maui for three days when Hugh had some days off. What fun.

My son and I live on five acres in rural Auburn. We see deer, wild turkeys, bobcats, rabbits and peacocks often. We have a beautiful view of the Sierra Mountains from our home. We didn't get much snow on them this winter due to the drought. We can always hope and pray for a better year next year.

God has been so good to me. I have a poem that I hope you will find worthy to print.

Take care of yourselves. Stay healthy and keep looking up.

Sincerely, **Norma**

Asked God

I asked God for strength, that I might achieve.

I was made weak, that I might learn to obey.

I asked for health, that I might do greater things.

I was given infirmity, that I might do better things.

I asked for riches, that I might be happy.

I was given poverty, that I might have the praise of men.

I was given weakness, that I might feel the need of God.

I asked for all things, that I might enjoy life.

I was given life, that I might enjoy all things.

I got nothing that I asked for - but everything I had hope for.

Almost despite myself, my unspoken prayers were answered.

I am, among all men, most richly blessed.

By: Author Unknown.

ED MEISENHEIMER—Corpus Christi, TX

I just passed another milestone, 85 years young, and 28 years since flying my last trip.

Dee and I spend our Christmas holidays, and a month or so in the summer, in Ft Lauderdale, FL with our sons and their families.

Our fun times here in Corpus Christi are being with our lifelong friends.

We are still kicking, just not as high. **Ed**

"HOWIE" MORGAN—Longmont, CO
Howdy. 78 and doin' great! All original parts. I credit this with daily treadmill time and a drop dead gorgeous blond personal trainer.

It was sad to hear that Ham Wilson has Flown West. He was a one of a kind and one of my favorite Captains to fly with in the early days. In the ORD base, there was a cargo trip ORD-PHL-ORD that worked Tuesday and Thursday that I liked to do while building my house. Many of these trips were crewed by Ham, Jim Bohlander and me. Ham, as I remember, was the first Captain to let me have a leg PHL-ORD. Being a cargo liner and heavier than the trainers of the past, I made a rather firm touchdown. Ham just said "Howie, next time just fly'er down to 3/8ths of an inch and EASE'er down from there!" I have never forgotten that, and in fact, had a sign made for my hangar that says just that. He regularly alternated legs including me from then on. The dispatch guys in PHL were always putting misc. junk in Ham's flight bag when we were laying over there. I remember empty coke bottles and sash weights in particular. We had some fun on those trips! He was an unforgettable guy who will be missed by many!

I'm still making old things new. My latest project in a 1955 Austin-Healey-100 that is in the later stages of a last nut and bolt restoration. I have had this car since 1958 and it will be as original as possible. It should be ready for the English Car Show that happens every September here.

I still have and fly our Cessna 185 and 150. Both have been rebuilt to near new condition a few years back. The 185 won a Bronze Lindy at OSH but the 150 is not old enough to qualify yet. I am hoping along with many of you that our govt. finally eliminates the third class medical requirement. It certainly would be less of a pain to not have to do all the redundant tests every year that some of us have to do. So, write your govt. reps and ask them to support the legislation.

For years, my partner and I owned an N3N-3 which we enjoyed from 1976-1996 when regrettably we had to sell it for a number of reasons. The airplane



went to a fellow in Connecticut who had a number of fine airplanes. Our N3N came up for sale last summer and my partners son bought the machine back! It is now living at Poplar Grove, Illinois, which is an airplane paradise, in one of the most beautiful hangars one can imagine. Hope to get back there this summer to fly it again. We always had interesting conversations at airshows about this airplane NOT being a Stearman, Not being a Boeing and Not being an Army trainer. In fact it was built by the Navy, for the Navy in the Naval Aircraft Factory in PHL. The factory is still there just East of the PHL airport.

My son, Butch, is flying a Phenom 100 for a fractional outfit and hoping to get the call from UAL. All of the noise about a pilot shortage in the news is not happening at UAL as they have many applicants. His latest estimate is that it may be two years out for an interview.

The highlight for trips this past year was our invitation to attend the polo games at the Houston Polo Club which we have done twice. I played a bit in college but have not been to a game for some time. It's pretty exciting if you like incredible horses and fast action. We hope to go for more this year.

Until next year's report, if you're in Longmont, CO stop by the airport and look me up. Hangar 33H, phone 303-601-3536. Cold beer, toy show and hangar flyin'!

Sincerely, *Howard "Howie" Morgan*

STEEN MUNTER—Crystal Lake, IL
Holy Cow!! Another year already?

Lots to celebrate. Claudia and I will have our 55th wedding anniversary this fall unless she kicks me out before then. Always a possibility. Longest probation I ever heard of, but so far so good.

15 years of retirement has flown by. I have no idea how I ever had time to go to work. Still fly the Twin Comanche between our place in Crystal Lake, IL and Rogers, AR on a fairly regular basis. Also enjoy flying a 1947 Piper PA-12 Super Cruiser that I and our younger son took 10 years+ to restore to original condition. Took it to Lockhaven, PA (the site of the factory both planes were built in until about 1972 when a flood destroyed the factory and production moved to Vero Beach, FL) for the annual Sentimental Journey fly-in and won an award! We were surprised and pleased that our work was

judged best of show by folks who know the planes well.

For my 75th birthday I'm getting a new L. knee....by the time you read this that will be old news and I'll be shooting hoops with my grandsons. That's the plan, anyway.

It's difficult to believe I'm 75 already until I realize we have a son who has been retired for 2 yrs. and our baby has been flying for United for 19 years.....he is currently a 737 F/O at ORD. Don't ask. He recently flew a trip with a Captain 4,100 numbers junior to him. The merger has caused some strange side-effects and it's not over yet. I do enjoy hearing the inside scoop from him as to how it is on the Mainline nowadays, but I think that's as close to the day-to-day ops as I care to get. I really did have the best years of the career and best of all I realized it at the time and enjoyed it. Check in the mail.

Steen, ORD 1963-2000.

MRS HEATHER NIXON—Tasmania, Australia
George W Nixon died last June and I'm still getting used to the idea.

This March he would have been 80 years old. I would nag him to get his letter in on time and here I am a month late. I enjoy the magazine and will continue to receive it.

Looking forward to the RUPA cruise. I'm going with my son who lives in Novato, CA then onto the UK to catch up with my family...hopefully the passes will get me around okay.

I still enjoy living in Tasmania as my daughter and family live nearby and it's a green and friendly island, although they do talk a bit funny.

Till next year. Cheers, **Heather Nixon**

OAKLEY PORTER—Richland, OR

Hi Cleve hope you are having a good time on the cruise, as you know we sure had a good time on last year's cruise.

LaVera and I are doing well for our age. I will be 90 in a few days. I guess the highlight of this last year was the RUPA Cruise.

We are still spending the winters in Pahrump NV, and summers in Richland OR. Had a good time last summer on our new pontoon boat catching a lot of fish on the Brownlee Reservoir back waters of the

Brownlee Dam of the Snake River.

We look forward to reading the *RUPANEWS* a great magazine and it is getting better all the time. I want to thank all hard workers.

I would like to know why the company has gone to such a collimated procedure to figure out our boarding date, why not just use the date of hire?

Oak & LaVera, '44 to '85

AL RIMKUS—Kailua Kona, HI

This is my first letter to RUPA since my retirement and I want to complement you on a job well done.

I am 79, retired and living a nice life in Kona Hawaii. Early in 2014, my lovely Spanish wife convinced me that we could no longer put off her bucket list trip walking 500 miles across Northern Spain, best known as "El Camino De Santiago." We planned to start this trip in early May, which meant I had a few months to train for this event with many steep hikes and long walks. Prior to our departure, I received an email from my old United airline pilot buddy, Bill Charney, asking if I would be interested in flying around Eastern Europe in his Beechcraft Staggerwing biplane this summer. As it turns out, the timing was perfect. Bill would be participating in the 70th anniversary of D-Day in his beautiful "Red Rockette" and I would be finishing my spiritual walk across Spain. I eagerly accepted his offer and plans were made.

We decided to meet in Berlin, spend a few days site seeing and then head east. I arrived as scheduled, but Bill had some delays. Coincidentally, I had just finished reading Erik Larsen's *In the Garden of Beasts* which was written about William Dodd's experience during the early 30's in Berlin.

Having some time alone, I retraced the steps of Dodd visiting both Tiergarten Park and the



Branderburg Gate

Branderburg Gate areas of Berlin, which was very interesting and helped me pass the time. After a few days, Bill made it to Berlin and we readily flew to Eastern Poland. Our 1st stop was the beautiful lake region near Ketrzyn. We decided we would make a grand entrance and buzz the field providing

quite the show to the locals. I am certain all were quite surprised when two 79 year olds limped out of the plane. No doubt they were expecting some young studs and in our hearts, we were those young studs again. We enjoyed a few days cruising the back roads, enjoying the sights, the polish food and of course the beer and wine.

It was soon time to drag our old bodies back into the staggering and off we went to Kaunas, Lithuania. We met up with my beautiful niece and her family who hosted us in their new home that her husband had built. Appreciating the hospitality, Bill decided to take my niece, Audra and her father, Rimas, up for a ride in the Red Rockette. After landing Bill found some minor issues with the plane and quickly ordered the parts needed to get us back up in the air. Unfortunately, the parts were going to take weeks to reach Lithuania and this far out in Eastern Europe, weeks could easily turn to months. Sadly my part of the trip was over. I hadn't been home for a few months, so I left Bill to deal with his machine and headed back to Kona.

It was a great summer and I am thankful to Bill for his kindness and for reminding me what it was like to be a young pilot stud again. You are a good friend and a true aviator.

Thanks for the memory! Aloha, **Al**

JACK RODERICK—Batavia, IL

Dear Cleve, Thought I would send this in a month early while I'm thinking about it.

Where has all the time gone? I'm 81 this year and not doing too badly. Some eye problems with the macula that the doc's are working on. Nan still has back problems from when she tripped in the aisle and hit the cart. Had a disc operation for that about two years ago and there are still some problems.

Nan took the \$100,000 buyout for the stews in Dec and is now retired. Got a real shock from my CPA and even though they took the tax out, it put me in the 33% bracket and along with the AMT I owe \$10,000 in Fed income tax. Oh well, it's only money.

Have eight grandkids now and another on the way. We don't do any traveling and stick mainly to IL and IN. I work at the library on Wednesdays as a "friend" so that keeps me in books. Still doing train and airline shows to try and get rid of a lot of "toys" I've picked up over the years. My kids or grandkids

don't want them unless it has a keyboard.

I still work at the Air Classics Museum at the Aurora, IL airport every weekend. We are only open on weekends, if anyone wants to visit.

I still miss my CLE Crazy buddies that I had such a wonderful 12 years with. If I lived a bid closer, I would definitely be in Wooster for the monthly get-togethers. All the best to the "Crazies" and all I flew with.

You and the staff do an outstanding job with the *RUPANEWS* and we are indebted to you all for your hard work.

Thank you. **Jack**, EWR CLE ORD

NORWIN SYNNESTVEDT—Huntindon Valley, PA
Hi Cleve. Thank you and all of RUPA for your hard work! The website certainly has improved over the years.

I am looking forward to the RUPA cruise with my daughter Kendra and of course the chance to meet you and all the rest of the group. The Panama Canal has been on my bucket list for a long time.

Cora and I stay busy driving around the country checking up on daughters and granddaughters via the North Rim and Big Bend national parks.

Norwin

GUS TUIT—Crystal Lake, IL

The check went in the mail about a month ago, but I'm getting better at putting things off.

Coming up on 18 months here in IL & it has really flown by. Did a bit of traveling the last year via car & air. Last Easter drove to St. Paul to visit a son & granddaughter. June had me driving to Michigan for a wedding and then flying to Bangor to visit John & Barb Bartosenski – former Pan Am and UAL pilot & wife. Oct. was to Milwaukee to visit widow of pilot from my C119 squadron in France and on to visit Jim & Judy Christbaum in Sturgeon Bay, WI. November to Canyon, TX to visit Ed & Pat Musser from AF pilot training, C119's, Capital and UAL. On to Ft. Worth to visit another fellow pilot from class 54N and on to Austin and Houston to visit nephew & niece. Drove from Amarillo to Houston and flew home.

Sorry to say I didn't get together with new hire buddy Del Gartner for the first time in 57 years. Plan on seeing him and Pat next month.

In February had a leg Roto rooted and angioplastied. Cleaned out five passages with 100 percent blockages. Sure feels better walking now!

Enjoying life as much as possible here in Crystal Lake and always running into someone who "knew someone." Yesterday met Ray Rettig's widow, Pat, in WalMart. Just commented on her pretty sweater with golf "stuff" on it and spring about here, that led to about a 45 minute conversation. Didn't know Ray well and didn't know her.

Thanks to those who put the magazine together and have a good year! **Gus**

WAYNE WALCZAK—Leander, TX

Hi guys, thanks for continuing this fine publication and hope it continues to be well funded. My \$25 is in a separate mailing and have offered a little bit more to help the cause.

Nine years removed from updating the Jepps, without regret, but pause to think what is happening to UA as we once knew it. Can only hope the airline does not become a Saturday Evening Post picture of airlines of a bygone era.

Have looked for employment opportunities with a couple interviews but no offers for someone in their "senior years!"

Nani had a knee replacement in January and it required a oxinium zirconium material due to an allergy to nickel, which also required a surgeon familiar with such a device. Her recovery has been a slow journey, requiring me to be her driver for her many appointments. I treat the roadways here in Austin like J-airways and gives me comfort with my heavy jet retirement. Happy hour doesn't come soon enough after these experiences.

Made a RUPA luncheon in PDX in October with thoughts of making more around the country without success. What a great covey with old friends and hope to make a repeat visit soon. I have reviewed the back page of the RUPA pub many times analyzing how I might schedule a luncheon and visit with other retired folks! But Skynet, like VNAV ALT, is not very friendly (this analogy will not be lost on those who flew the glass). City pairs, frequency, and mostly 'vacation pass' vs 'personal pass' decisions all come into the dispatch resolution. Will see how the remaining months of '15 turn out for retiree standby travel!

Just made a decision to build a new single story

home to keep the knee and hip joints from wearing out, but have become very cynical with the practices of home builders. Don't know how others have found this process, but it is overwhelming with the BS one must go thru with the 'fine print'! Once again, happy hour doesn't come soon enough!

Have found enjoyment in a brew called Matilda made by a Chicago brewery Goose Island Brew Co. They make a couple other types, some heavier and some lighter, but all with a higher alcohol content. Think I will pop one open right now!

Have travelled to NRT seeking my karaoke fix at The Cage, and have found my voice seems to hit those important high notes better after consumption of a couple of those big bottles of Asahi. The 'Truck' went out of business many years ago, so The Cage is the only place to harmonize with the South Pacific aviators. Visited The JetLag while there. Vincent is still running the place and still has all the captain hats over the bar. We did have a nostalgic moment while reviewing the history along with a few memory lapses of names and faces that went along with those hats! Me thinks one would experience the same in London at Olives's place around the corner from the Thistle Hotel. Ahh yes, senior moments!

Thinking about writing a book with the time allotted on the planet and hope I can fit it in my 'busy schedule!' If I get it done, I'm sure it will be a best seller and you can be assured I will offer a senior discount to you'll (that's Texan for you all).

Till then, ALOHA! **Wayne**

MRS EVELYN WILLIAMS—Houston, TX

Dear Capt. Scarborough, How nice of you to call, I enjoyed talking to you.

As I told you, my granddaughter, Freya Shiller, was a 777 F/O when CO and UAL merged. She had a chance to bid Capt. On 75-76 which she did. When ready for her first trip as Capt., the company was out of wings. She asked if she could use her grandfather's wings. Robert B. retired in 1987 so they were old. She now wears them all the time. Both CO and UALK crews think it's great.

Her grandfather would be so very proud of her. They were very close. He is buried in Houston National Cemetery which is right off Bush International runways, so she tips her wings whenever possible. Best Wishes, **Evelyn Williams**

IN MEMORIAM

FLOYD L. ALFSON

Floyd L. Alfson, 85, passed away peacefully on March 23, 2015 with his family by his side following a long battle with kidney disease.

Floyd was born in Williston, North Dakota on January 7, 1930. He had five siblings and spent his childhood in Williston where his father was a local farmer and owner of Alfson City Elevator. He attended Montana State University (1948-1949) and graduated from Rochester Institute of Technology in 1952 with a degree in photography. Floyd learned to fly while serving in the U.S. Air Force from 1953-1955. In 1955, he joined United Airlines where he enjoyed a long career before retiring in 1990 as a 747 captain after more than 34 years of service.

Floyd loved traveling and the outdoors and in his younger years enjoyed camping, hunting, fishing and playing golf. He was an avid reader, knowledgeable in many subjects, and very accomplished in everything he set his mind to. His many passions included woodworking, cooking and baking bread.

Floyd was a longtime member of RUPA. He was a past President and member of the Board of Directors and served in other roles within the organization. He was also an active member of SIRS for many years. Floyd had a friendly manner and was well liked by everyone he met. A true gentleman, he was always ready to offer a helping hand to anyone who asked. He will also be remembered by many for his great smile, his sense of humor and his bear hugs. Above all, Floyd was a wonderful, kind and caring husband, father and grandfather who loved his family very much.

Floyd is survived by his beloved wife of 47 years, Charlene; two daughters, three grandchildren, two sisters, and many nieces, nephews and cousins.

RUPA lost one of its most important, dedicated and valuable members the day that Floyd Alfson flew west.

I first met Floyd during the 1985 strike working at the Strike Headquarters at SFO. He was as dedicated to the ALPA and the strike as he later became



to RUPA. Most members wouldn't be that aware of the things Floyd did for RUPA, as he was more of a behind the scenes kind of guy.

Floyd retired a couple of years before I did and we didn't see much of each other until Walt Ramseur invited me to a RUPA Board meeting in 1994. The purpose of the meeting was to offer me the position of Sec/Treasurer, which was presently held by George Howson. George had held that position for over 20 years. When I took over the position in 1995 I found that I needed a lot of help as the membership database was in very sad shape. Right away, Floyd volunteered to help. He had a retired American pilot friend who was a whiz at working with databases. It took us awhile, but we finally brought the RUPA database into the modern, digital world. It wouldn't have happened without Floyd.

While we were working together he told me how things were being run in RUPA when he first joined. The first thing Floyd found that needed to be improved was the printing and mailing of the then "RUPA Newsletter." It was being printed at the SFO Maintenance Base in the UAL Print Shop. RUPA never knew for sure when the Newsletter would be printed. When the Print Shop called and said the Newsletter was ready to be picked up all the volunteers were called and would go to the Maintenance Base where they did the "folding and stuffing." Back then they really did fold and stuff the Newsletter, that's where the name "Folders and Stuffers" came from. It was printed on 8 ½ X 11 sheets which were folded in half and pressed down using a block of wood to get a sharp seam. Floyd found a local printer and that solved the timing of the printing and the volunteers no longer had to do the folding, just attach the labels. Floyd and his wife, Charlene, opened their home to the volunteers who cut and presorted the labels each month. They even provided coffee and cookies. Floyd continued to print the labels until we started having the RUPANEWS printed in and mailed from Denver.

Here in the Bay Area we used to have annual RUPA picnics and "The Boy's Night Out" dinners and Floyd was essential in organizing these functions. In fact, he actually baked the buns for the burgers and hot dogs.

Floyd was a past president of RUPA, served on the Board of Directors for over 20 years, and was an

auditor of the RUPA finances. He will be sorely missed and not easily replaced. Cleve Spring, Ed

RAY R. BRICE

Captain Ray Brice, January 12, 1943 - April 11, 2015.

Ray Brice, career United pilot and leader in Aviation Safety, passed away April 11, 2015.

Ray was the United MEC Central Air Safety Committee Chairman from January 1996 through June 2002. He was the 1999 recipient of ALPA's Air Safety Award, the Association's highest honor for a line pilot volunteer for aviation safety work. He was singled out for "significant contributions to flight safety while representing the best interests of air line pilots."

In an Air Line Pilot magazine article from August 2000, Captain Brice was praised as "a great facilitator." His peers said, "He's able to bring together all the parties in a safety issue, whether they are pilots, management, maintenance folks, flight attendants, or dispatchers, and get them to sit down and talk to each other. No question, he has the respect of everybody in the safety business at United."

Captain Bob Sisk, current UALMEC CASC Chairman said, "Ray was one of the most, if not the most, progressive Safety Chairmen we've ever had.

Many of the current vital facets of the aviation safety program, such as FOQA, FSAP, and FSI's were all implemented under his leadership. He set the bar high for those of us who follow in his footsteps."

United MEC Chairman Captain Jay Heppner opened this week's MEC Meeting by observing a moment of silence for Captain Brice.

THOMAS L. GREY

Thomas L. Grey, 81, passed away, March 8, 2015 quietly at home in Sonoma, CA.

He was born in Wisconsin in 1933 and moved to Sonoma in 1971. Tom served in the United States Air Force, and retired as a Major. He went to work for United in 1967 and retired in 1993.



Tom was an active member of RUPA, Tac Tankers Association, Order of Daedalians and the Moose Lodge.

Tom was preceded in death by his wife, Joyce, and is survived by four children and five grandchildren.

The family has requested no flowers and donation to charity of your choice is appreciated.

HENRY CHARLES HEINTZ

Henry C. "Hank" Heintz, 90 years of age, was born in Buffalo, NY, March 6, 1924 and passed away in Denver, Colorado on February 2, 2015.



Henry was a graduate of South Park High School, Buffalo, New York, class of 1942. He worked at Bell Aerospace and Worthington Pump Corporation. Henry served during WW II as a 2nd lieutenant in the Army Air Corps (8th Air Force) where he flew 35 successful combat missions in a B17 over Germany. After the war, Henry worked for 30 years as a pilot for United Airlines retiring as a Captain in 1984.

Henry (Hank) was an avid golfer and bowler scoring his age (80) in the former and a 300 in the latter.

Henry is survived by many nieces, nephews and cousins.

In lieu of flowers, donations may be made in Henry Charles Heintz's honor to Denver Rescue Mission or St. Jude's Children's Hospital. - See more at: <http://www.horancares.com/obituary/Henry-C.-Heintz-Denver-CO/1479091#sthash.yqDAiKui.dpuf>

JAMES J. SHIRLEY

James J. Shirley, 80, passed away on March 16, 2015. He was a resident of Saratoga, CA.



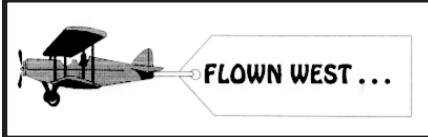
Jim was born Aug. 14, 1934, in Santa Barbara. He served in the US Air Force flying the F-86.

Jim was hired by United Air Lines in 1960 and retired as Captain after 34 years.

Jim is survived by his wife of 58 years, Mary Jo, four children and eight grandchildren.

Donations to Hospice of the Valley are greatly appreciated.





Floyd L. Alfson	Mar. 23, 2015
*Walter L Baker III	Dec., 2014
*Kingston Bowen	Jan., 2015
*Robert W. Cornell	Mar. 19, 2015
*Richard A Ekholm	Feb., 2015
*Thomas R Emmett Jr.	Dec., 2014
*Bernard L Hahn	Dec., 2014
Henry C. "Hank" Heintz	Feb. 02, 2015
*Larry B. Jividen	Mar. 15, 2015
*Edward E. Richardson	Feb. 26, 2015
*Duncan E. Owen	Mar. 02, 2015
James J. Shirley	Mar. 16, 2015
*Robert L Stokes	Feb., 2015
*Robert P Zacharias	Feb., 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. Hovering there
 I've chased the shouting wind along and flung
 My eager craft through footless halls of air.
 Up, up the long, delirious, burning blue
 I've topped the wind-swept heights with easy grace,
 Where never lark or ever 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

May, 2015 Edition

From:

RUPA
P.O. Box 400
Vineburg, CA 95487-0400



\$25 Subscription—Check Renewal Date on Label

TOI

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 Ruparians (2nd Wed. 1:00 PM)—*Primavera Restaurant*, San Ramon, CA
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.)—*Shrimper's restaurant*, Stuart, FL - 561-756-4829
The Ham Wilson S.E. Florida Gold Coast (2nd Thursday)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden*, Ft. Myers - 239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

Hawaii

Hawaii Ono Nene's (To Be Announced, Call Larry Becker, 808-262-8785)—*Mid Pacific Country Club*
Big Island Stargazers (3rd Thursday 11:30AM)—*The Fish Hopper*, Kailua-Kona, 808-315-7912 or 808-334-1883

Illinois

Greater Chicago Area Group (2nd Tuesday, March, July and November)
(Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL)

The Joe Carnes 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 Crazies (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

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

Washington

Seattle Gooney Birds(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