
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message	Page 3	Articles	Page 17-46
Vice President's Message	Page 4	Letters	Page 47-51
About the Cover	Page 6	In Memoriam	Page 51-54
Local Reports	Page 8-15	Calendar	Page 56

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President's Letter



Greetings Ruparians,

By the time you read this, the biennial September change of command will have taken place at RUPA.

First of all, I am completely humbled to have been nominated and subsequently elected by the RUPA Board of Directors to serve as your next RUPA President. I am also most fortunate to inherit the reins of an organization that is healthy due to the efforts and dedication of the 29 prior RUPA Presidents, especially my immediate predecessor, Jon Rowbottom who was a great mentor in preparing me for the task.

The agenda, to the best of my ability, will be to follow in the footsteps of prior Presidents to continue RUPA as an enjoyable forum in which old friends and colleagues can connect, reconnect and provide information on retiree issues.

We are most fortunate to have a terrific team led by the two war horses who are the heart and soul of RUPA, Cleve Spring (Editor) and Leon Scarbrough (Sec/Treasurer), both of whom have graciously agreed to stay on in their respective positions.

We have also broken the "West Coast Mafia" label with the election of Captain Bob Engelman (FL) as your new VP. I am very pleased that Bob stepped up to serve as my wingman for the next two years. Bob has a great background as ALPA LEC Chairman (MIA) and also served on several boards. We have been friends for over 10 years, first meeting while walking the halls of Congress together, lobbying for the FAA age 65 rule amendment, with the multi airline grass roots group, APAAD (Airline Pilots Against Age Discrimination).

My vision for RUPA is to grow the organization through recruiting new members, promoting more local lunch groups, encouraging member participation by writing in annually on their past year, keep dues low and finances healthy for the long term viability of RUPA.

For those whom I've not had the pleasure to meet over the years, most of my UAL career was spent at SFO starting in DCA on the DC-6, with six years commuting to ORD in the late 70's and retiring off the 747-400 in 2006.

Since retirement was not in the genes, I started flying for a 135 charter company called XOJET, 2 weeks on/off, since 2007. Wife, Nancy and I live part time in Reno, NV and part time in the San Juan Islands, WA.

I sincerely welcome any suggestions or ideas from the membership regarding the improvement of RUPA and encourage anyone who would like to set up a local lunch group to contact me for assistance in achieving that goal.

In the tradition started by predecessors, Phyllis Cleveland and continued with Jon Rowbottom, we would like to welcome our newest RUPA members: Captain Nicholas Zadylak, South Bend, IN, Captain Susan Arthurs, Dexter, MI, Captain Jay Heppner, Truckee, CA, Captain William D Sherrod Cross Junction, VA.

Enjoy the rest of your summer.

Respectfully submitted,

RUPA President, *Cort de Peyster*,

Attention

Please send your dues checks to the following address

RUPA

PO BOX 400

VINEBURG, CA 95487-0400

Vice President's Letter



To be elected Vice President of RUPA is a real honor. When I read the letters from you, our members, in the monthly *RUPANEWS*, it's a reminder of what an incredible group of pilots I'm grateful to have been associated with.

We all see the monthly *News* but most of us don't realize all the work done behind the scenes by our Secretary/Treasurer, Leon Scarbrough, and our Editor, Cleve Spring. Cort and I are extremely lucky to have them continue in their roles working for all of us. It simply could not be done without them.

Reading about what you're up to is something I look forward to, and I encourage all of you to send in a note for inclusion each year. If there's a RUPA luncheon going on near you, don't miss the chance to see old friends, and make some new ones. I started attending the MIA lunches years before I retired, and I'm very happy I did.

I got to know Cort during the APAAD lobbying effort in DC, working together to get Congress to legislate the age increase for pilot retirement. While I was lucky enough to get in under the wire and fly that extra five years, Cort was not. We've stayed in touch, I'm happy to say, and when he and Jon Rowbottom asked me to become Membership Chairman, even though I had barely retired, I couldn't say no. Working with them for the last two years has been even more enjoyable than I expected, and I know that Cort and I will do all we can to deserve the trust placed in us.

I really hate to see Jon Rowbottom exit as president. He has done a terrific job, continuing his service to his fellow pilots just as he did when still active at United, and just as Phyllis Cleveland did before him. He and I have a connection beyond United. Jon and I went to Colgate University together, although we didn't really know each other there. I had seen his name doing various ALPA committee jobs for many years, but it was when we both got involved with APAAD that I realized I knew his name from college, and that connection has made our friendship that much stronger.

It's been great to see so many recent retirees join RUPA, and also to see pilots joining while still flying at United. It's been gratifying to see new members jump right in and volunteer to start up luncheon groups in their local areas. That's what makes our organization continue to be strong, while retired pilot groups of several other airlines have sadly fallen by the wayside. Please consider getting involved and keeping RUPA the vibrant association that it is. RUPA Vice President, *Bob Engelman*,

**I WANT YOU
TO SEND**



**Your dues checks to:
RUPA
PO Box 400
Vineburg, CA 95408-0400**

—Or—

You can also pay by Credit Card by going to www.rupa.org and click on the Membership tab and then click on



Please don't send your checks to the *RUPANEWS* Editor

Update your personal Information, such as address changes, (Attention Snowbirds!!!!) by sending them to:

**RUPA
PO Box 400, Vineburg, CA 95487-0400**

— or —

E-mail: rupasectr@aol.com

The Post Office will forward the *RUPANEWS* for only 60 days. We can keep two addresses in the database for each member.

Check your RUPA Directory to make sure we have your Correct Information

Always include your file number with any communication



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

In May 1955 United Airlines saluted Stewardesses on their 25th Anniversary. On May 15, 1930 the United Airlines predecessor, Boeing Air Transport, pioneered a "sky-going career" by employing eight young women on its San Francisco to Chicago route.

Ellen Church had presented her idea to Boeing Air Transport's San Francisco Division Traffic Agent, S.A. "Steve" Stimpson - and Stimpson passed the idea along to a "somewhat dubious" Boeing management. Following temporary approval, Miss Church recruited seven other nurses as "Female Couriers" for the flights. Passengers liked the innovation from the start and additional "stewardesses" were then hired for other United Air Lines routes.

By 1955 United Airlines' blue-clad "Sky-girls" totaled 900 and approximately 10,000 Stewardesses flew the domestic and international airline routes of other carriers.

The first stewardesses had no specific instructions other than to "make themselves useful". They "tidied" the cabin; served coffee, sandwiches and apples; answered passenger queries regarding weather, geography and aeronautics. Training was informal - United Co-Pilots briefed the new stewardesses on their duties and the newcomers supplemented this information with whatever they could pick-up from the more experienced "Sky Girls."

In 1938, United opened its first "stewardess school" at Chicago. In 1947, the school was moved to Cheyenne - where 500 girls were graduated in 1955.

During the May 1955 Silver Anniversary Celebration some 1,500 current and former United stewardesses attended luncheons in Boston, New York, Washington, Chicago, Denver, Salt Lake City, Seattle, Los Angeles and San Francisco.

Seven of the "Original 8" attending the luncheons were: New York: **Ellen Church** - Chicago: **Mrs. Harriet Fry Wisner** - Denver: **Miss Margaret Arnott** - San Francisco: **Mrs. Cornelia Peterman Tyson**, **Mrs. Jessie Carter Bronson**, **Mrs. Inez Keller Fuite** and **Miss Ellis Crawford**.



(Right) 25 years of United Stewardess uniforms (l. to r.): Carol Roos 1930, Carol L. Smith 1933, Ruth Warren 1936, Connie Ammon 1937, Norma Banks 1939, Nancy Riley 1941 and Aldys Holmes 1955.

Marvin Berryman DENTK A/V Retired - Excerpted from the May 1955 issue of "United Air Lines News".

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**. Visit our website at www.uahf.org

About the Cover

We thank Tanya Hughes for this month's cover picture of the United B-747 giving a demonstration flight over Alcatraz Island during Fleet Week in San Francisco. See story below.

The United Airlines B-747 Demo, Fleet Week at San Francisco

By Don Wolfe/RUPA member, still flying



In 2008 COO, Joe Kolshak, attended the Fleet Week Air Show in San Francisco. There were numerous military and civilian flight demonstrations and Virgin America Airlines did a fly-by with an A-320. Kolshak decided then and there that United would be a corporate sponsor of Fleet Week and that United would fly an aircraft in the 2009 show. That was the beginning of the B-747 flight demonstration at San Francisco Fleet Week. UAL Flight Test Captains George Silverman and Joe Sobczak flew the 747 in the 2009 event making multiple passes in front of the crowd. The demo was very well received and United decided to “step up the show.”

In 2010 Captain Steve Henderson was hired to manage the 747 Demo. Steve reports directly to SVP, Howard Attarian. Both Howard and Steve are former USAF

Thunderbird team members. These gentlemen understand “the power of public marketing with an airplane.” Game on...747! Steve knew that the United pilots would identify with the demo so he wanted a Line pilot to be part of the team. Qualifications: (1) 747 Seniority.

(2) Line Check Airman (we are qualified by the FAA in all 3 seats). (3) SFO based. (4) Formal low altitude training via military or previous air show waiver. (5) Handsome (hey, I'm writing the article!) I met all of these qualifications and was invited to join the team.

Heading to Denver for my first training session in 2010 I pondered, “Three or four circles around the Bay, how hard can it be?” I would soon find out.

Steve and George briefed us on the complexity of flying this demo. Steve began with a map and pointer; “City to the south, Bay Bridge to the east, Alcatraz and Angel Island north, Golden Gate Bridge west and boats...boats everywhere. Birds, fog, fog covering the bridge, light aircraft circling outside of the TFR. where you'll be in the holding pattern. You'll have to pay attention.”

I was given an assignment. Create a Risk Mitigation study and tailor it to the demo. It would be part of Steve's annual briefing to Howard Attarian and Captain Bryan Quigley, Managing Director-Flight Ops. I asked for a little assistance from Flight Test Captain Joe on that one. Now we have a “Risk Mitigation Safety Matrix” that is used every year as part of our training.

Lead Demo Pilot George Silverman briefed the first simulator ride. “We will practice two profiles.” George stated. “Good weather, we'll come in from the west. Bad weather, from the east. Here are the briefing cards. Know the entries, turn rates, altitudes, and speeds by the next sim session. "Chair fly" these profiles until you know them by heart.”

We train in Denver 3-4 times prior to the show for a total of about 20 hours. We practice in all of the simulators except the A-320. This is because a 747 may not be available on any given day and we'll use another type of Boeing aircraft. The Flight Test Captains are current and qualified on ALL of United's airplanes giving us great flexibility to fly the show. If we use a plane other than the 747, I serve as a “Safety Pilot” in the center jump seat.

FAA inspector, Rick Mayfield, attends most of our simulator sessions too. Inspector Mayfield has made several positive inputs to our training program throughout the years. Following the final simulator session Inspector Mayfield issues our “Low Altitude Air Show Waiver for 300 kts and 200'.” YES!

And there's more. In the pre-season we study airshow accident reports involving large aircraft. We review video and discuss flight profiles that will show the beautiful lines of the 747 as well as the “United brand name and Logo.” We also autograph and present photos to people who have assisted us throughout the year. “We're Marketing United Airlines," NOT selling B-747's.

The marketing aspect of our demo is working very well. We've been invited to fly the demo at EAA Air

Venture and various other shows throughout the U.S. We were featured in two major publications this year via articles written by Christine Negroni: "Airways" magazine (03-15) and "Air & Space" magazine (08-15). There are also multiple videos on the internet providing United Airlines free advertising. The following link from 2014 illustrates the graceful lines of the 747 and some of our passes:

<https://www.youtube.com/watch?v=MFDv9tla-YE>

Finally all of the preparation is complete and "It's Show Time!" Each day of the performance we meet in downtown San Francisco for the mandatory FAA briefing. All of the performing air show pilots or their representatives are there. Following this meeting we pre-brief the planned demo with Steve based on the weather forecast. We discuss the aircraft we'll be using based on United's schedule. Then we depart for the airport to prepare the airplane.



The 2014 demo began with Rhapsody in Blue playing over the loud speakers. Gordon Bowman Jones then initiated the 10 minute narration with his Australian accent adding an "International Flair" to the performance as we flew our passes in front of the crowd.

Flying the profile is one of the most rewarding experiences I've had in an airplane. The 747 performs and handles beautifully in all ranges of speed and weight. The 2014 show was somewhat challenging due to the fog bank over the Golden Gate Bridge and the area north of the acro- box and a scheduling issue that resulted in the loss of our show time. Steve Henderson managed to talk our way in following the Blue Angels and we were the final act of the show. How cool is that!

We debrief every flight in the cockpit at the conclusion of the demo. Steve meets us for dinner and we go over the video. Examples of his remarks are: "More bank angle here to show that "tail flash." Remain wings level longer through this line and let the crowd see "UNITED" on that BIG Jet! Nice, safe flight today. Great job gents."

We lost our great friend and narrator this year with the passing of Gordon Bowman Jones. As a result, we'll have a new voice on the air for 2015. We've also added Flight Test Captain Randy Abraham to the crew as a backup demo pilot.

This may be my last year on the team. The intent from the beginning was to develop and mature the 747 demonstration to a point that it can be passed along to another Line pilot for a 2-3 year gig. It has been an honor to fly this demonstration for United Airlines and to represent the "Line pilots of United." In my heart I represent the RUPA members as well. I have served in the back seat and right seat for some of you and many of you are my peers from 1978-79. In my opinion, you are the best generation of pilots to have ever flown for United Airlines!

So, head over to San Francisco on October 10-12. Find a nice place to sit at the Marina Green or Chrissy field and enjoy the show. We'll see you at Fleet Week 2015 with the Best Jumbo Jet ever created: The Four Engine, Mach .92, Boeing 747-400!

MALLARD FILLMORE | Bruce Tinsley



The Big Island Stargazers RUPA Luncheon

Aloha from the Big Island! We had a great turnout for our July luncheon at our favorite restaurant, The Fish Hopper. They continue to amaze us with complimentary pupus and friendly service. We gathered in the bar for cold libations before lunch and our ukulele maestro, Bobby Michael, provided live entertainment with an assortment of songs.

Regrets came from Rich & Maureen Hurst who were at their home on the mainland, and Sam Wilson and Beth Raphael who had schedule conflicts. Al and Linde Rimkus recently returned from a trip to Italy and France, and we were amazed to learn that they pass travelled first class on the international segments of their flights. So it can be done! Guest Richard Morley (retired American Airlines) flew into town and enjoyed the camaraderie of our group. We had a lively discussion about full-time island living and we were in agreement about the benefits of the slower island pace, healthy lifestyle... and lower taxes! Avid outrigger canoe paddlers, Walt Wells and Dick Slinn, spoke about Dick's recent checkout as a steersman in the 6-person canoes. Needless to say, Dick preferred his checkout in the warm waters of Kailua Bay than the 0-Dark Thirty check rides at DTK.

Speaking of pass travel, this scribe recently had sign-in problems with Flying Together. After a discussion with UAL tech support, I learned that Firefox recently made programming changes and is no longer compatible with our website. Also, I was told if you use a "favorites" feature to save your log-on it may not sign into a browser because an old log-on saves old data; thus, becoming incompatible with Flying Together when UAL makes programming changes. If you have a problem, manually type in the URL for Flying Together and it should work. It did for me...so far.



Photo Caption Left to Right: Richard Morley, Gerry & Joan Baldwin, Bobby & Linda Michael, Don Diedrick, Lauren & Bill Cochran, Al & Linde Rimkus, David Carlson, Winfield Chang, Grace & Dick Slinn, Linda Morley-Wells & Walt Wells.

We look forward to meeting RUPA members who travel to the islands, so please join us on the third Thursday down on the waterfront at The Fish Hopper. *Linda Morley-Wells*, Scribe

MALLARD FILLMORE | Bruce Tinsley



Reno's Biggest Little RUPA Group Luncheon

Reno's Biggest Little Group met for lunch at BJ's Restaurant and Brewery July 29 at our usual time, 1300 hours. If you are in town or local, we welcome you to attend. Look on the last page of the RUPA Magazine for contact people and phone numbers.

It is with sadness we learned of the passing of Captain David Howell Regan on July 16, 2015 after a short illness. Dave was the holder of the Distinguished Flying Cross plus other medals and possessed a fabulous sense of humor. Rest in peace.



Those attending front row left to right; George Hemminger, Gene Lamski, Charlie Kettering, Dean Shuff. Back row; Tom Diehl, Gary Dyer, Ned Peterson and your Reluctant scribe, Lyle U'Ren.

The RUPA Washington Area Eddie O'Donnell Luncheon

Our July 16, 2015 luncheon was limited to members only. The meeting was held at the Amphora restaurant located in Vienna, Virginia. We had a nice 45 minute period to talk to friends before the start of the "official" luncheon.

We all enjoyed an excellent served meal composed of a lettuce salad followed by a large plate of fried steak, with mixed vegetables and mashed potatoes. The desert was a tasty bowl of ice cream. This meal was one of the best we have had in quite a while. This was our second meeting at this restaurant, and the service and food was excellent.

Our guest speaker was Tom Cassidy. Mr. Cassidy is a retired Washington Area Enroute Controller. He wrote a book called "Beyond The Radar Scope." This is about the Controller education, learning and work environment. He gave us a very interesting presentation. He told several stories about how the environment of working as a controller is not always nerve wracking and the controllers do not have to sit at attention all day, every day.

Attendees were: Al Badrow, Jon Beckett, Tom Cassidy, Hal Cockerill, Gary Cook, Mike Frank, Paul Gilson, Larry Grube, Tony Keffer, Fred Keister, Roger Lemieux, Ed, Miller, Bill Nolan, Ward O'Brien, Herb Pettit, Don Reinhard, Bernie Schwartzman, Jack Sodergren, Stokes Tomlin and E.K. Williams.

E.K. Williams informed us about Jerry Goebel's surgery recovery. He is doing OK.

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

Our next scheduled luncheon will be October 15, 2015 and it will be for members and guests. *Jon Beckett*

San Francisco East Bay RUPARIANS Luncheon

The East Bay Ruparians gathered at the Prima Vera Restaurant in San Ramon on the second Wednesday of August. We had one first time attendee join us, newly retired Capt. Mark Brophy.

Mark's home is in Austin Texas but is currently employed by the Federal Forestry Dept. out of Sacramento. He will be advising the Forest Fire department in the modifying of Reserve C-130 aircraft to be used to airdrop fire suppressing materials. You've come to the right place, Mark.

Bruce Milan is trying to break some record. He announced that he welcomed three new grandchildren this year. He also told about his recent flight to Oshkosh in his newly purchased Bonanza. It wasn't completely trouble free. B.S. Smith has offered his suite for Party Central on next year's RUPA Cruise. A good time was had by all.



In Attendance: Seated: Tammy Dahlstrom, Georgia Bouska, B.S. Smith and Jim Trierweiler. Second Row; Neil Dahlstrom Bruce Milan, Mark Brophy, Don Merucci, Mary Merucci and Shirley Francis. Back Row: Steve Filson, Nancy Shaffer, Jon Shaffer, Lee Francis and Rich Bouska. Cheers, *Don Merucci*

Seattle Gooney Birds (July) RUPA Luncheon

The faithful came to break bread with their friends and flying buddies on another great summer day. Not as many as usual but since the restaurant staff had rearranged the tables we filled all of the seats anyway.

Our Senior Member, Neil Johnson, looked chipper at age 95. We paid tribute to the passing of Ted Wood, may he Rest in Peace. Our resident jokester, Herb Marks, found a couple of good ones on his smartphone followed by one lame attempt by the host that drew polite chuckles. It was a good way to spend a couple of hours.

In attendance: Dave Carver, Howard Holder, Gerry Pryde, Herb Marks, Al Black, Tom Smith, Chuck Westfphal, Fred Sindlinger, Jim Barber, Neil Johnson, Bill Stoneman, Ken Case, Al Haynes and Bill Brett. See you next month. *Bill*

MALLARD FILLMORE | Bruce Tinsley



S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Yup.....we certainly ARE in the middle of our Summer NON-Season down here in SE FL. I just returned to my Condo and had to accept the fact that we only had 5 RUPA Members attend our Luncheon at Shrimper's. Of course, as I've said B4, it's the QUALITY that counts, NOT the Quantity. In the past, every now and then, our #'s would be embellished by Jerry Bradley gathering up a few members of the FLL/PMP RUPA group and making the 1+ hour drive up I-95 for our Luncheons to join us....which we always appreciate them doing. However, Jerry (the DRIVER and Coordinator usually) has had a series of operations during the past 6-8 weeks. To Date, he's had Shoulder Surgery, 2 Carpel Tunnel Surgeries and now has BACK Surgery coming up very soon. So far, I'm happy to report that he is doing Very WELL in his recovery....but as is always the case, these things take time and he's NOT the most PATIENT guy in the world...just ask his wife, Pat. 🙏 In October's magazine, I will let you know how his BACK Surgery went and how his RECOVERIES are coming along. So far - So GOOD!!!! (as they say) 🙏

Even with only 5 guys at the table, there were many different conversations going on – UNFORTUNATELY 🙏 MANY at the SAME TIME. Some of the 'stuff that was discussed was Home Equity Loans, travel ON and OFF UAL, a 'relatively' new Web Site to locate travel deals (called "CheapOAir.com") that several of the guys seem to like to use and recommend, Health issues in General and CANCER issues in particular (at the Anderson Clinic in Houston), different and good places to eat in the Stuart area and finally - the frustrating challenges of Computer difficulty issues. Yes, it was a busy and very talkative lunch for only 5 guys.....but a GR8 one.



Those who attended L to R standing; Bob Langemin, Dick Starita, Ted Osinski and Jim Dowd. Seated, Dave Hoyt.

We were served wonderfully and promptly by Rose and everyone enjoyed their meal selection to the degree that NOTHING was left over.....even after 4 (yes 4) EXTRA servings of their delicious bread. Since several of the guys had Fish (combined with the "loaves of Bread") - IF Our Lord and Savior had been there, HE could have performed one of those Miracle 'things' again....AMEN to that!!! 🙏

Our Lunch Meeting for Sept. will be on the 8th at Shrimper's at 11:30AM, so if you happen to be in the Stuart area, we'd love to have you join us. Not sure, but we 'might' have a few of our Northern Members back in SE FL by then. Meanwhile, hoping that you all are having a SAFE & Happy Summer and looking forward to the start of the NFL and College Football Seasons. Have a Happy Labor Day as well -- you earned it -- since we all LABORED at and for UAL for many years - didn't we? Some Good and Some NOT SO GOOD! 🙏 BUT, that was THEN and this is NOW...so it's time to Release the Brake and get the Hell out of here...until next month.

Best Regards, *Bob Langemin*

San Diego North County RUPA Luncheon

The weather was perfect and the food was great. We ate Al Fresco, which is not an Italian dish. A couple of us had a shrimp dish which was super yummy. The rest of the people had various food, and all were happy. The hugs and kisses were great, too.



Those in attendance from left to right around the table were: Colin Winfield, Bob Harrell, Bill Pauling, Ruth + Bob Bowman, Mark + Susan Mayer, Evelyn Pauling, Rhoda + Brad Green. *Bob Harrell*

Dana Point RUPA Luncheon

Everything is heating up in Southern CA. On the coast they call the drought conditions. "El Nino" is the current that bring the warmer waters to us. This brings in great local fishing.

Our Deck seating at the Wind and Sea stays cool with a slight wind coming under the new blue umbrellas. Actually the whole deck area has been refurbished. But maybe only Joe and I ...who try to arrive early notice the changes. All respect to the guys who roll in quite quickly with everyone having something to say.

Those on Deck today were: Al Pregler, Bill Rollins, Bill Stewart, Bob Brockmeier, Denny Giese, Joe Udovch, John & Cheryl Arp, Park Ames, Rusty Aimer Ted Simmons and Walt Bohl.

Got a note from Arvy indicating the LAX group is good to meet at the Proud Bird, located just off LAX for the foreseeable future. They meet on the 2nd Thursday. Arvy did also mention that he and some others were on an Arctic tour in Canada and would be missing for the meeting.

I was just going through some old newspaper clips that I have saved. This one was from May of 2005 in which Bob McGowan talked of what was happening with the takeover of our Pension by PBGC. "Ex-Pilots face Financial Turbulence." How true that statement was...and is still true as I go through the process of getting back money from their admitted "mistake"! Kevin McBride (310-714-1933) Lawyer, is still looking to get more funds from the PBGC. 'Our Deferred Compensation!'

Bill Stewart says his Solar system is working great for him ... Last electric bill was less than \$2.00. He is looking into getting a conversion kit for storage of excess power for night use.

Jerry Myer and I got a tour of Al Pregler's Hanger up at Fullerton airport. He has had the hanger for a long time and it is home for his 195, a tailwheel aircraft with comfortable seating for five. Great paint job and beautiful wood panel interior. Even has an extra engine... He said he is thinking of selling this 1946-47. Some work needed. Jerry used to own a 195. I did a lot of flying in CO, using a 195, commercially. This aircraft was quite a workhorse in the mountains.

In addition there were a 1946 Swift (operational) owned by a retired AA pilot and Aero Flight Street (boxed). A full Hanger---thanks for the tour Al.

Quite a bit of talk on Drone flying. Maybe someone will get hooked into 'flying' one?

A drone named 'Lily' was able to get into position and follow a skier down a slope holding position above and behind while taking a selfie movie. All for now. Cheers, *Ted*

The Monterey Peninsula RUPA Lunch Bunch

Beautiful and very expensive cars were everywhere on the peninsula during this annual “Car Week” show of shows and auctions which also included corporate jets and lavish yachts. The Concours D’Elegance at Pebble Beach is the “big show” for antique cars as well as the classic car racing at Laguna Seca Raceway. The cars are magnificent but the traffic is outrageous!

Those braving the traffic were Rex and Marvell Larson, Jim and Tommy Guinn, Diane Ellis, Brett Morris, Barry and Sharon Nelson, Milt and Sunee Jines, Pete Walmsley (our generous host), and yours truly. New to our group was retired UAL Captain Edward “Web” Walloff, his daughter Rebecca, and care giver Annabelle.

Edgar’s, since Quail Lodge was hosting new sport car shows, was extremely busy and the noise level quite high so conversation was difficult with anyone beyond the next chair. Next month’s luncheon is our annual golf tournament. Those playing golf should order their menu selections by 11:30. Those not playing should plan on ordering at noon. Our RUPA President in residence, Jon Rowbottom, term ends August 31st so this will be his first meeting as immediate past President. Thank you Jon for two years of excellent leadership of RUPA! (Did you ever need or want to open that 5th?)

Hard to believe September 11th was 14 years ago, it is still so vivid and the memory still raw. Remembering those crews and passengers killed, the people lost in the World Trade Center, the rescue people and fire fighters who so bravely entered the buildings, and the law enforcement people struggling to aid and secure the area in such confusing and devastating circumstances, will always be a memory of the humanity lost and the bravery of so many.

September 9th is our next luncheon at Edgar’s. Please do not call Edgar’s with your RSVP, that is not their responsibility for our group. Please contact me or Pete either by email or telephone by the Tuesday before the luncheon.

Happy Labor Day! *Phyllis Cleveland*

The San Francisco Bay-Siders’ Luncheon

We were a good sized and jolly group at the SFO Bay-Siders’ August RUPA Luncheon.

Besides the usual topics of conversation, we shared many memories of flying with the recently passed Gail Gorski and Norm de Back.

We were pleased by a return visit by Gloria Green and Kay Mazzola as well as first time attendee, Pat Rockwell. Pat hasn’t retired yet and we hope see her again at our luncheons.

In attendance were: Rich & Georgia Bouska, Bob & Roz Clinton, Gerry Delisle, Gloria Green, Neil Kelly, Kay Mazzola, Jan McNaughton, George Mendonca, Jerry Quitney, Pat Rockwell, Walt Ramseur, Bill Smith, Jerry Terstiege, Isabell Traube, Gene & Carol Walter, Larry Wright.

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

PARDON MY PLANET | Vic Lee



The Intrepid Aviators of Southern Oregon RUPA Luncheon

A spectacular Southern Oregon day was provided my Mother Nature today, and so we descended upon the Pony Espresso in Jacksonville.

Good indeed, to have Bud and Mary Berlinger join us once again. We missed Dan Kurtz and assume he is doing the farming/cattle thing in this beautiful weather.

Adventures, misadventures in the (once) Friendly Skies, children, grandchildren, vacations, projects and a joke or three captured the conversations around the table. All in all, just a time to form a group over calories and liquids and enjoy those common bonds of our years doing what we all loved. What a great life!

Around our table today, starting on the left and seated, Jim Jaeger, Mary and Bud Berlinger, Catherine



Dimiono and her dad George Elliott, Scot Lee, Steve Fusco, Art Lumley and “Banjo” Bob Keasbey. Standing, Bob Niccolls, Leeann Fusco, Marty Niccolls, Cheryl Jaeger and, last but certainly not least, Harvey Saylor. Incidentally,, Harvey’s new car has so many electronic gadgets on board he may need a grandchild with him full time to understand it all. Cheers till next time, **Bob**

Denver Good Ol’ Boys RUPA Luncheon

On July 21 we held our regular monthly meeting at the Tin Cup Banquet Room at the Aurora Hills Golf Course in Aurora, CO. We were glad to see Russ Ward back after some recent hip surgery. Stan Boehm led off the meeting by introducing Don Stearns who had not attended a meeting before. Next Stan assumed his role of Humor Meister doing a fine job as usual.

Attending were: Jerry Baer, Rick Bebee, Stanley Boehm, Chris Bruce, Ray Bowman, Mack Connelley, Al Dorsey, Denis Getman, Bill Hanson, Tom Hess, David Horwitz, Tom Johnston, Dick Kobayashi, Rick Madsen, Dave Murtha, Rob Schmidt, Al Snook, Don Stearns, Russ Ward, Ross Wilhite and Ted Wilkinson.

In August, per past practice and procedure, our meeting will be held on the third Tuesday, August 18, at Cherry Creek State Park more specifically at The Chief Ouray Camp Ground in the Park. There will be a catered picnic lunch served in the late afternoon of August 18th. Those who so desire can then camp overnight to enjoy breakfast together the next morning. We will be emailing you the final details when they are available.

Your Co Scribe, *Tom*

Actual words from a court stenographer s records

ATTORNEY: Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

WITNESS: Did you actually pass the bar exam?

The Columbia River Geezer's RUPA Luncheon

Nine retired Geezers hit the bricks from different parts of Oregon and Washington State to attend our regular monthly Geezer Luncheon. In Fact 2 Geezers, Steve Laurance and Dick Ruiten, drove from Bend and Redmond Oregon areas all the way to Happy Valley OR to attend. Both Steve and Dick retired out of SFO. Steve has been retired since 1999 and Dick retired in 1989. Their one way trip for lunch is 133.6 highway miles or 2 hours and 39 minutes of driving time. And then they had to drive back the same way on full stomachs. Now! that's Geezer loyalty. This is their second attendance to one of our luncheons from that distance. Steve and Dick use to hold the record for distance to attend. However, that was broken by Wayne Walczak a retired Pilot who lives in Leander Texas. Last year Wayne originally started his record breaking trip with a DH/pass to Narita with his wife Nani, a UAL F/A working the trip. His goal was to fly to Narita then to hang out during the layover with his wife and some friends serenading each other at a local Karaoke bar and grill. He then rode west bound on a pass to SFO and then up to PDX to attend one of our luncheons. Wayne said he had such a good time that someday he would return. However, he did state that he wanted to show up at other RUPA luncheons around the system. How you doing with that Wayne???

A new and welcomed retiree, Captain Steve Barry, who retired off the 747-400 in SFO in July. Officially (by just showing up) Steve becomes an official Columbia River Geezer. Steve and his wife live in Beaverton OR and he, among other things, flies his Cessna 170 around the Willamette Valley from time to time. Hopefully he will drop into 7s9's airport to say hello. We have 3 retired United pilots and one American Pilot who hang their hats there. Looking forward to seeing you soon Steve. Fred Krieg and his wife just returned from a 3 or 4 week sojourn off the continent. They were on a Viking cruise somewhere in Europe. Dick Ionata a retired Air Force Officer, just last month, had the honor and privilege of swearing in his Grand Daughter as an Officer, into the United States Air Force, at her Academy Graduation Ceremony in Colorado Springs, CO. Mac McCroskey, a former United New Hire classmate of Dick Ruiten is getting ready to launch his boat and float, under power of course, south down to Alameda California very soon as he has to be back in Portland in early September. Doug Howden is in the process of heading East again actually to the Mid East? Egypt, Israel and maybe Jordan to see Petra. Doug, don't you ever stay home? Sam Richardson's first visit back to our lunch table in a while AND his first time at CFK, California Pizza Kitchen. Sam is a busy guy, he spends about 5 months a year with his Kiwi wife down under in New Zealand, lazily hanging out at the beach on his paddle board and of course soaring in the Heavens in one or two gliders that he has at his disposal. When he returns to our winter, sun deprived, rain drenched OR sometime in May and after a little R & R, he is off to the mountains of ID for a month or so where he is actively involved in teaching students in their Mauis, Carbon Cubs and other types of aircraft to safely navigate Idaho's mountains, valley's and streams via some very short runways while taking into consideration the disadvantage of high altitudes and even higher density altitudes. Sounds like fun Sam? GULP! Tony Passannante did not make our luncheon today as he was up and away somewhere scurrying around the skies in some sort of Lear Jet. "Positive Climb... Gear Up" Tony.



Left to right below; Dick Ionata, peek-a-boo, Sam Richardson, Steve Barry, Dick Ruiten, Doug Howden, Steve Laurance, Ron Blash, Mac McCroskey and Fred Krieg.

Regards, and looking forward to our next Geezer get-together on the second Wednesday of Sept. My gosh does time fly. *Ron Blash*

A Note from the RUPA Sec/Treasurer

Computers are wonderful, until they don't work. We had that problem in the last week of July, and things did get a little crazy--like when I entered Credit Card payments and later, they didn't show up. Or I sent out Happy Birthday letters, and ended up doing it twice. Not fun.

A few have been unable to pay online with a credit card. Can't figure that one out, but later reviewing the payment transactions, some have had to repeat the process until it worked. Operator Error??

And a couple have tried to add a few extra dollars, which we do appreciate, and the IT guru thought it would work like that, but NO, it didn't. So that is a work in progress, and we hope that problem will be fixed.

The file number is added, but I don't see it unless I go to the web site that handles the transactions. But you will be able to charge any amount, and please do at least \$25, and that way, I won't be calling you. Thanks again for those extra donations.

By the time you read this in early September, all of the 2012 4,779 L-CO pilots will have been added to the data base. Making a grand total of 12,415 line pilots. Minus the few who have retired, and then, we add the new file numbers for the L-CO pilots.

WHICH means I hope you will endeavor to add your file number to your check/credit card payment.

Leon Scarbrough, rupasectr@aol.com

A reminder to attend the UAL Family Day event at SFO

Please mark your calendars, electronic devices and plan to attend the UAL Family Day event at SFO on Sunday, October 11, 2015 from 11am – 4pm.

Members and leaders from all the retiree organizations from UAL have volunteered for the UAL Family Day event at SFO during the past decade. We take turns staffing the UAHF Alliance Coalition table so those not volunteering at the table are able to participate in the events of the Family Day. Socializing with former and current co-workers is popular and there are food vendors amongst the many tables set up by United. The airshow is generally ongoing so hearing it is a “given” and seeing some flying activities is likely. There is usually an area for the children to try out the playground games.

I will be sending you the details about parking, hours of the event and directions to the location. I need to know ASAP if you are planning to attend so I can make the list of guests and how many parking spaces and tickets you and your family will need. Each person needs to be listed for the ticketing list. Please note that the Family Day coordinator will do her best to accommodate all requests but parking in particular may be limited so carpooling is encouraged and may be necessary.

Most of you have attended the Family Day and I hope to see you again this year. I know that several of you have had knee surgery or other “slow down” procedures and may have special needs. We will do what we can to be sure you are comfortable.

Best Regards, Georgia Nielsen, UAHF Secretary and Member UAHF Board of Directors

BLONDIE | Dean Young and John Marshall



Doubts remain about US airlines' long-term profitability



Major US airlines are facing a boon thanks to lower fuel prices and enjoying record profits, but doubts remain as to whether the industry can reach long-term profitable levels. American Airlines, United Airlines, Delta Air Lines and Southwest Airlines - the four top US carriers - have seen their profits spike by some 30 percent in the second quarter. American Airlines and United even recorded their largest quarterly profits ever, \$1.7 billion and \$1.2 billion, respectively. But behind the surge in earnings is an array of challenges that analysts say may be difficult to balance: a strong dollar, excess capacity on international routes and a war of budget pricing causing a downward trend on the market indicator of revenue per passenger per mile.

"Low oil prices translate into higher profits for big airlines," said analyst William Bias. Crude prices have fallen by more than 50 percent compared to a year ago. Delta, for example, was able to drop its fuel bill by 40 percent. The savings have delighted the markets, excited by the prospect of rising dividends and new share buyback programs. Analysts now project that American Airlines, United and Delta will appreciate by around a third after having long been shunned by investors. "2015 and 2016 will likely be peak years for the US airline industry, and changes in either the relatively favorable economic conditions or low fuel prices could pressure the company's earnings at some point in the future," Standard & Poor's financial services company said in a note.

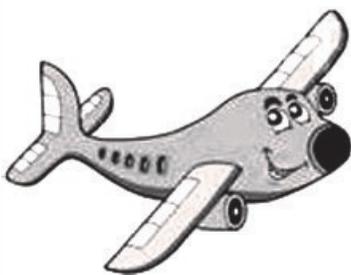
INVESTIGATIONS AND PROFITS

The industry has gained, but not everyone has been pleased. The US Justice Department is investigating some airlines over anti-competitive behavior after ticket prices appeared to stay high despite a drop in fuel prices.

Seat prices were up two percent last year despite plummeting crude cost, Department of Transportation statistics show. Large carriers have also increased capacity despite some analysts calling for a reduction in flights so they can raise rates. Market firm Trefis says top airlines have no choice: they have to increase domestic flights to defend their market share from smaller aggressive competition such as JetBlue, Alaska Airlines and Spirit Airlines.

Profit indicator PRASM (passenger revenue per available seat mile) dropped 6.5 percent in June, according to Airlines for America, the US airlines lobby. PRASM fell 5.5 percent domestically and 9.5 percent on international routes. Delta and United have already warned their PRASM numbers would fall as well. "International pricing remains under pressure as a consequence of lower international fuel surcharges along with weak demand," said Deutsche Bank Research, adding that weak currencies relative to the dollar and oversupply in overseas markets are also to blame.

The 2015 Guppy Gathering in Sonoma



The 2015 Guppy Gathering will be held Wednesday, Sept. 23, from 11-2 pm at the NE corner of the Sonoma Town Plaza in Sonoma, CA. Any and all pilots and flight attendants in the neighborhood are invited to come.

For more information contact Jan Wheadon

At

707-224-3901

Or

janicewheadon@aol.com.

Senate Report is in: Consumer Confusion over Airline Fees



Source: Bureau of Transportation Statistics

eTN publisher Juergen T Steinmetz met with Paul Hudson, lead attorney for FlyersRights.org. This organization filed a Petition with the United States Department of Transportation on February 11, 2015, calling for DOT to cap international ticket “change fees at no more than \$100 unless an airline shows a reasonable cost basis for a higher amount. Paul Hudson told eTN: “We are glad to see Congress is finally recognizing that there are serious problems with airline abuses that need Congress’ attention. It has been over 37 years since Congress deregulated airlines based on the theory that competition would make for better service and lower prices. Today airline consolidation and exemptions from consumer protection and antitrust laws has led to cartel like behavior of high prices, restricted supply and poor service producing historically high airline profits.”

A new congressional report published in August took aim at the airline industry for failing to adequately disclose extra fees and add-on costs charged to the flying public. The report, released by the minority staff

of the Senate Commerce Committee, found that ancillary fees, such as change and cancellation penalties and preferred seating, are increasingly keeping consumers in the dark about the true cost of air travel. It also made a number of recommendations requiring more transparency from the airline industry. “The traveling public is being nickel-and-dimed to death,” said Bill Nelson (D-Fla.), the panel’s top Democrat. “What’s worse is that many flyers don’t learn about the actual cost of their travel until it’s too late.” Nelson said he intends to press his colleagues to act on the report’s recommendations when the Senate begins its work on legislation reauthorizing the Federal Aviation Administration.

In the case of preferred seating charges, the report found that consumers who purchase tickets through airline websites are sometimes only presented seats which require an additional fee. In such instances, many travelers often pay the fee, unaware that the airlines will randomly assign them an available free seat at a later date. Additionally, the review found that consumers generally did not receive prominent or clear flight change and cancellation fee disclosures when they purchased tickets from airline websites. In some instances, penalties for changing flight plans can double the cost of travel – even when the change is made far in advance of the flight.

Among the report’s recommendations:

Better and earlier disclosure of ancillary fees to help consumers compare costs among airlines;

Require checked baggage and carry-on baggage fees to have a clear connection between the costs incurred by the airline and the baggage fees charged;

Require airlines to promptly refund fees for any bags that are delayed more than 6 hours on a domestic flight;

Limit airline change fees to a reasonable amount tied to lead time prior to departure and an amount less than the original fare;

Mandate that airlines place clear disclosures that “preferred seat” charges are optional;

Require airline and travel agency websites to have a clear and conspicuous links to the Department of Transportation’s Aviation Consumer Protection website; and,

Update the Department of Transportation’s Aviation Consumer Protection website to better assist the flying public.

The report comes at a time of growing traveler frustration over airline fees. According to one recent study, airlines around the world pocketed a record \$38.1 billion in extra fees last year – an increase of more than 1400% since 2007.

Registering your Pass Riders

Retirees and employees will now use the new "My Info" system on "Flying Together > Employee Services" to register pass riders.

- 1) Retirees usually do not need to register pass riders unless we get married, get new kids, get a new domestic partner, or some other life event transpires.
- 2) Retirees who have already registered their two annual Enrolled Friends should wait until the December "open enrollment period" to make changes.
- 3) Yes, we can "deactivate" our current Enrolled Friend(s) at any time, but a new Enrolled Friend will not be eligible to fly until January 1st.
- 4) If you have never registered Enrolled Friends, you may add one or two EFs for 2015 now, but it may take up to 72 hours before you can list them on a flight.

2) ZED Travel now available on Azul Brazilian Airlines

Employees, retirees and their pass riders may now travel to more than 105 destinations in Brazil with Zonal Employee Discount (ZED) tickets on Azul Brazilian Airlines (AD). Our interline travel agreement with AD comes in conjunction with our recent announcement of a new strategic partnership with AD in which we acquired an approximate 5 percent stake in the airline. AD is Brazil's third-largest airline, serving more destinations in Brazil than any other Brazilian carrier, including more than 50 daily flights from GRU (Sao Paulo).

Eligible employees, retirees and their pass riders may travel system-wide on AD in economy at the low fare level, and we expect premium cabin travel at the low fare level - a unique benefit thanks to our partnership with AD - also to be available in the near future.

For more information and reservation procedures, go to;

Travel > Travel Programs > Other airline/Interline travel and select Azul from the "Select an agreement" drop down.

3) ZED Travel now available on Scandinavian Airlines

Employees, retirees and their eligible pass riders may now purchase Zonal Employee Discount (ZED) tickets to travel on Scandinavian Airlines (SK), a Star Alliance partner and Northern Europe's leading airline with nearly 800 daily flights to 120 destinations in Scandinavia, Europe, the U.S. and Asia.

Eligible employees, retirees and their pass riders may travel system-wide on SK in economy at the low fare level. Parents of active employees will travel in economy at the high fare level.

For more information and reservation procedures, go to Travel > Travel Programs > Other airline/Interline travel and select Scandinavian Airlines from the "Select an agreement" drop down.

For more information, Check out the Travel Benefits tab on the RAFA website:

<http://www.rafa-cwa.org>

This is definitely the best site to get up-to-date Pass Travel information!

Compiled by Kirk Moore, RAFA Travel Benefits Committee 7/25/2015

PICKLES | Brian Crane



Boeing 767 past Its Prime? Just Don't Tell United or FedEx



The Boeing 767, once presumed to be an aircraft with little future, has a new lease on life. Two airlines, United and FedEx Express, are renewing their commitments to the aircraft, which was introduced in 1982. Last month, FedEx ordered 50 767-300F freighters. Meanwhile, United said that this month it will begin conversion of its 21 three-class Boeing 767s to two-class.

On its Web site, industry consultant Air Insight noted on July 22 that in about five weeks' time the 767 program will be 33 years old. Yet the program just got its biggest order to date. FedEx ordered 50 and 50 options. The FedEx order is a strong vote of confidence, the publication said. It certainly looked like the aircraft was past its prime. This order is truly old airplane revenge.

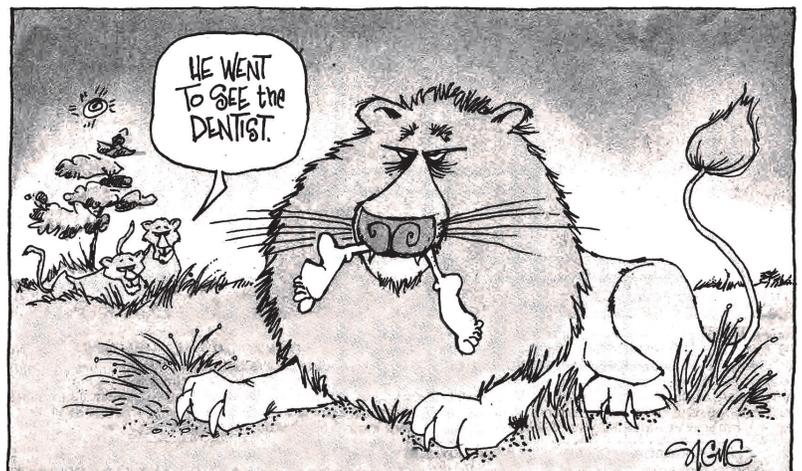
United, in an internal publication for technical operations employees, said that the modifications it will make to its 767s include many behind-the-scenes but vitally important improvements that should extend the life of the fleet by years and improve reliability. In an interview, Brian Znotins, United's vice president of network, said refurbishing 767s makes sense because of the low cost basis and the high consumer satisfaction level. It can be better to use an older, paid-for airplane than a newer one that is more fuel-efficient. We plan long-term fleet at \$3 fuel, Znotins said. (In the second quarter, United's mainline average fuel price was \$2.12 a gallon). With the low ownership of airplanes already in the house, they are pretty competitive with next generation airplanes, and you don't want to pay for more than you need, he said. Why pay for an 8,000-mile (range) airplane if you only need a 6,000-mile airplane?

Recently, United has been increasing its 767 use on trans-Atlantic routes, freeing 757s for use on trans-continental routes. We were going to retire the 767s and use 777s on the Atlantic, but in the last few years we have watched the demand level on the Atlantic and it hasn't grown, he said. Additionally, he noted, the 767s score high in United passenger consumer ratings. United, which polls passengers by email and gets 8,000 responses a day, has found that the Boeing 767s with remodeled interiors are the second most popular widebodies, after the 787s. Inside, they look brand new, Znotins said.

As for United's 767 refurbishing program, the carrier noted that a reliability initiative it began in August 2014 has reduced cancellations by 26% through June 30, compared with the same period a year earlier. The new interiors including seats, entertainment systems, bins, panels, galleys and crew-rest areas will inherently be more reliable than the aging systems and fixtures on the existing fleet, the carrier said in its employee newsletter. Current interior components and systems account for the majority of our short delays on 767-300s, so putting in a new cabin nose to tail should drive down those delays considerably.

The modification period will take up to three months per aircraft and will include safety and reliability improvements, some mandated by airworthiness directives and others identified by Reliability Engineering as having the greatest reliability return on investment, the carrier said. According to Tech Services VP John Wiitala, this was the most extensive review of its kind we've ever conducted on a subfleet.

The new interiors will feature 30 BusinessFirst lie-flat seats and 46 Economy Plus and 138 Economy seats, in the same 2-3-2 layout as the current configuration, for a total of 214 seats. We'll also be adding Wi-Fi and upgrading the audio-video systems on these aircraft. United's fleet includes 35 Boeing 767-300ERs from pre-merger United and 16 767-400s from pre-merger Continental. It is upgrading 21 of the 300s; 30 aircraft have already been upgraded.



United took delivery of its 200th new aircraft in 5 years

United marked a milestone on July 24, 2015 with the delivery of a new Boeing 787-9 (aircraft #956): It's 200th new aircraft since the merger.



The new aircraft have been a mix of Boeing 787s and 737s and Embraer E175s; the majority of their new deliveries have been 737s, which continue to replace the domestic 757s. United anticipates taking delivery of its 300th 737NG in the fourth quarter of this year.

As the North American launch customer, United took delivery of its first 787-8 in Sept. 2012. Two years later in Sept. 2014 they were the North American launch customer for the 787-9, the stretch version of the -8. Their fleet now includes seven 787-9s and 12 787-8s. United will again be the North American launch customer for the next generation of the 787, the -10, and anticipates taking delivery of its first in 2018.

The E175s are part of United's regional fleet overhaul this year, replacing 50-seaters as well as Q400 turboprop aircraft. These aircraft are operated by their regional partners and overall have some of the highest United Customer Satisfaction scores in the fleet.

United took delivery of its 300th 737NG



We took delivery on July 29 of our 300th Boeing 737NG (Next Generation). The aircraft went into service Aug. 13, making its first revenue flight from IAH-PHX (Phoenix). The 737 is an important part of our fleet and we currently operate the third largest 737NG fleet in the world.

We took delivery of our first 737-700 in March 1998 and fly four different 737NG models: the 737-700, 800, 900 and 900ER.

Think you know all there is to know about the Next-Gen 737? Test your knowledge by taking the quiz we created to celebrate delivery of our 275th aircraft last year.

United Airlines boosts in-flight entertainment



United Airlines is continuing the expansion of its "United Private Screening" in-flight entertainment with the launch of free personal device entertainment on two-cabin United Express regional jets; expanded HBO programming; and exclusively curated content from Vevo, the world's leading all-premium music video and entertainment platform.

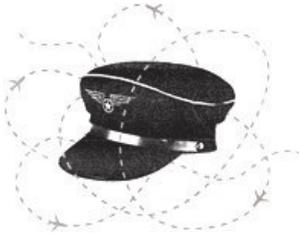
United currently has one of the largest offerings of free streaming entertainment – already on more than 200 United aircraft – with scores of television shows and movies available for streaming directly to travelers' laptop computers and iOS and Android mobile devices.

Customers on flights with personal device entertainment may enjoy popular films like "Birdman," "The Second Best Exotic Marigold Hotel" and the "Taken" trilogy, as well as kid-friendly favorites such as "Alexander and the Terrible, Horrible, No Good, Very Bad Day" and "The LEGO Movie." Hours of popular television shows are also available and may include HBO's "Veep" and "The Jinx: The Life and Deaths of Robert Durst," as well as "Mad Men," "Orange is the New Black" and other hit shows.

"Whether they travel for business or pleasure, we're designing United Private Screening to ensure our customers have access to content that is entertaining, interesting, wide-ranging and relaxing," said Scott Wilson, United's vice president of merchandising and eCommerce. "Our ongoing expansion of personal device entertainment and the additional HBO and Vevo content provide our customers more in-flight entertainment choices than ever before."

Why Pilots Still Matter

By Patrick Smith/The New York Times



Since the crash of Germanwings Flight 9525, there has been no lack of commentary about the failures and future of piloted aviation — much of it frustratingly ill informed. Planes are already so automated, consensus has it, that it's only a matter of time before pilots are engineered out of the picture completely. And isn't the best way to prevent another Andreas Lubitz to replace him with a computer, or a remote pilot, somewhere on the ground? Cue the aeronautics professor or university scientist who will blithely assert that yes, we are well on our way to a pilotless future. The problem with this line of thought is that it begins with a false premise: the idea that jetliners today are super-automated machines whose pilots serve merely as backup in case of an emergency. Indeed, the notion of the automatic airplane that “flies itself” is perhaps the most stubborn myth in all of aviation. According to one recent story, pilots on a typical flight spend as little as seven minutes manually piloting their planes. Another story had it at three minutes! Statements like this are highly misleading.

True, these days pilots spend only a short amount of time with their hands on the control column or stick. But that does not mean we aren't controlling the airplane throughout the entire flight. Our hands might not be steering the airplane directly, as would have been the case in decades past, but almost everything the airplane does is commanded, one way or the other, by the crew. The automation only does what we tell it to do. On the 767 that I fly, there are multiple ways to set up and command any routine climb, descent or change of course. Meanwhile, more than 99 percent of landings, and a full 100 percent of takeoffs, are performed manually.

People might be surprised at how busy a cockpit can become on the most routine flight, even with all of the automation running. There are stretches of low workload during which, to the non-pilot observer, it would seem that very little requires the crew's attention. But there are also periods of very high workload.

The other day I piloted a flight from the Caribbean to New York. We had bad weather the whole way, followed by a low-visibility approach into Kennedy Airport. The autopilot was on pretty much the entire time, but there were numerous altitude, course and speed changes to coordinate; holding, arrival and approach patterns to set up and fly; and all of the requisite communicating with air-traffic control, company staff and cabin crew. By the end of the flight, my voice was hoarse.

The best analogy, I think, is modern medicine. Cockpit automation assists pilots in the same way that robots and other advanced medical equipment assist surgeons. It has improved their capabilities, but a plane no more flies itself than an operating room performs a hip replacement by itself.

Such wishful thinking is perhaps symptomatic of our infatuation with technology and gadgetry, and the belief that we can compute our way out of every problem. The proliferation of drone aircraft also makes it easy to imagine a world of remotely controlled passenger planes. In fact, Boeing has acquired a patent on a sophisticated, remotely operated autopilot system.

But for now these things exist only in the experimental stages. A handful of successful test flights does not prove the viability of a system that would carry up to four million passengers every day around the world. And remember that drones have wholly different missions from those of commercial aircraft, with a lot less at stake if one crashes.

More than 415 large drones flown by the American military have crashed in accidents since 2001, a record that is acceptable, if expensive, for remotely controlled aircraft, but that would be disastrous for civil aviation. A flight is subject to so many potential problems and contingencies. Even minor malfunctions can be complicated; the idea of trying to handle a serious emergency from a room thousands of miles away is about the scariest thing I can imagine.

And aside from the tremendous safety and technological challenges, we'd also need a more or less full redesign of our aviation infrastructure, from developing a fleet of highly expensive, currently nonexistent

aircraft to a new air-traffic-control system. Each of these would cost tens of billions of dollars and take many years to develop. And in the end, you'd still need pilots to operate these aircraft, albeit from a remote location.

Many of you are thinking: Here's this Luddite pilot who can't bear the prospect of seeing his profession go the way of the Teletype operator. Sure, I'm biased. It's also true that, unlike many of those who might counter my assertions, I have a solid understanding of the complexities of commercial flying, and of the complications that these futuristic endeavors would entail. I'm less concerned about the future than I am about the present: Should pilotless air travel become a reality, so be it. Until then, however, we're living in a world in which almost everybody travels by air, and the public deserves to have an accurate sense of how planes actually fly, and what we pilots actually do for a living.

United Airlines' pilots up in arms over management's stock buyback plan

Chicago Business Journal, Jul 27



United Airlines pilots are not happy campers. And no, it's not over a new contract with the carrier. In the wake of the July announcement that United Airlines would launch a \$3 billion stock repurchase effort, United pilots are seriously questioning the wisdom of that move by management of the Chicago-based airline.

In a strongly-worded memo sent to his fellow 12,500-plus unionized United pilots, Jay Heppner, a United captain and chairman of the United chapter of the Air Line Pilots Association, wrote that "buying back shares of a company's stock signals to investors that executive management cannot think of anything better to do with its excess cash." But United pilots have what they believe is a better idea. The pilots think management should be spending all or a good chunk of that cash on making United a better airline than it appears to be today on some key fronts.

Heppner in his memo wrote that "while all 84,000 employees of United Airlines are doing the best we can with the limited tools and training we receive, we continue to find ourselves too often apologizing to our customers for a merger and integration that, after more than five years, cannot yet be declared a success." The merger to which Heppner referred joined United Airlines and Continental to form what is now the world's second-largest airline. In his note, Heppner went on to outline some of the pilots' concerns about United's situation, including the carrier's ranking at or near the bottom among major domestic legacy carriers in recent J.D. Power airline satisfaction surveys. Heppner also noted that United's on-time arrival performance has lagged that of competitors such as Delta Air Lines and Southwest Airlines in recent months. And Heppner said he has witnessed operational delays at airports where he lands planes that continue to be cause for concern.

In an interview, Heppner, who is on United's Board of Directors, said he was informed the airline intended to move forward with its stock repurchase plan two days before the public announcement. Heppner maintains United management was aware of the pilots' stance on the stock buyback, but moved forward with its game plan nonetheless. A United spokeswoman said the airline would have no comment on Heppner's memo.

United Airlines applauds reopening of US and Cuban Embassies



CHICAGO, IL – United Airlines issued the following statement after the reopening of the US Embassy in Havana, Cuba and the Cuban Embassy in Washington, D.C.

"United Airlines congratulates the U.S. and Cuban governments on the historic reopening of their embassies in both countries' capitals, which have been closed for more than a half century. We look forward to continuing our constructive dialogue with both governments about providing our customers service between our two nations, subject to government approval."

United has a big profit but too many little letdowns to take off

By Phil Rosenthal/Chicago Tribune



Two things about United Airlines. First: Consumers ranked it dead last among nondiscount carriers in the J.D. Power 2015 North America Airline Satisfaction Study released in May. Second: The quarter that ended in June was the most profitable in its history, up \$1.2 billion, because aggressive cost cutting and lower fuel prices offset a decline in revenue.

So the plan is working. You know, the one in which United merges with Continental, slashes costs and disappoints customers on many levels over the next five years, but makes money doing it. That was the strategy, right? Because if United just got lucky because it can save on fuel, the nation's No. 2 airline by traffic isn't flying as high as it thinks it is. United reports record \$1.2 billion quarterly profit, feels pressure on revenue. At least that's what it looks like on the ground. Up among the clouds in the executive suites, there may be a different view. "We have a great deal of confidence in our future as we work to make United the carrier of choice," Chief Executive Jeff Smisek told analysts.

It was the airline of choice for a lot of people. Me, for one, and I know my own once-undying loyalty and devotion isn't what it used to be. Frequent flier miles keep me tethered to United far more loosely than they once did. I'm no stranger to O'Hare's Terminal 1, but I've flown American and Delta more in the last couple of years than I have since the 1980s. Chalk it up to frustration over United's diminished service, reduced staffing, mediocre on-time performance and other letdowns. It got to where all it took was hearing a couple of bars of "Rhapsody in Blue," United's adopted theme, to make me reflexively check my watch and sigh.

There's nothing wrong with making money, or up until recently trying to make money, but you better be careful how you do it or it may cost you in the end. To a degree, it's an industrywide problem. Merger upon merger, typically slender margins, bankruptcies and other factors have pressured airlines to squeeze customers. The Department of Transportation said it was investigating whether United, American, Delta, Southwest and JetBlue engaged in price gouging when rail service between New York and Washington, D.C., was shut down after May's deadly Amtrak crash. That may be a reach, as it doesn't take a calamity for constantly changing prices to seem a bit opportunistic. But it's the second federal investigation announced this month. The Justice Department, separately, is looking into whether collusion or disciplined inventory management has kept airfares high.

The relentless pursuit of wringing every last cent out of every last passenger in every last seat makes people suspicious. Whatever you thought of United and Continental as separate entities, they both lost something in their 2010 marriage despite a prenup and vows that made each airline's top executives richer and other aspects seemingly poorer. For consumers, it was yet another corporate deal that resulted in a bigger entity, not nearly as coordinated as it needed to be, desperate to shed costs and looking to flex its muscle to bring in cash. The record will note that, although overall second-quarter revenue was down at United, its ancillary revenue from nickel-and-diming on charge fees and the like rose 7 percent per passenger compared with a year earlier.

You may resign yourself to this, accept it as a la carte pricing. But even if you're not embittered by checked baggage fees, you may still find yourself growing impatient as someone outsmarting the system jams overstuffed carry-ons into the overhead bin or pries them loose on arrival. Like the extra time on hold waiting for customer service, another 30-minute delay for takeoff, or any number of other seemingly minor compromises in the scheme of things, it adds up to the sort of increasingly sour feeling that ultimately turns a brand into a utility. A brand you have a bond with. A utility you only think about when you're upset with it. Nobody thinks much of the electric company, except when the bill comes in or the power goes out. That's the territory United seems determined to occupy.

On July 8, a few days after the conclusion of the most profitable quarter in United's history, a computer network router went on the fritz and the airline had to suspend flights all around the world for about two hours. Dozens of flights were canceled. Hundreds were delayed. Many may have shrugged it off because computer glitches are not unusual these days. (United management pointed to the New York Stock

Exchange's stoppage later that same day.) But also because, well, it's United and what do you expect? That J.D. Power survey of customer satisfaction in which United tanked was based on seven factors. In order of importance, people weighed in on how they felt about cost and fees; in-flight services; how boarding, deplaning and baggage are handled; the flight crew; the aircraft; the check-in process; and the reservation system. Basic stuff, really. Smisek told analysts he wanted to "assure our customers that that investment will continue" on better technology, not just for system efficiency and reliability but to help employees "do their jobs better" and improve customer satisfaction. At this point, United can't possibly spend too much on that. Even then, it may not be enough. It's time to take off and, profit notwithstanding, it's not moving from the gate fast enough.

United has updated their customer app



We've updated our customer app to include interactive maps for our domestic hub airports and new self-booking options for faster re-booking in the event of a flight delay or cancellation.

The interactive indoor maps enable customers to search quickly for nearby airport vendors and services such as restaurants, ATM locations and family restrooms and to navigate easily to gates throughout the terminal. Several airports' maps also include navigation to rental car facilities and on-site airport hotels.

"Travelers are accustomed to using maps and navigation apps throughout their daily lives -- and that shouldn't end when they walk into the airport," said eCommerce and Merchandising VP Scott Wilson. "These new features of our app will make travel easier and more personal for our customers."

The updates are available on iOS devices and are coming soon for Android devices.

United Airlines launches new ground handling service



United Airlines today launched United Ground Express, a wholly owned subsidiary, to provide ground handling services at select airports. Although it is a separate company from United Airlines, United Ground Express will align with United's flyer friendly customer service philosophy. United Ground Express recently began recruiting to place qualified applicants in available positions and launched a new website with additional information.

United Ground Express will provide airport ground handling services – including customer service, station operations, and ramp and cargo services – at select airports around United's domestic system. At airports with United Express service, the new subsidiary will further enable United to provide its customers with a travel experience that's closely aligned with its mainline service.

United Ground Express will begin service this fall at select stations, and will also provide ground handling for United's new service to and from Kalamazoo, Michigan, starting December 9.

Laugh time from Jill

My name is Alice, and I was sitting in the waiting room for my first appointment with a new dentist. I noticed his DDS diploma on the wall, which bore his full name. Suddenly, I remembered a tall, handsome, dark-haired boy with the same name had been in my high school class some 40-odd years ago. Could he be the same guy that I had a secret crush on, way back then?

Upon seeing him, however, I quickly discarded any such thought. This balding, gray-haired man with the deeply lined face was way too old to have been my classmate. After he examined my teeth, I asked him if he had attended Morgan park high school. "Yes, yes, I did. I'm a mustang," he gleamed with pride. "When did you graduate?" I asked. He answered, "in 1967, why do you ask?" "You were in my class!" I exclaimed. He looked at me closely. Then, that ugly, old, bald, wrinkled faced, fat-assed, gray-haired, decrepit son-of-a-SOB asked me, "what did you teach???"

2016 RUPA CRUISE



The next RUPA cruise will be the "TEN DAY CANADA & NEW ENGLAND DISCOVERY" cruise with Holland America, departing Boston Massachusetts August 24, 2016 and arriving in Montreal, Canada September 3rd. After Boston the first port of call is Portland Maine, then on to Saint John (Bay of Fundy) New Brunswick, Halifax Nova Scotia, Sydney Nova Scotia, Charlottetown Prince Edward Island, Gaspé Quebec, Cruise the gulf of St. Lawrence, Saguenay Quebec and the Saguenay Fjord, Quebec City Quebec, and then to Montreal. I'm sure most of us have heard of the Bay of Fundy. It has the world's highest

vertical tidal effect, 50ft every 6+ hours, so with a stop here we should be able to witness the river flowing backward some time during the day. There are other key port highlights on this cruise. Halifax: Known for its craggy coastlines, fabled Peggy's Cove, and the striking German village of Lunenburg, so meticulously restored it has been designated a UNESCO World Heritage Site. Nova Scotia is home to over 160 historic lighthouses and these majestic beacons can be found throughout the province. One of Nova Scotia's most well-known lighthouse and maybe the most photographed in Canada is Peggy's Point Lighthouse. Sydney: A hundred thousand Gaelic welcomes await you in Nova Scotia, Latin for 'New Scotland'. There are highland villages to visit, the scenic Cabot Trail to explore, and the Fortress of Louisbourg to inspect - where every barn, barracks, pipe and drum corps appear just as it did when King Louis' troops occupied the site in 1744. Charlottetown: PEI may be Canada's smallest province but it is big on history and attractions. It is here that the famous Conference of 1864 was held which resulted in the creation of the Canadian confederacy. Learn all about it on a walking tour of Charlottetown, the provincial capital. Quebec City: Holland America Line's #1 rated port for the past few years. It is a tree-lined "Champs-Elysees", buttery croissants, the lilt of French, and a grand chateau on the river. Is this Canada or France? It is both - a bastion of French culture in North America where impassioned Quebecois hold dear their history, language and culture.

Pricing for this cruise is as follows if booked by October 1st 2015

Suite SA	\$5,549pp	Suite SB	\$5,324pp	Cat A Verandah	\$3,649pp
Cat B Verandah	\$3,499pp	Cat E Outside	\$1,859pp	Cat L Inside	\$1,599pp

Other categories are available. Taxes and port charges are \$314.72pp subject to change. Prices include at least one cocktail party and a bottle of sparkling wine in your cabin. A deposit of \$600pp is required to hold the cabin of your choice and is fully refundable until 75 days prior to departure. If you have made a future cruise deposit, your deposit requirements for this cruise have already been taken care of. If lower prices become available, you will be rebooked at the lower rate.

For more details on this cruise, go to the Holland America website; Under Plan a Cruise, select Canada/New England, select Aug. 2016 for the Date, and select 9-16 days for the Duration. Check out the 10-Day Canada & NE discovery Cruise aboard the MS Rotterdam. We are one year prior to departure and already we have 14 cabins booked. There definitely is an advantage to booking early as you can request the particular cabin you want. Go to the Holland America web site and click on: On Board, then click on: Rotterdam deck plan and you will see all the decks and the various cabin layouts and categories as well as the all the public areas on the ship. This departure date is too early in the year to be a Fall Color cruise but who knows, there may be some color.

We are working once again with Jerry Poulin at Jerry's Travel Service. If you have any questions, please call him at 1-800-309-2023 ext.33, or gpsp@aol.com.

One reason we selected this cruise is it does not require a long overseas flight to or from the departure or arrival points.

I had hoped to set-up a European River cruise for 2016 but in order to qualify for the major discounts, we would have had to pay in full by May 1st of this year. There wasn't any way we could have advertised in the *RUPANEWS* to qualify for those discounts. Submitted by: Rich Bouska, 925-443-4339
rbouska1@comcast.net

\$30 million donated to “The Museum of Flight” in Seattle



The Boeing Company and Mrs June Boeing, wife of the late William E Boeing, Jr, announced an unprecedented philanthropic partnership, each contributing \$15 million to significantly expand science, technology, engineering and math (STEM) education offered through The Museum of Flight. These generous investments will launch the Boeing Academy for STEM Learning, a vigorous, new STEM-focused education initiative that aims to double the number of students served by the Museum’s immersive programs over the next two years, particularly from communities underrepresented in STEM fields, and connect them to fulfilling, in-demand jobs.

“This is an opportunity to invest in our children and in our region’s future economic health and growth,” said Ray Conner, president and CEO, Boeing Commercial Airplanes. “Boeing is committed to serving underrepresented areas of the community and we are proud to partner with The Museum of Flight to help inspire students to reach new heights.”

Washington state leads in creating STEM jobs, but by 2017 an estimated 45,000 STEM jobs in Washington will go unfulfilled due to lack of qualified candidates, according to Washington STEM, a non-profit organization advocating for increased investment in STEM education.

In addition, the \$15 million investment from Mr. and Mrs. William E. Boeing Jr., set in motion before Mr. Boeing passed away this past January, will also be used to deepen educational impact and facilitate long-term preservation and exhibition of the artifacts, enhanced guest satisfaction and prolonged operational sustainability at the Museum.



“When it came to The Museum of Flight, Bill cared about everything — the collections, the visitors, the youth and the financial health of the institution,” said Mrs. Boeing. “He was delighted that our support would honor the past, while today’s Boeing would ensure a robust future for children, regardless of economic means.”

“This year marks our 50th year of preserving air and space history and providing educational programs to our community,” said Doug King, President and CEO of The Museum of Flight. “Our museum has become a learning laboratory for children of all ages. The Museum has ambitious plans ahead to deliver a deeper educational and economic impact for our region. With this combined \$30 million contribution from The Boeing Company and Mr. and Mrs. William E. Boeing Jr., we’ve been launched on our way towards transforming our museum, our educational mission and the community we serve.”

The Museum provides STEM education programming for students from pre-kindergarten through high school and is home to Highline Public Schools’ Raisbeck Aviation High School (RAHS), which has a curriculum focused on engineering and science. RAHS received gold status recognition from U.S. News & World Report in 2015, ranking as the 6th top performing school in Washington state and 252nd out of more than 32,000 high schools surveyed nationwide.

“‘Inspiration begins here!’ is a statement we like to use at the Museum. Over the past several years, we’ve been able to share our programs and inspiration with students throughout the state, across the country and around the world,” said King. “Just imagine what these incredibly generous investments will help us do in the years to come.”

CHECKLIST FOR WHAT TO DO WHEN YOUR RUPA SPOUSE DIES

Your first call should be to the **United Airlines Benefit Center**, **1 800-651-1007** (M-F, 7AM-7PM CT).

Report your husband's death and the agent will take you through the necessary steps of insuring that your health benefits and prescription drugs continue to be provided. This call takes a while but is very efficient and easy. They will also tell you how much these services will now cost and the amount which will be taken out of your account at the beginning of the month.

PBGC – (Pension Benefit Guaranty Corporation), **1 800-400-7242** should be your next call. Since the United bankruptcy, this agency now handles pensions for pilots. This procedure takes a while and, if you are in need of this income, act quickly. You must fill out the proper forms which they will send to you. If you miss several months' payments, you must fill out another form for lump sum payments and submit that as well. You may receive a reduced rate even though a lesser rate was chosen at retirement. Please note that life insurance policies were dropped in favor of the health insurance during bankruptcy.

Travel – You must have the proper ID number, password and security code in order to get into the various sites. The ID number may be your husband's file number with a "u" before the number. The password may be the last 4 numbers of his social security number. In order to get your own password and check on the other numbers, phone, **Flying Together Help Desk**, **1 800-255-5801**. To list on a flight, phone:

United Pass Line, **1 866-359-3727**, or access **EmployeeRes** on the website. Calling early at 6 AM Eastern Time is advised if using the phone option. The \$25 fee could be waived but not guaranteed.

United Employee Service Center is difficult to reach. Calls are routed to another country and can be hard to understand and not be able to answer questions.

Social Security, **1 800-772-1213**, should also be called immediately. They are very efficient and will have everything taken care of in a timely matter. Once again you will be receiving a lesser amount.

You will need multiple copies of your husband's death certificate. You will need his social security number and, in the case of PBGC, your identification and marriage license will also be needed if not previously on file.

Helpful RUPA contacts:

RUPA Secretary/Treasurer - Leon Scarbrough – rupasectr@aol.com – let him know of your husband's death.

RUPA News Editor – Cleve Spring – rupaed@gmail.com

Widow Coordinators will help you with questions – Carol Morgan – perdido1871@yahoo.com -- or --

Patti Melin – pjmelin@aol.com

And, lastly, please consider continuing your RUPA membership. The monthly newsletters are full of valuable information on travel and other important retiree issues.

Everyone should make a copy of this checklist and put it with your important papers. Ed

PICKLES | Brian Crane



LaGuardia \$4 Billion Rebuilding plan Unveiled

Officials announced that LaGuardia Airport is about to go from a state of disrepair to state-of-the-art. The facility that Vice President Joe Biden famously dubbed “Third World” is going to be completely torn down and rebuilt as a single, sleek new building as part of a \$4 billion project aimed at drastically reducing flight delays and getting the airport into the 21st century. The extreme makeover will also add badly needed AirTrain and high-speed ferry service to the overcrowded, delay-riddled gateway to the Big Apple.

“This is what New Yorkers deserve and have deserved for a long time. And now we’re going to get it,” said Gov. Andrew Cuomo, who gleefully announced the plan alongside Biden and Port Authority officials. “There is no way to fix this. We need to literally tear it down and rebuild it. It’s not a plan, not a sketch, not a dream, not a vision, it is actually happening. New York had an aggressive, can-do approach to big infrastructure in the past and today, we’re moving forward with that attitude once again.”



Among the highlights:

- A new, unified terminal that will be 600 feet closer to the Grand Central Parkway, providing 240 percent more space for runways and flight operations.
- High-speed ferry service that will have boats docking at the existing Marine Terminal.
- Passenger access to their gates via raised pedestrian bridges, high enough for aircraft to taxi underneath.
- A state-of-the-art, post-9/11 security system that will be three times as large as the current operation, slashing wait times.
- Nearby roads reconfigured to improve access for passengers and reduce traffic.
- A new Central Hall with increased space for high-end amenities including retail shops and a 200-room boutique hotel.
- An increase in passengers from roughly 27 million in 2014 to 35 million when it’s finished.
- Creation of 8,000 construction jobs and 18,000 permanent jobs both at the airport and in businesses that service the airport. “Middle-class jobs. Jobs you can raise a family on,” Biden said.

The stunning new airport will be paid for by a private-public partnership, with the Port Authority kicking in roughly 50 percent. Amazingly, nearly as many planes will be able to fly in and out of the airport during construction as there are now, according to Patrick Foye, executive director of the Port Authority of New York and New Jersey. “There are going to be times when flights have to be scaled back, but mostly it will continue to operate at its current level,” he said.

The new terminal will be built to better withstand storms like Hurricane Sandy, which swamped the airport with 100 million gallons of seawater and shut it down for two days. In May, the PA selected a group led by Swedish construction company Skanska AB to help finance, build and manage the replacement. Cuomo had asked three companies, Dattner Architects, PRESENT Architecture and SHoP Architects, to submit design proposals — and all three won. Each will receive \$250,000 for their ideas, because parts of each design were incorporated into the vision for the unified terminal structure.

The new LaGuardia is part of an ambitious plan aimed at four of the state’s airports in the greater New York area. Stewart Airport in Orange County and Republic Airport on Long Island would both get Startup New York designation, allowing new and expanding businesses to operate tax-free for 10 years. And Kennedy Airport would have its architecturally distinct Saarinen building reconfigured into a hotel.

Airplane Seat Swapping Turns Rough-and-Tumble

By Maratha C. White/The New York Times



J. L. Pomeroy has flown long enough to know that there are limits to how obliging she will be to her fellow passengers, especially those who want her seat. “I always pretty much just say no,” she said. She rarely gives her decision a second thought. “I always pick a very specific seat for very specific reasons, and somebody’s fleeting whim at the last minute isn’t something I want to accommodate on a long flight,” said Ms. Pomeroy, who runs a film and event production company.

For passengers in increasingly stratified plane cabins, the scramble for the right seat has become more intense than ever. Just asking to switch remains a popular choice, but increasingly, frequent travelers say that fellow passengers are breaching long-established etiquette and simply plopping down in a seat of their choice. “It’s a little bit of they don’t understand the value,” said Joanna Bloor, a consultant. “It is truly lack of an awareness that this is a transaction.”

Tom Nickerson has learned just how aggressive the commandeering of seats can be. When he boarded a small commuter jet, he saw a woman in his spot — a window seat with no aisle seat next to it. “I just tell her that I think she’s in my seat, and she basically says, ‘Yup,’ ” Mr. Nickerson recalled. “She wanted to be on the single-seat side and so did I, obviously.” Mr. Nickerson held firm, but as it turned out, the flight crew needed to shuffle around passengers to balance the weight distribution, and he found himself seated next to the woman, who seemed determined to make her displeasure known. When an elbow first landed in his ribs, Mr. Nickerson figured his seatmate was still adjusting. But by the third — or maybe the fourth — jab, he had a hunch that the woman next to him was sending him a message. “I mean, it’s a 60-minute flight. There’s no reason,” he said. “I think she was looking for another fight but didn’t want to be the instigator.”

Turf wars over the limited real estate in a plane cabin, from the overhead bins to the armrests, have become more acute in recent years. And with airlines packing planes tighter and charging more for exit rows, for seats further up in the economy cabin or for seat selection at the time of booking, requests — or demands — to swap seats have taken on a new tenor. “People know not all seats in the cabin are created equally,” said John Thomas, head of the global aviation practice for L.E.K. Consulting. Carriers increasingly divide the cabin into smaller segments, more like the way seating in a theater or a sporting arena is priced. Industry experts say this gives customers what they want. “Airlines are beginning to realize, ‘Wait a minute, we can attach a monetary value to things, and why shouldn’t we?’ That’s what we’re in the world of now,” said Jay Sorensen, president of IdeaWorksCompany, an airline consulting firm. For the airlines, the greater stratification has brought more order to the cabin.

“Yes, the airline will make money out of it, but it’s actually giving the customers greater control over their experience,” Mr. Thomas said. “Our research shows that travel is stressful for most people, and the more ambiguity you can take out of the experience the better.”

Exactly how much money is hard to estimate — airlines don’t generally break those numbers out — but there are indications it could be a significant amount. Mr. Thomas estimated that ancillary revenue from selling premium economy seats brings domestic airlines around \$1.3 billion annually. As a result, travelers who don’t want to pay extra for a preferred seat might need to ask a fellow passenger to swap. But frequent travelers say that there is a definite etiquette to this activity that infrequent travelers often violate. A request is more likely to be granted if the person who wants to swap is willing to move further back in the cabin, or take a middle seat. Even so, asking is no guarantee.

“The problem is that a lot of these people have paid for these seats, or they’ve booked them far in advance and they don’t want to give them up,” said George Hobica, who runs the website Airfarewatchdog. Ms. Pomeroy said she frequently saw fellow passengers helping themselves to seats a class above their assigned seat. “It’s really unfair to the person who’s in the seat who paid for it,” she said. “It’s quite a difference in fare.”

Frequent travelers agree that flying provokes more anxiety today, although some say the increasing stratification aggravates the situation. “It’s a capacity thing,” Ms. Bloor said. “I have seen increased crankiness on this particular issue because of more tighter-packed planes.”

Others try to get a jump on reserving a preferred seat. When Darlene Marshall was flying home to Montreal last year, she got up early and drove to the local library, the closest place where she could access free Wi-Fi, to check in exactly 24 hours before her flight was scheduled to depart. "I find if you don't web-check early, the good seats are gone," Ms. Marshall said. "There's a shrinking and shrinking portion of seats that are for the taking on web check." For her trouble, Ms. Marshall said, she still had competition from her seatmate when she got on board and tried to take the seat she had booked. "She was kind of really getting snippy," she said. The other passenger claimed she needed to sleep and couldn't do so in an aisle seat. "It was kind of embarrassing to do it in front of everybody." The woman raised enough of a fuss that Ms. Marshall eventually relented, just as a flight attendant emerged and told the woman they had found another window seat for her. "She said, 'No — I'm going to write a letter to the airline,'" Ms. Marshall recalled. "All I can think is, 'Oh my gosh, I'm sitting next to a big baby.'"

Airport expansion timely for Hong Kong to remain competitive



HONG KONG - DHL, the world's leading logistics company, supports Airport Authority of Hong Kong to commence the third runway project, no later than next year, so as to let Hong Kong stay ahead in Greater China's vibrant air cargo market, fueled particularly by the surging demand of e-commerce and high-value perishables.

The Hong Kong International Airport (HKIA) reported yet another record year for cargo throughput in 2014/2015 by handling 4.4 million tons of cargo which saw the airport as the world's busiest air cargo hub for five consecutive years since 2010. The cargo throughput in HKIA increased by almost 6 percent annually during the period.

The latest DHL Global Connectedness Index ("GCI"), which measures a region's international flow relative to the size of its domestic economy, also revealed that Hong Kong is ranked 11th globally and continues to lead the world in depth of global connectedness, mainly driven by strong flows from mainland China. Cross-border flows between Hong Kong and mainland China remain robust and are ranked among the world's top 3 largest flows in terms of merchandise trade and tourist flows. Hong Kong retains its strong standing as the export gateway for mainland China.

One of the major concerns on the third runway is that the airspace in South China is deemed to confine the efficiency of the new runway. However, the Housing and Transport Bureau has assured that a plan has been drawn up in 2007 to optimize the use of the airspace and enhance safety in the region by a tripartite working group set up between mainland China, Hong Kong and Macau. Liaisons have been held between the officials of Hong Kong and the Civil Aviation Administration of China (CAAC) to expedite the implementation of the 2007 plan while CAAC is supportive of the development of the third runway in Hong Kong.

Currently, approximately 70% of the air space in mainland China has not opened fully to commercial flights which will provide leeway for the implementation of the enhanced measures to accommodate not just Hong Kong but also the expansion plans of the airports in Shenzhen and Guangzhou.

Support the Pilot's Bill of Rights 2



Contact your Senators and Representatives and urge them to co-sponsor and support S. 571 and H.R. 1062, the Pilot's Bill of Rights 2. 39,547 Letters have been sent so far.

The medical aspects of the legislation would build upon the remarkable safety record proven by a decade of light-sport aircraft (LSA) operations. This success shows that it's time to widen the pool of recreational pilots who can enjoy flying their small aircraft without the expense and regulatory burden of third-class medical certification.

In addition to reforming the 3rd class medical, the bill would extend important procedural rights to pilots facing FAA investigations, and protect FAA designees and volunteer pilots from liability. The reform of the 3rd class medical is the most important issue that can benefit the future of aviation.

Boeing forecasts rising demand for airline pilots, technicians



Boeing released a new forecast showing continued strong demand for commercial airline pilots and maintenance technicians as the world's airlines add 38,000 airplanes to the global fleet over the next 20 years.

Boeing's 2015 Pilot and Technician Outlook projects that between 2015 and 2034, the world will require 558,000 new commercial airline pilots and 609,000 new commercial airline maintenance technicians. "To help address this need, last year Boeing trained a record number of pilots and technicians at 17 training campuses around the globe and has invested in a comprehensive

Pilot Development Program to train early stage pilots to become qualified commercial airline pilots," said Sherry Carbary, vice president, Boeing Flight Services. "We will continue to increase the amount of training we provide, enabling our customers to satisfy the world's growing appetite for air travel."

"The challenge of meeting the global demand for airline professionals will not be solved by one company alone," Carbary added. "Aircraft manufacturers, airlines, training equipment manufacturers, training delivery organizations, regulatory agencies and educational institutions are all stepping up to meet the increasing need to train and certify pilots and technicians."

Boeing's 2015 Outlook projects continued increases in pilot demand, up more than 4 percent compared to the 2014 Outlook. For maintenance technicians, demand increased approximately 5 percent. Overall global demand for these skilled resources will be driven by continued economic expansion, resulting in an average requirement for about 28,000 new pilots and more than 30,000 new technicians every year.

The 20-year projected demand for new pilots and technicians by region is:

- Asia Pacific – 226,000 pilots and 238,000 technicians
- Europe – 95,000 pilots and 101,000 technicians
- North America – 95,000 pilots and 113,000 technicians
- Latin America – 47,000 pilots and 47,000 technicians
- Middle East – 60,000 pilots and 66,000 technicians
- Africa – 18,000 pilots and 22,000 technicians
- Russia / CIS – 17,000 pilots and 22,000 technicians

The Pilot and Technician Outlook is Boeing's long-term forecast of the demand for pilots and technicians and its estimate of personnel needed to fly and maintain the tens of thousands of new commercial jetliners expected to be produced over the next 20 years. The forecast is published annually to factor in changing market forces affecting the industry. Boeing shares the outlook with the public to inform airlines, suppliers and the financial community of trends in the industry.

London to New York in only one hour?

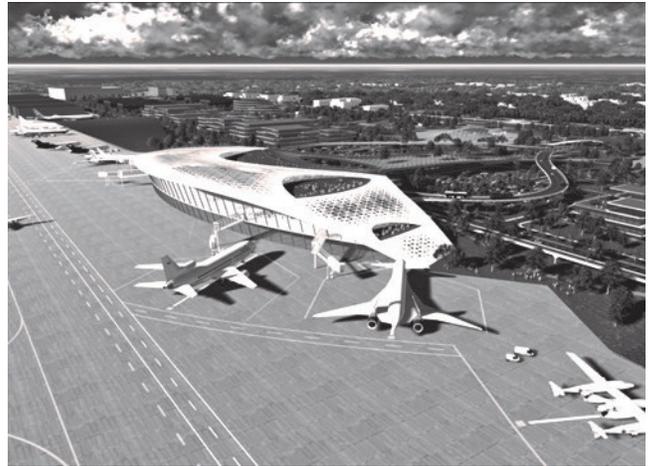


Right now it takes 7 hours to travel from London to New York. How would you like to be able to get from these 2 cities in just one hour? Airbus filed an application for a patent of what it is describing as an "ultra-rapid air vehicle and related method of aerial locomotion" back in 2003, and now that application has been approved by the US Patent and Trademark Office.

Being referred to as a hypersonic aircraft, this plane will use a jet engine that involves turbojets, ramjets, and a rocket motor. Airbus' goal is to make this aircraft travel at twice the speed of the Concorde – that equates to around 2,700 miles per hour. If successful, other long-haul flights will also be able to be reclassified as short-haul journeys. Anyone up for a trip from Paris to San Francisco in say 3 hours?

Licensed commercial spaceport to be built in Houston, Texas

Houston, the fourth largest city of the United States, will build a licensed commercial spaceport for Reusable Launch Vehicles (RLV). Houston Mayor Annise Parker and Houston Airport Systems officials announced that Houston will embellish its image as the nation's "space city" by becoming the country's 10th licensed commercial spaceport. "Houston will play a lead role in commercial space operations in the 21st century," Parker said. "We believe a licensed spaceport in Houston will not only serve as an economic generator for the city, but also enhance Houston's well-deserved reputation as a leader and key player in the aerospace industry."

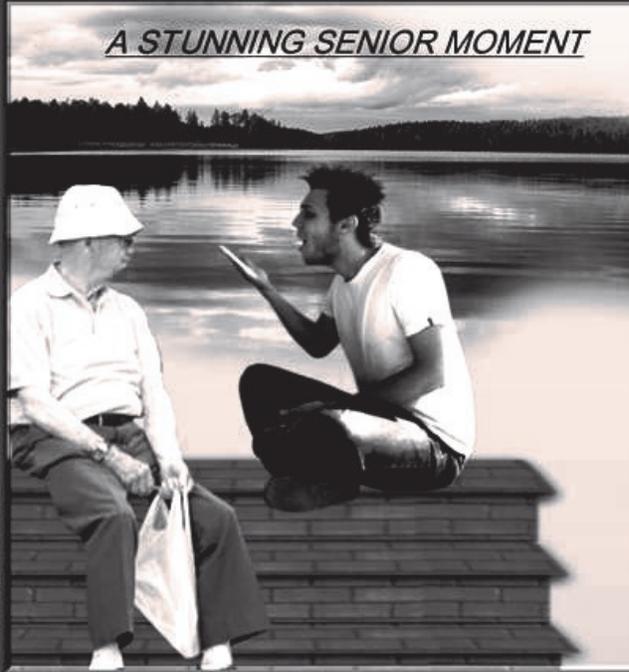


The spaceport will be located at Ellington Airport, just a few kilometers from the National Aeronautics and Space Administration (NASA), which has for decades played a key role in America's endeavors in space. Previously, the Federal Aviation Administration (FAA) had granted the city formal approval for Ellington's establishment as a launch site for reusable launch vehicles (RLV). The announcement puts plans into place that could see the transformation of what was formerly Ellington Field into a space hub that can manufacture spacecraft, train astronauts, house zero-gravity projects and launch microsatellites.

"Houston has been at the forefront of aviation history and innovation for decades," Houston Aviation Director Mario C. Diaz said. "Not only does this opportunity reinforce an already long-established connection with the aerospace industry, it offers Houston an opportunity to strengthen its reputation as a forward-looking city and leader in creating high-tech, next-generation type jobs." "We look forward to completing our vision to create an aerospace industry cluster at the Houston Spaceport," said Arturo Machuca, the general manager at Ellington Airport. "Now that we are officially the 10th commercial spaceport in the U.S., we are ready to work with our aerospace industry partners to take advantage of the unique location, infrastructure and human resources that the fourth largest city in the U.S. has to offer."

The new site will reportedly accommodate spacecraft designed to take off and land horizontally, like aircraft, and possibly take tourists into space.

A STUNNING SENIOR MOMENT



A self-important college freshman walking along the beach took it upon himself to explain to a senior citizen resting on the steps why it was impossible for the older generation to understand his generation. "You grew up in a different world, actually an almost primitive one" the student said loud enough for others to hear. "The young people of today grew up with television, jet planes, space travel, man walking on the moon. We have nuclear energy, ships and cell phones, computers with light speed....and many more." After a brief silence, the senior citizen responded as follows.

*"You're right son. We didn't have those things when we were young....so we invented them. Now, you arrogant little sh*t what are you doing for the next generation? The applause was amazing!*

Commercial craft's developer didn't allow for Human error



The National Transportation Safety Board concluded that the developer of a commercial spacecraft that broke apart over the Mojave Desert last year failed to protect against the possibility of human error, specifically the co-pilot's premature unlocking of a braking system that triggered the inflight breakup of the vehicle. In its recommendation, the board took pains to make clear that Scaled Composites, an aerospace company that has partnered with Virgin Galactic to develop the spacecraft, should have had systems in place to

overcome the co-pilot's mistake.

NTSB Chairman Christopher Hart said he didn't believe the company took shortcuts that compromised the spacecraft's safety. Rather, he said, it didn't consider that the crew would make such a mistake. "The assumption was these highly trained test pilots would not make mistakes in those areas, but truth be told, humans are humans," Hart said after the hearing's conclusion. "And even the best-trained human on their best day can make mistakes."

At the onset of the hearing, investigators told the board that the co-pilot unlocked the braking system and the resulting forces caused the brakes to actually be applied. The "aerodynamic overload" caused the ship to break-up, though Hart said that protections have been put in place since. "We are confident that the steps they have taken would prevent this accident from happening," Hart said. The spaceship broke apart over the Mojave Desert during a test flight 10 months ago. The accident killed the co-pilot and seriously injured the pilot.

In determining the probable cause of the accident, board members were focused on how well officials prepared for the worst. Scaled Composites developed the craft for Virgin Galactic, and NTSB member Robert Sumwalt said the company "put all their eggs in the basket of the pilots doing it correctly." "My point is that a singlepoint human failure has to be anticipated," Sumwalt said. "The system has to be designed to compensate for the error."

Hart said he hoped the investigation will prevent such an accident from happening again. He said the NTSB learned "with a high degree of certainty the events that resulted in the breakup." "Many of the safety issues that we will hear about today arose not from the novelty of a space launch test flight, but from human factors that were already known elsewhere in transportation," Hart said.

Lockheed Martin technology helps pilots and UAS operators stay safe



ROCKVILLE, MD - As Unmanned Aircraft Systems (UAS) take to the skies, it is essential for safety that UAS operators and pilots are aware of each other. To help provide this shared situational awareness, Lockheed Martin has deployed the first components of a UAS traffic management (UTM) system that is available to the UAS community now. Lockheed Martin's online Flight Service Pilot Web feeds flight plan information directly to the Federal Aviation

Administration's National Airspace System (NAS) today. UAS operators now have an option of reporting operating areas via this system. UAS operators and pilots may access the system through the Lockheed Martin Flight Service Pilot Portal.

"Our objective is an open, standards-based system that individual operators and other private UTM systems can use to interact seamlessly and securely with the NAS," said Paul Engola, vice president of Lockheed Martin's Transportation and Financial Solutions business. "We look forward to partnering with UAS operators and manufacturers to help create a system that supports the safe coexistence of manned and unmanned flight."

Lockheed Martin is developing additional UTM capabilities in collaboration with several industry stakeholders including the NASA UTM research project through a Space Act information sharing agreement. These capabilities include standards-based software interfaces that allow UAS ground control stations and other UTM platforms to interact directly with Lockheed Martin's UTM system; monitoring of UAS to determine if they remain in their intended operating area; and notification of air traffic control when UAS encroach on controlled airspace. Lockheed Martin is also developing capabilities to support beyond line-of-sight UAS operations through ground-based detect and avoid capabilities.

First independent airport lounge opens at London Heathrow Terminal 5



LONDON, England - Collinson Group, owners of Priority Pass, and Swissport, the world's largest aviation services provider opened the first independent, shared use lounge at London Heathrow Terminal 5 at Gate A18. The lounge is open to all travelers in one of the world's busiest airport terminals. The Lounge and Spa has been designed to meet the exacting needs of the millions of travelers who travel through the terminal every year.

The 4,000 sq ft lounge space is dominated by soaring windows on two sides giving guests dramatic runway views. An extensive British-inspired seasonal food and drink menu has been created which includes a wide range of complimentary as well as premium (chargeable) options, changing throughout the day. Guests can also enjoy a unique opportunity to sample Spey Whisky, draught beer and a selection of wines on a complimentary basis or choose to pay for carefully selected 'Wine Flights', an innovative way to taste a variety of wines from different regions.

To help guests relax before or during a long trip, state-of-the-art 'rest pods' let guests recline back on specially engineered, reclining loungers, watch television and recharge in private so that they are rejuvenated for the journey ahead. Travelers on business will have access to connected work spaces with complimentary high speed WiFi, charging posts and designated quiet zones to make the most productive use of their time.

Dress Code: We understand that all our customers want to travel in comfortable clothing and our dress code is relaxed to reflect this. However, we do ask that guests wear smart casual attire for the duration of their stay. We allow any smart casual attire along with items such as non-sport shorts (i.e. smart shorts / cargo shorts), sandals and smart trainers, non-sport fashion tracksuits, hooded tops and your favorite woolly jumper. Hours are from 0500 - 2300, 7 days per week.

A little RUPA History

By Capt. Walt Ramseur/Past RUPA President

When I was ask (told) by then RUPA president Gene Tritt to be RUPA president following Bill Stookey, I was told that some changes needed to be made. Number one, Our long time Secretary/Treasurer, George Howson, was losing his vision and we should look for a successor.

After the Oakland Hills Fire we were acutely aware that all of our records were in Howson's house and we had no backup. After a discussion with George and with urging from His son I devised a plan to appoint an assistant Sec/Tres to help and eventually replace George and to establish a backup file at a different location.

When I was chairman of Council 34 I became aware of the work ethic and dedication of one Cleve Spring. The BOB agreed and appointed Cleve as assistant Sec/Tres, and to have access to all of Georges records. At that time we were having Conventions and conducted our business by having an executive committee meeting first and having our decisions confirmed by the membership. I believe it was at the 1993 convention that we dissolved the advisory committee, which was composed of prior Flight Managers. We separated the office of Sec/Tres to two individuals. We Made Captain George Howson President Emeritus and Cleve Spring was elected Secretary. I do not recall who the first treasurer was, but Floyd Alfson came into the picture and helped us come into the computer age.

The changes made at that convention have served us well. In 1994 Bill Sangster moved from Vice to president with Floyd Alfson as VP. About three months into his term Bill Sangster passed away quite suddenly of a heart attack and Floyd became president. this upset the long tradition of two years as VP and two years as President. Floyd urgently requested to be relieved of the duties of RUPA president and I was appointed to be temporary President until another was found. We selected the very capable Capt. Milt Jines and the rest is history.

My greatest contribution to RUPA was getting Mr RUPA, Cleve Spring, involved. No one has done more for RUPA than Cleve. *Walt Ramseur*, RUPA President 1992-1994

Report calls for stricter medical oversight of EU pilots

NY Times News Service, PARIS



EASA

European Aviation Safety Agency

Europe's top air safety regulator called for a series of measures aimed at strengthening the medical and psychological oversight of the region's commercial airline pilots, including random drug and alcohol testing of flight crews.

The report with the recommendations, which has been presented to European Commissioner for Transport, Violeta Bulc, for review, follows more than two months of discussions led by the regulator, the European Aviation Safety Agency (EASA), after the March 24 crash of a Germanwings airliner. The flight's copilot had a history of severe depression and had shown suicidal tendencies.

If accepted by the European Commission officials, the changes could take effect within the next year. However, the initial proposal has already been watered down, notably because of privacy concerns from Germany, and officials said they were prepared for delicate negotiations over the coming months with European pilots' unions, which have until now resisted such monitoring as overly intrusive and only minimally effective in improving safety. "If improvements are to be made in the European safety and security rules or in their implementation, in order to help prevent future accidents or incidents, we will take the necessary action at EU level," Bulc said in a statement.

Aside from its new medical oversight proposals, the task force said it would maintain its recommendation that two crew members be present in the cockpit at all times. The two-person rule, which was standard in the US and other parts of the world after the Sept. 11, 2001, terrorist attacks, was not widely adopted in Europe before the Germanwings crash.

The US Federal Aviation Administration (FAA) is also conducting a review of existing standards and procedures for pilot medical oversight and cockpit door security. Its findings are expected to be published by the end of this year.

EASA executive director and task force chairman, Patrick Ky, said in a telephone interview from Brussels that most of the recommendations were "common sense." "We will never find a magic set of tools or solutions that can prevent every kind of accident, but let's try to do our best to maximize our chances of preventing this kind of thing from happening again," he said.

French investigators say that the 27-year-old copilot of the Germanwings flight, Andreas Lubitz, deliberately crashed the Airbus A320 after locking the captain out of the cockpit on a flight to Duesseldorf, Germany, from Barcelona, Spain. Lubitz and the 149 other people on board were killed. Investigators have not uncovered any evidence that Lubitz used illegal drugs or alcohol, but members of the task force identified drug and alcohol abuse as "one of the disorders potentially affecting the mental health of pilots for which screening tests are readily available," the agency said in a statement.

A number of countries, including the US and Australia, require airline pilots to submit to random tests for the use of alcohol and certain controlled substances. Flight attendants, aircraft mechanics, air traffic controllers and others in "safety sensitive" roles are also subject to drug testing. Some European countries, notably in Scandinavia, routinely test pilots, but there is no standard that applies to the about 65,000 commercial pilots based in the 28-member

Direct service from Houston to Havana, Cuba launches in August



MIAMI, FL - Miami based HavanaAir Charters continues its expansion into the Cuba market with their direct air carrier partner Eastern Air Lines Group, Inc. HavanaAir will begin weekly, direct service from Houston International Airport to Havana, Cuba giving U.S. West Coast gateway cities a more convenient and faster route to Cuba. HavanaAir is one of the largest providers of passenger traffic to the island, currently operating some 65 flights a month to Havana from Miami with additional service to Santa Clara and Camaguey. HavanaAir utilizes Eastern Air Lines Boeing 737-800

(Next Generation) aircraft, on the weekly flights, which will operate on Wednesdays starting in August. "We are very pleased to open the Houston to Cuba market with our valued partner, Eastern Air Lines. HavanaAir has strived to extend the utmost in customer services to the island, and our partnership with Eastern has proven to provide an entirely new level of service to Cuba with their Next Generation Boeing aircraft, truly professional crew and support staff," said Mark Elias, President and COO of HavanaAir Charters. "We are once again excited to partner with HavanaAir on their new service from Houston, and we look forward to launching these new flights from the Houston gateway to complement the existing multiple daily Miami services now provided by Eastern Air Lines," said Ed Wegel, President & CEO of Eastern.

Key Facts:

1. HavanaAir will operate, with Eastern, weekly on Wednesdays, from Houston to Havana
 2. HavanaAir operates twice daily service to Havana and weekly service to Camaguey and Santa Clara, from Miami.
 3. HavanaAir's operations are supported by Eastern Air Lines 737-800 (Next Generation) aircraft, supporting some 65+ flights to Cuba monthly.
-

Hi-tech eye scanners that track passengers as they walk through airport



Passengers will have their eyes scanned as soon as they check in as part of a new trial at a major UK airport.

High-tech machines that can recognize an individual's iris as they walk around will be installed at Manchester Airport at check in during the government-backed pilot. The technology has the potential to overhaul security and customs, with airport bosses hoping it could help in the fight against terrorism. Although the system is in the early stages of development, officials hope it could stop criminals from swapping boarding cards between arriving at the airport and getting on

a plane - as the technology will scan the person, not the ticket.

Passengers who agree to take part will have their iris scanned at check in and it will then be used to identify them as they enter the security search area when it is scanned again. Volunteers for the scheme are asked to walk through a demonstration scanner, at the end of a 5 metre-long walkway, at a normal pace. As they emerge at the other side the passengers can then see on screen whether they have been correctly identified. The firm behind the technology, Human Recognition Systems, say the early results have been 'very positive' in terms of accuracy. The move to track passengers around an airport is the latest use of technology by Manchester Airport bosses to speed up its security procedures.

Earlier this year the airport sparked controversy after it introduced the UK's first full-body scanners at its security gates. The airport already uses e-gates - which scan the eyes of arriving passengers travelling with new 'chipped' passports - but unlike these machines, the new devices can recognize the iris on the move. The iris recognition technology could also be used to allow international transfer passengers to mix with domestic travelers in the departure lounge because they would be securely identified before boarding their flight.

Airport bosses have stressed it will not currently replace any step of the security process and passengers can refuse to take part in the pilot. 'We are always keen to develop innovative technology solutions to improve our passengers' experience of the airport', said Mike Fazackerley, Manchester Airport's product director. 'People are already familiar with the concept of iris recognition. This technology has the potential for a number of uses in a busy airport environment including security because it can recognize individuals when they are moving around. 'Although it is in its very early stages of development, using this technology for transfer passengers could make Manchester more attractive to airlines as a hub airport in the future.'

I'm going to retire and live off my savings. What I'll do the second day, I have no idea.

Russian Cosmonaut Padalka Sets New Record For Time in Space



The astronauts aboard the International Space Station are advancing science and setting spaceflight milestones, and each achievement contributes to relationship-building that will support long-duration missions to Mars while benefiting humans back on Earth through advances in science.

Expedition 44 commander Gennady Padalka broke the 10-year-old record for the number of cumulative days in space as he reached 804 days in space on June 28. His more than two years of cumulative time in space puts him ahead of the previous record of 803 days in space that was set by cosmonaut Sergei Krikalev on August 5, 2005. Padalka's current mission marks his fifth time in space, which started on March 27 and he is set to return to Earth in early September. Padalka has participated in several investigations, including one on how long-duration spaceflight affects vision. The Ocular Health study will not

only help scientists understand how to protect an astronaut's vision in space, but could also provide insight to changes in eyesight that can help people on Earth who suffer from ocular diseases such as glaucoma, high blood pressure or are confined to long-term bed rest.

Padalka is not the only crew member marking milestones on the orbiting laboratory this year. Italian astronaut Samantha Cristoforetti set a new duration record for a single mission for European Space Agency astronauts, Italian astronauts and all female astronauts with her 200-day stay aboard the station. The previous record holder for the most days in space by a woman was astronaut Sunita Williams, who spent 195 days in space in 2007. Cristoforetti broke the record thanks in part to an extension on her mission after the Russian Progress 59 cargo craft failed to reach the space station after launching in late April.

Astronaut Scott Kelly is also set to break a record in October when he will surpass astronaut Michael Lopez-Alegria's record for the single-longest spaceflight by an American. Lopez-Alegria spent 215 days in space as commander of the Expedition 14 crew in 2006. Kelly will reach 216 days in space on October 28.

Kelly's record-breaking will not stop in October as he continues on as part of the One-Year Mission along with cosmonaut Mikhail Kornienko. The pair arrived at the space station in March, and are participating in studies that examine a variety of effects of long-duration spaceflight such as the psychological effects of extended stays in space, and how astronauts perform functional tasks after spending a year in a low-gravity environment. Kelly's twin brother, former astronaut Mark Kelly, will participate in parallel studies on Earth that will help scientists compare the effects on the body and mind in space.

The One-Year mission is a significant stepping stone in NASA's Journey to Mars. The investigations in progress on the space station will help scientists better understand the effects of long-duration missions on humans, and how to protect them as they begin to live and work on the red planet. The strong U.S.-Russian collaboration during the One-Year Mission also is crucial in strengthening international partnerships that will be key in taking humans beyond low-Earth orbit.

As crew members break individual records this year, they also will celebrate a broader historic milestone. November marks 15 years of continuous human occupancy aboard the space station. The first resident crew of the station arrived on November 2, 2000. Expedition One included Commander Bill Shepard, Soyuz Commander Yuri Gidzenko and Flight Engineer Sergei Krikalev, and lasted more than four months. Since that time, there has never been a period when humans were not living and working in space.

Every milestone that is met and every record that is broken on the space station helps humans better understand how long-duration spaceflight affects bodies and minds, and creates more opportunities for applying the knowledge gained on orbit to improve the quality of our lives here on Earth. Seventeen years after the launch of the first space station module, it continues to be a place where we are doing research off the Earth, for the Earth.

Bugatti 100P Airplane

In 1937 the development of Bugatti 100P, an extremely advanced airplane was started. This was under contract with the French Air Force Ministry. Ettore Bugatti had hired the Belgian Louis de Monge as chief engineer. The first version of the airplane was design a racer to compete in the Deutsch de la Meurthe Cup Race, a military version would follow later. This wasn't just any aircraft: like his cars, Bugatti's 100P was a technological marvel, featuring two engines driving concentric propellers in opposite directions. Air intakes gracefully integrated into the plane's V-tail would keep those engines cool, while unusual forward-swept wings would give the 100P a striking profile in flight. Ettore was hoping that by racing this beautiful machine — and winning — he'd burnish his brand.



Tragically the Bugatti 100P airplane never flew, the Germans invaded Paris before it was 100% ready. The only 100P ever made never flew and was left to rot for a half century before eventually being restored to non-flying condition (it rests today on display in the EAA AirVenture Museum in Oshkosh, Wisconsin).

Fast forward to 2013, when a team led by former Air Force pilot Scott Wilson launched a Kickstarter project to create an airworthy 100P from scratch. At that time, construction was nearly complete, but Wilson needed more money to finish the project. "Reve Bleu" — Blue Dream — eventually raised a little over \$62,000, and today, the new aircraft is nearly ready to take to the skies for the first time.

In recent days, the 100P has run its engines and performed taxi tests, and it looks amazing on the ground. It'll look even better from above. There's no word on exactly when that first flight will be.

Some of the airplane's characteristics:

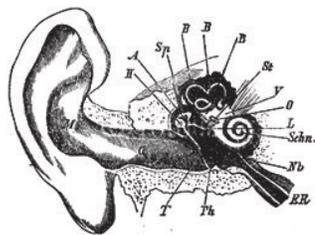
- Extremely streamlined design, made possible by placing the two engines behind the cockpit.
- Forward swept wings
- A sandwich-construction in wood, where balsa wood between two layers of hard wood makes a very light, very strong and stiff construction.
- Propulsion by two counter-rotating propellers, driven from the two engines by axles under the pilot's elbow.
- The airplane was equipped with ground adjustable propellers. Propellers with in-flight adjustable pitch were being developed.
- The engines were special developments of racecar engines, 8 cylinder 4.9 litre with compressor and many magnesium parts, approx. 450hp.
- Automatic wing-flaps, that changed the wing profile for extra lift or less drag. Adjustment automatic according to airspeed, throttle etc.
- This system was also capable of acting as an airbrake, or be used during dives. The same system also automatically lowered and raised the retractable landing gear.
- Special cooling system with radiators in the fuselage, air entering at the leading edge of the stabilizers. The air flowed through the fuselage to the front, exiting at the trailing edge of the wing.

BABY BLUES | Rick Kirkman and Jerry Scott



4 Myths About Hearing Loss

By Craig W. Newman, Ph.D.



One of the country's leading audiologists sounds off about a condition that will eventually affect almost all of us. FOR A LONG time, hearing loss carried a huge stigma. People didn't want to be seen as old—and hearing aids were a visible sign that they didn't have all their original faculties intact. These days, with the likes of Rob Lowe, Halle Berry, Jodie Foster and Bill Clinton not just wearing hearing aids but talking about them, that stigma has all but disappeared. Everyone is walking around with something in their ears anyway—headphones, earbuds, a Bluetooth device. Folks may as well use technology that helps them hear.

As section head of audiology at the Cleveland Clinic, I see a lot of patients with misconceptions about hearing loss. Here are a few of the most common.

Myth: Hearing loss happens only to old people.

Truth: In fact, 40 percent of the 48 million Americans with hearing loss are younger than 60. Hearing loss does accelerate with age: Almost 30 percent of those between ages 50 and 59 suffer from some degree of impaired hearing in one or both ears; 45 percent of people between 60 and 69 have impaired hearing; and three-quarters of those older than 70 do.

Myth: Your hearing loss was caused by all those rock concerts years ago.

Truth: They certainly didn't help, but there are many other contributors, including the normal aging process, genetics, medications, smoking, a poor diet and diabetes. All of these destroy the hair cells in the inner ear—and it's the hair cells that send auditory signals to your brain. Once hair cells are damaged, they're damaged. There's no approved drug that will regrow them in humans, though researchers have been able to regenerate the cells in birds and mice.

Myth: If other people would just talk louder, you would hear just fine.

Truth: Hearing is like the body's biological microphone. If you've ever heard anyone speak into a microphone that's damaged, it might be plenty loud, but there's a level of distortion that makes it hard to understand. The goal of today's hearing aid technology is both to make sounds louder and to reduce background noise and extract the more important features of sound to clarify speech. Other technology can turn your hearing aid into a Bluetooth device; some options let you stream directly from your cell-phone to your hearing aid, not just for calls but for music apps such as Pandora.

Myth: As long as you can hear some sound, it's OK to wait to get hearing aids.

Truth: The longer you wait, the harder your hearing loss will be to treat. That's because the auditory system in your brain isn't stimulated, so the brain stops recognizing sound. That's why people with hearing loss who wait to get hearing aids sometimes find they don't help as much as expected. Fortunately, our brains can "relearn" to hear, thanks to neuroplasticity—the fairly recent finding that the brain can reprogram itself into very old age with the proper stimulation. Practically speaking, that means you have to "teach" your brain to hear again, by wearing the hearing aids regularly.

Keep Moving to Stay a Step Ahead of Arthritis

By Jane Brody/The New York Times



I was a fanatical tennis player for decades until my increasingly painful arthritic knees forced me to stop playing. The knees were replaced two years later, but by then, I had filled in my life with other activities, including a daily three-mile walk and aerobic swim, and cycling for exercise and errands. Now I also walk a puppy four times a day. I've made many new friends and, much to my surprise, I don't miss tennis at all.

Osteoarthritis is something nearly all of us can expect to face if we live long enough. A quarter of the population has it, and the percentage is expected to rise significantly in the years ahead. Two-thirds of people with arthritis are younger than 65, the Centers for Disease Control and Prevention reports. "Arthritis affects more than 52 million adults in the United States and is the most common cause of disability," the C.D.C. states. Yet it often takes a back seat to other chronic ailments in treatment and public awareness.

When the pain of arthritis results in a decline in physical activity, as it commonly does, the risk of

developing a chronic health problem like heart disease and Type 2 diabetes rises and performing the tasks of daily living becomes increasingly difficult. The big question now is how the growing millions of adults with arthritis will cope with a painful, disabling and as yet incurable disease. Although several commonly affected joints — hips, shoulders, ankles, wrists and elbows as well as knees — can be replaced by artificial ones, not everyone affected is a candidate for surgery, and the operation itself leaves some people with activity limitations.

According to Patricia A. Parmelee, a professor of psychology and the director of the Alabama Research Institute on Aging, arthritic pain and disability often force people to abandon activities they love. “Some stop moving altogether, brood over what they had to give up and become depressed,” she said in an interview. “The depression is not necessarily severe, but low-level depressive symptoms can interfere with daily functioning,” Dr. Parmelee said. “People tell us ‘I’m not functioning as well as I could,’ ‘Life isn’t as good as it could be.’”

The trick to not losing quality of life “is to find a substitute for the activities limited by arthritis,” she said. “Can’t play golf? Can’t garden? What can you do? Walk, swim, walk in water — anything that gets you moving. The bottom line: As we get older, if we don’t get up and move around as much as we can, then we soon won’t be able to move at all.”

In a 10-year study of more than 2,000 men and women with arthritic knees, Jungwha Lee and her colleagues found that fewer than 10 percent met the national guidelines of doing 150 minutes a week of moderate physical activity. But if they improved their physical activity, “they functioned better and had less disability,” said Dr. Lee, a biostatistician at Northwestern University Feinberg School of Medicine in Chicago.

In a second study of 1,168 individuals ages 49 to 83 who had X-ray evidence of knee arthritis, participants monitored their daily activity with accelerometers that measured duration and intensity of activity. The researchers found that, on average, participants spent two-thirds of their waking hours being sedentary. The less active they were in the course of the day (apart from any moderate or vigorous activity they did), the more slowly they walked and the less able they were to get up from a chair.

In a study that Pamela A. Semanik, Dr. Lee and colleagues published in the *American Journal of Public Health*, the more time people with arthritis spent in sedentary behavior, the greater their loss of function over a period of two years. “They went from bad to worse,” she said in an interview.

“People control their pain by doing less physical activity,” Dr. Lee said. “But being more active can delay the functional decline that accompanies aging. Any activity is better than being sedentary.” She added: “You don’t need a gym membership to promote good health. Build movement into your daily routine. Don’t park right next to the store. If your job involves prolonged sitting, set an alarm and stand up every 20 minutes. Use a remote printer. Take a lap around the floor after using the restroom. Go for a walk during lunch.”

Injury to joints is a major risk factor for developing arthritis, Philip G. Conaghan of the University of Leeds in England wrote in an email. “While these can be minimized to some extent in the workplace and sporting field, it’s impossible to stop all these. We can, however, control our weight, and that’s a major battle for all Western societies.” Overweight and obesity place far greater stress on major joints like the hips and knees than they are designed to withstand for three score and 10 and then some. Even a 10 percent reduction in body weight can be beneficial.

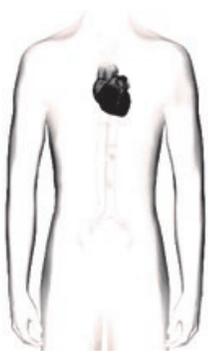
So can muscle strengthening, Dr. Conaghan wrote. “If you are having difficulty getting out of chairs or walking up stairs, then you likely have weak muscles in your thighs. The sensation of the leg ‘giving way’ is mostly due to thigh muscle weakness. So strengthening leg muscles alone reduces knee pain from osteoarthritis.”

For a “starter exercise,” he recommended walking laps in a swimming pool. Then, with stronger muscles, he said, activity can be increased, say, by using an exercise bike or cross-trainer, to help maintain muscle strength and also burn extra calories if weight loss is needed.

When people fail to delay the progress of arthritis, a multicenter study that Dr. Conaghan directed showed, it is likely to progress from difficulty using stairs to pain while walking; then standing, lying or sitting; and finally while in bed. Elizabeth M.A. Hensor of the Leeds Institute of Rheumatic and Musculoskeletal Medicine was the lead author of the study, published in January in *Arthritis Care & Research*.

Rethinking Cardiac Care, Putting Stents to the Test

By Gina Kolata/The New York Times



Millions of Americans have had stents — small wire cages — inserted in their coronary arteries to prop them open. And many are convinced the devices are protecting them from heart attacks. After all, a partly blocked artery is now cleared, and the pain in a heart muscle starved of blood often vanishes once the artery is open again. But while stents unquestionably save lives of patients in the throes of a heart attack or a threatened heart attack, there is no convincing evidence that stents reduce heart attack risk for people suffering from the chest pains known as stable angina. These are people who feel tightness or discomfort walking up a hill, for example, because a partly blocked coronary artery is depriving their heart of blood. But the pain or tightness goes away if they stop and rest or just stay still. And there is a reasonable argument that drugs — cholesterol-lowering statins in particular — might be just as good at reducing such pain. “It is kind of amazing that we don’t have the evidence,” said Dr. David J. Maron, the director of preventive cardiology at Stanford.

Now, the National Heart, Lung and Blood Institute is trying to find out whether stents do in fact prevent heart attacks. The answer could change the standard of care for the more than half a million Americans annually who receive a new diagnosis of heart disease after they see a doctor for angina. Heart disease remains the biggest killer of Americans despite significant treatment advances in the past decade. The typical treatment for angina is to thread a narrow catheter up from a blood vessel in the groin to the heart, squirt in a dye that allows a cardiologist to see blockages in arteries on X-rays, and then insert a stent in the blocked areas. Stents are safe but expensive. Medicare payments vary depending on what kind of stent is used and how many, but are generally above \$10,000 and can be more than \$17,000. And stents are not always a permanent solution to chest pain, as Albert Nassar of Brooklyn discovered. When he had angina four years ago, the reason seemed clear and the solution straightforward. An angiogram — the test in which dye is injected into the coronary arteries — showed one was 90 percent blocked. When a doctor inserted a stent to open that artery, the pain vanished. But three years later, Mr. Nassar, 59, again felt tightness in his chest as he rode a recumbent bike at the gym. He said he expected another stent, but his cardiologist surprised him. He told Mr. Nassar that the medical profession does not actually know if stents help people like him with moderate to severely blocked coronary arteries. Then he asked Mr. Nassar if he would be part of the National Heart, Lung and Blood Institute clinical trial, known as Ischemia, and have his treatment decided randomly between two options. If he was assigned to one group, his doctors would look at his blocked artery with X-rays and open it mechanically with a stent or, if the X-rays showed he was among the minority whose blockage could not be opened with a stent, with bypass surgery. He would also be asked to take drugs and change his lifestyle to protect his heart. In the other, his treatment would consist solely of drugs and the lifestyle changes. There would be no peeking at his blockage. Mr. Nassar leapt at the chance and when he was assigned to take the drugs — a statin, blood pressure drugs and an aspirin — he was delighted. “I didn’t feel the urge to have another surgical procedure,” he said. “I’ve had enough of those.”

The idea that opening blocked arteries saves lives dates to the 1970s and ‘80s. In those decades, neither stents nor statins were used. The only treatment for blocked arteries was bypass surgery, a major operation in which the ribs are split open and a patient is put on a heart-lung machine while the heart is stopped. A surgeon bypasses the blockage with a blood vessel taken from elsewhere in the body. Studies at the time had found that surgery was better for patients with severe blockages of major coronary arteries than not having surgery.

Stents were introduced in the 1990s, and because they relieved pain and were far less invasive than bypass surgery, they became the treatment of choice. Doctors and patients started to believe they also saved lives in stable patients, though there was no solid evidence of that. “The thought was, better to go in and open it up,” said Dr. Harmony R. Reynolds, a cardiologist at NYU Langone Medical Center and a principal investigator in the study that Mr. Nassar joined. “But now meds have gotten so good that it is not clear surgery adds anything for stable patients.”

Researchers tried to get an answer with a big federal study, called Courage, that was published in 2007. But many cardiologists said the study was flawed and they did not believe its conclusion that stents failed to prevent heart attacks and deaths. In Courage, as in the new study, participants were given stents and intensive drug therapy — a statin, blood pressure drugs and aspirin — or just the medicines. The criticism, though, was that doctors may have cherry-picked patients, excluding the sickest. Because angiograms revealed blockages in arteries before patients were invited to enroll in the trial, doctors who believed stents were lifesaving may never have asked patients with the most severe disease to join the study. The result, skeptics said, was that most patients in the study were at such low risk that it did not matter which treatment they received. They were certain to do well, so the study proved nothing about whether stents worked. Because of the doubts about that study and ingrained habits, medical practice was largely unchanged by its findings. A recent study, which analyzed recorded conversations between cardiologists and patients with stable angina, found that 75 percent of the cardiologists recommended stents and when they did, their patients almost always complied. And, the study found, on the rare occasions when the cardiologists presented both stents and medical treatment as options, none of the patients chose stenting.

The new study aims to avoid the methodological flaw in the 2007 Courage study. Patients who agree to participate are not given angiograms before being assigned a treatment. Instead, they are accepted into the trial on the basis of noninvasive tests that indicate blocked arteries and high risk of a heart attack. Their doctors know only that an artery is blocked — not which one or how much — so they are not able to pluck out patients they believe need stents and prevent them from entering the trial.

Underlying the debate about the utility of stents is an uncertainty about how and why heart attacks occur. For years, the common notion was they were caused by a plumbing problem. In this view, plaque — pimplelike lumps — partly blocked a coronary artery and grew until no blood could get through, and a stent was needed to open an artery before it closed completely. But a leading hypothesis says there is no predicting where a heart attack will originate. It could start anywhere there is plaque, even if the plaque is not obstructing the flow of blood in an artery. Unpredictably, a piece of plaque can burst open. Blood starts to clot on the injured area. Soon, the blood clot clogs blocks the artery. The result is a heart attack. It is known that certain plaques, with thin walls and bursting with fat-filled white blood cells, are prone to rupture. A study published in 2011 found that only a third of heart attacks originated in plaques that were blocking at least half of an artery, as seen on an angiogram. The rest began with the rupture of plaques that appeared to be causing no problems. According to this view of how and why heart attacks happen, stenting would not be protective because people with atherosclerosis have arteries studded with plaque. The partly blocked area visible in an angiogram is no more likely to be the site of a heart attack than any other with plaque. But statins could work because they change the nature of plaques, making them less likely to rupture.

Although stents relieve chest pain, today's medical therapy can, too, though it may take weeks or months.

But proving whether stents make a difference is turning out to be harder than expected. Many doctors and patients have such strong opinions about the value of stenting that recruitment for the new study has been difficult. Stents have become part of the fabric of heart disease care.

The challenge now is to get Ischemia done and get some answers that might not be disputed. In the past two years, researchers randomized nearly 2,000 patients for the trial at the 300 participating medical centers. The plan is to randomize 8,000 patients over four years. Columbia has randomized one patient; NYU Langone has randomized 24. "Cardiologists think this is a very important study intellectually," said Dr. Maron, who is one of the study's authors. "But when it comes to their own patients, some cardiologists balk, even though they know we don't have the

**I'm so
thankful I
had a
childhood
before
technology
took over.**

answer.”

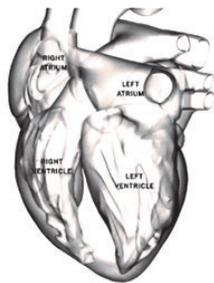
The issue potentially affects many heart patients. “Half the people over 65 have blockages,” Dr. Gregg W. Stone, an interventional cardiologist at Columbia, said. “If you have some degree of atherosclerosis, you have blockages.” And once a stress test or an angiogram reveals a blockage, it can be hard to ignore a partly blocked artery, hard to avoid thinking a stent has to help. “People believe that if they have a blockage, they have to fix it mechanically,” said Dr. Judith S. Hochman, the study chairwoman for the Ischemia trial and a cardiologist at NYU Langone. “It seems logical, but in medicine, many things that seem logical are not true.”

Not only do cardiologists find it hard to fight their own feelings that stenting makes sense, they also find it hard to persuade patients to try medical therapy, said Dr. Brahmajee Nallamothu, an interventional cardiologist at the University of Michigan. The concept that stenting helps, he said, “is a paradigm so deeply set on the part of the public and a lot of doctors that it is tough to overcome.”

Mr. Nassar was one of the rare patients who did not hesitate to enter the trial. Though stents had relieved his pain in the past, they were no panacea. Like most heart patients, he had never taken the most important drug for those with his condition: a statin. So far, he says he is happy with his drug treatment. His angina is gone. “I feel no pain,” he said.

Blood Pressure, the Mystery Number

By Gina Kolata/The New York times



Almost half a century after rigorous studies showed medicines that lower blood pressure prevent heart attacks, strokes and deaths, researchers still do not know just how low blood pressure should go. More than 58 million Americans take these drugs, but this fundamental question remains unresolved. “We all know treating hypertension is good, but we don’t know how aggressive we should be,” said Dr. Michael Lauer, the director of the Division of Cardiovascular Sciences at the National Heart, Lung and Blood Institute. The institute is seeking definitive answers as part of its mission to drive down deaths from cardiovascular disease, continuing the decades-long plunge in mortality rates from this leading killer.

The results of a large and rigorous study, called Sprint, are expected in 2017. Researchers are following 9,000 middle-age and older adults with high blood pressure. Half were randomly assigned to get their systolic pressure — the top number that measures pressure when the heart contracts — to below 120 while the others were to get to below 140. The study will measure not just heart attacks, strokes and kidney disease, but also effects on the brain. Do people think better and avoid dementia with lower pressure?

In the meantime, doctors are making decisions in a fog of uncertainty. What about a patient like Glenn Lorenzen, 67, whose systolic pressure was a frightening 220 in October? On a chilly day in December at the cardiovascular clinic at the Boston Veterans Affairs hospital, he had received the good news that drugs and weight loss had lowered his reading to 124. Should he be happy? Should he aim to be below 120? Or should he ease up on the medications a bit and let his pressure drift toward 140 or even 150?

One school of thought says blood pressure rises with age to push more blood into the brain. Another says high blood pressure damages the brain, perhaps causing silent ministrokes. “We don’t know which is right,” said David Reboussin, a biostatistician at Wake Forest University who is a principal investigator for the new federal study.

The trend in geriatrics is to let pressure drift up, although not above 150, said Dr. Alfred Cheung, a study investigator who is a nephrologist and professor of medicine at the University of Utah. “It’s not based on hard data,” he said. The lack of evidence is at the heart of a dispute that is partly an artifact of the way thinking on blood pressure evolved.

When drugs to lower blood pressure came on the market in the 1950s, many doctors did not know if they should prescribe them. They thought systolic pressure should be 100 plus a person’s age. The conventional wisdom was that blood vessels stiffen with age, so higher pressure helped push blood through them. That view was discredited in 1967 when a rigorous study comparing the drugs with a placebo ended early because those taking the medicines had so many fewer strokes and heart attacks. The drugs became mainstays in medicine, credited with saving millions of lives.

Many early clinical trials did not even address systolic pressure, the focus today. Instead, they looked at diastolic pressure, the lower number, representing pressure on blood vessels when the heart relaxes between beats. “The general thinking — incorrectly — was that as you get older, the systolic naturally goes up” to supply the brain with blood, said Dr. William C. Cushman, the chief of preventive medicine at the V.A. Medical Center in Memphis. It was only in 1991 that the first study on systolic pressure was published. It and subsequent research concluded that the treatment goal should be a level below 150 in order to prevent heart attacks, heart failure and strokes. Almost no studies examined the outcomes at lower goals.

So doctors and guideline makers have a conundrum, Dr. Cushman said. “The epidemiology is consistent that having a systolic pressure of 120 or even below 120 is associated with reduced cardiovascular mortality. But that doesn’t necessarily mean that treating with medications to reach that level will give you that benefit.” The concern is that drugs always have more effects than the one they are being used for. So a blood pressure lowered with drugs is not necessarily the same as one that is naturally lower. Guidelines from experts are all over the map. A panel appointed by the National Heart, Lung and Blood Institute suggests a systolic pressure below 150 for those older than 60. The American Heart Association and other groups say it should be under 140.

European guidelines call for a systolic pressure less than 150 except for older adults, but they also take into account a person’s risk of heart disease when deciding how low that number should go. And epidemiological studies that follow large groups of people over time have found that people whose systolic pressure is naturally 120 or lower have the lowest risk of heart attacks and strokes.

The guidelines from the Heart, Lung and Blood Institute panel constituted one of the most ambitious efforts to build a consensus for blood pressure levels. The mission was to use data from rigorous studies rather than expert opinion, the older standard. Previous guidelines by a similar committee convened by the National Institutes of Health had set a goal of systolic pressure below 140. The new guideline called for a pressure below 150 for people age 60 and older. “That is where the benefit was seen,” in clinical trials, said Dr. Suzanne Oparil, the director of the vascular biology and hypertension program at the University of Alabama in Birmingham and chairwoman of that committee.

But when the committee’s report was published in December 2013, it immediately came under fire and five out of the 12 committee members published their own report, advocating blood pressure below 140. “A minority group on the guidelines panel felt it was insane to raise the target to 150 in the segment of the population at highest risk from hypertension,” said Dr. Jackson T. Wright, Jr. of Case Western Reserve University, who was among the dissenters. And it’s not just the question of the right goal for systolic pressure. Blood pressure and cholesterol levels are now treated very differently. Cholesterol guidelines take into account a patient’s overall risk of a heart attack. But with blood pressure, at least for United States guidelines, the only thing that matters is blood pressure levels and not other factors like family history or cholesterol levels.

That was how the studies were designed, though, Dr. Cushman said. Cholesterol trials took other risks into account. Blood pressure trials looked at only blood pressure. But clearly some people are at lower risk than others even though they have the same blood pressure. Yet all are treated the same. Should that change?

That sort of inconsistency leaves many physicians in a quandary. Mr. Lorenzen’s doctor at the Boston V.A., Dr. J. Michael Gaziano, a Harvard professor of medicine, considers a patient’s overall risk and is an evangelist for losing weight and exercising to boost the effects of blood pressure drugs. He lives that way himself, following a Mediterranean diet low on meat and engaging in running and cross-country skiing.

“You’re the thinnest person I know,” Mr. Lorenzen told Dr. Gaziano on the recent visit. Mr. Lorenzen, who has had two heart attacks, is still heavy, but he is one of Dr. Gaziano’s star pupils. He has lost 60 pounds and exercises most days. When his pressure used to be 200 and above, he said he felt glum and his head hurt “like a wicked sunburn.” Although high blood pressure is often called the silent killer, when pressures go very high, people may feel effects from increased pressure in the brain, Dr. Gaziano said. “Your blood pressure is headed in a good direction, better than I would have expected,” Dr. Gaziano told him. “The medicine alone wouldn’t do it. I have a feeling your exercise and weight reduction have played a significant role.” “I get an A,” Mr. Lorenzen said proudly.

Calcium Supplements Tied to Higher Risk of Age-Related Vision Disease

By Will Boggs MD/Reuters Health



Calcium supplementation of more than 800 mg/day is associated with an increased prevalence of age-related macular degeneration (AMD), especially in older individuals, according to a cross-sectional study of National Health and Nutrition Examination Survey (NHANES) data.

"Our group had previously found an association between high levels of calcium supplementation and self-reported glaucoma, so it was interesting to also find an association between high levels of calcium supplementation and AMD," Caitlin L. M. Kakigi from University of California, San Francisco, told Reuters Health by email. "We believe this is a novel finding, which, in combination with future longitudinal studies, could significantly impact the care of patients with, or at high risk for, AMD."

About 43% of the U.S. population, including an estimated 70% of older women, say they take calcium supplements. Some earlier studies suggested a role for calcium in the development of AMD, but there have been no studies that directly examined the association between self-reported supplemental calcium intake and AMD.

Kakigi and colleagues used 2007-2008 NHANES data from nearly 3,200 participants to assess the association between AMD assessed by fundus photography and self-reported calcium supplement intake. The 248 (7.8%) participants diagnosed with AMD were older, on average, than the participants without AMD (67.2 versus 55.8 years, respectively).

Participants in the top quintile of self-reported calcium intake (>800 mg/day) were 85% more likely than participants who did not take calcium to be diagnosed with AMD, the researchers report in *JAMA Ophthalmology*, online April 9. The increased risk seemed to be confined to participants aged 68 years or older, where the odds of an AMD diagnosis was 2.63 times higher in those who consumed more than 800 mg/day of calcium than in those who reported no calcium consumption. The association was not significant among those aged 40 through 67 years. There was no clear dose-response relationship between lower daily levels of calcium intake and AMD risk. "It is noteworthy that the 800-mg cutoff point for the highest quintile of self-reported calcium intake is below the recommended total daily intake of calcium for men and women in the United States," the researchers say.

"The findings in this study suggest that there is a threshold of calcium supplementation above which there is an increased odds of AMD," Kakigi said. "However, due to the various limitations of our study, and the cross-sectional nature of our data, we cannot make claims of causation regarding calcium supplementation intake and AMD."

"At this time, we do not recommend setting any new specific limits to calcium intake in order to halt the progression or to prevent the development of AMD," she added. "Before we can make any specific recommendations, further longitudinal analyses are needed to understand the relationship between the incidence of AMD and varying levels of calcium intake."

"For those who take calcium to prevent osteoporosis or treat medical conditions, we certainly don't recommend any changes to their therapy," Dr. Shan Lin, director of the lab where the work took place, told Reuters Health. "However, our study may suggest that those with or at significant risk for AMD not take excessive amounts of calcium if there is not a medical necessity for it."

Dr. Paul S. Bernstein from University of Utah School of Medicine's Moran Eye Center in Salt Lake City, told Reuters Health by email, "The association of high calcium intake with elevated risk of AMD would not be predicted based on our current knowledge of AMD pathogenesis and suggests that we need to look more closely at various aspects of calcium homeostasis to better manage our patients at risk for AMD. These novel findings emphasize how much more we still need to understand about the underlying mechanisms of AMD when we make nutritional recommendations to our AMD patients."

"I think this is an interesting and provocative study, but I was disappointed that there was no consideration of vitamin D consumption which influences calcium homeostasis and has been previously associated with a protective effect against AMD," Dr. Bernstein said.

LETTERS

BEN ANDERSON—Canton, GA

Dear Ruparians, thought I couldn't spell huh?

Last Magazine reminded me I haven't paid my dues. I was scolded; however it was not near as severe as walking on the Carpet with Georgia Red Mud on your shoes, if you are wearing any.

If there was ever an organization that ran on hot air I would like to know about it. RUPA is run by Pilots with an extraordinary sense of duty and loyalty to those they have worked with many years, have shared glorious moments, moments of doubt, and moments of fear. Have shared the loyalty of working together for the benefit of all while trying not to destroy the Golden Egg. Little did we know the Egg would develop the rotten stink of Chapter 11 and never lose that odor. Little did we know Bankruptcy Court Judges would agree that it is better, for all, if employees would loose their Pensions never to be replaced even when the saved company became ex-

My own social media

SIR: I haven't got a computer, but I was told about Facebook and Twitter and am trying to make friends outside Facebook and Twitter while applying the same principles.

Every day, I walk down the street and tell passers-by what I have eaten, how I feel, what I have done the night before and what I will do for the rest of the day. I give them pictures of my wife, my daughter, my dog and me gardening and on holiday, spending time by the pool. I also listen to their conversations, tell them I 'like' them and give them my opinion on every subject that interests me... whether it interests them or not.

And it works. I already have four people following me; two police officers, a social worker and a psychiatrist.

Peter White, Holbrook, Derbyshire

tremely successful due to the sacrifices the employees made. No, I am not bitter, I am fortunate, just trying to understand the thinking of Companies that seem to have no respect whatsoever for its employees.

This year's summer for Jan and me is one of Body Tune-Ups. Trying to get ready for the next fun filled years of whatever adventure we can cook up. Our adventures seem not to be nearly as adventurous as earlier years. Mostly due to the fact we do not desire to embarrass our Kids, Grandkids with our multi-faceted talents of coordination during our athletic endeavors.

In one of our Cabinets still stands a 15 year old bottle of Saki my Co-Pilot / First-Officer, gave me on my final Flight to Japan 2000. It will be consumed when our four Horsemen are next together.

Out of respect to the Airline that so generously hired so many Pan Am pilots when they were in need, Delta (that is a facetious remark) we do not have a RUPA organization in the Atlanta area. Are there enough retired United Pilots in the Atlanta area to have a get-together?

White side up, *Ben*

JOHN H ANDERSON—Mc Henry, IL

I didn't make the golf score age 89 before 90 deadline. Way too much rain cutting into practice time. Going forward - and there won't be the drama - I'll just do it year by year and not wait for the 99 before 100. Thanks for the *RUPANEWS!* *John*

JACK ASHFORD—Mead, CO

83 years old this year. Healthy - take no medications; only Vitamins - have no pain - but can't walk without assistance. For the last 7 months I have used a power wheelchair to get around. The Drs say I have peripheral neuropathy; stemming from Traumatic Brain Injury several years ago. This condition began 20 years ago; with a slight limp. Steady progression. Toe drop - loss of strength - using a cane - then a walker and now a wheel chair is necessary.

I've learned that the University of Wisconsin Medical research has developed a PoNS device - a Portable Neuromodulation Stimulator. (Google it; fascinating videos). It's a device, full of electrodes that one rests on one's tongue for 20 minutes twice a day; for different periods of time; depending on the

medical condition. These electrodes stimulate the Brain circuitry and help people with all sorts of problems; MS, Parkinson's - TBI, etc. to walk again. They have done extensive testing and applied for FDA approval - which is expected sometime in 2016. Can't wait to try it! I found a lot of information from a book called "The Brain's Way of Healing" by Norman Doidge, M.D. He wrote a previous book called "The Brain That Changes Itself." These are available from Amazon.com. The last Specialist I saw - a Neurologist who specializes in "Movement Disorders" - had never heard of the PoNS device, or the books. Therefore, I paid Kaiser for a visit so I could educate him! Later he did say he had googled the information! He should have paid me! For many years I've seen different Doctors, trying to stop the progression. They were all baffled. They would say, "...you have some symptoms of MS - but you don't have MS. Only recently - did this movement disorder Specialist say, "you probably have peripheral neuropathy." So ... the deterioration of my condition continues.

Our travels are restricted; however, I found a neat device for transporting my wheel chair in my van - called a "Joey" by Bruno. At the touch of a remote, the wheel chair is "lifted" up into and out of the van. I need assist bars in the bathroom and shower. I cannot stand without holding on to something for balance. I can still walk a short distance with my walker, but that is getting more difficult too.

In spite of my problems - I still enjoy life. My wife, Jenni, 15 years younger - is able to do the things I can't - so that helps. We're still enjoying our Ranch home here and love the Rocky Mountain views and the vast bird life around and on the lake. I have ramps to get me in and out of the house and onto the back deck and feel blessed to be able to enjoy nature. I can speed around our circular driveway with ease and pick up the mail and newspaper and enjoy the neighbors. We own a 35' motor-home with two slides and took a trip to Yellowstone last year and stopped at Fountain of Youth Hot Springs in Thermopolis, WY. I was able to enjoy the hot springs; but, don't know about the "Youth" part! I am still young at heart! We hope to take a few trips yet this Summer/Fall and, in fact, have friends who are joining us and we're going to The Albuquerque Balloon Fiesta; which we believe is amazing to experience! No balloon rides for us, however!

I sent my check a month ago ~ and, once again,

thank you all for your excellent work. It's a "good day" and "must read" when the RUPA issue arrives! Best regards ~*Jack*

DICK BENNETT—Littleton, CO

Ladies and Gentlemen; Sorry to be a bit late this year. My excuse is that "it forgot itself to me" as they say in the Spanish language. I guess that makes me totally innocent!

Many thanks for the good work you do in publishing a fine publication. Best, *Dick*

DENNY BERG—San Diego, CA

Is it OK to just say I overlooked the date, or at this stage is it "I forgot"? Here is the check due in July for my birthday month, August. Retirement 8/18/99, whew, 16 years flew by way too fast and it seems to be gathering speed.

We are now spending a lot less time in Mexico and are enjoying the new place in Pt Loma (San Diego). Hopefully the house in Mexico will sell this fall and then the bucket list of places to return to or visit for the first time will start to get filled as long as health continues to be good. We are still very fortunate to be totally "med free" and enjoying every day.

Our son is a second year emergency medicine doctor at Los Angeles County Hospital and loving his position. Hopefully and selfishly, we are hoping when he finishes residency that he will return to San Diego and work here.

The future plans include a European river cruise or two, Argentina, Chile and Peru. New Zealand is also in our plans to return to.

Thanks to everyone responsible for the *RUPANEWS*, we both look forward to reading it monthly. *Denny*

PETE GRANATA—Wellington, FL

Hi all. Sadly I have to tell you that the light of my life and heartbeat of our family went home to the Father of us all on April 17 after a ten year series of illnesses. Anne was a wonderful mother and wife, and we miss her terribly.

Things here do march on. I still ride my horse and burn a light at our town strip sometimes, but have virtually no desire to travel. Some of the working pilots in our town have me convinced it isn't much fun anymore. We had the great years of flying. My best wishes and thanks to you all. *Pete*

BOB HAYGOONI—Tiburon, CA

Fellow Ruparians, Another orbit of the Sun and another notch on the calendar. Birthday 69 is rapidly approaching. The bad news, another year older. The good news, another year older.

Happy to report that there are no major changes to last year's letter. Barbara and I have our health and I am still fulfilling my childhood dreams by living a part of my life in the sky. Still the pilot on a Challenger 300 for an entertainer and entrepreneur who is 15 months younger than me and has the drive of a much younger person. We are both grateful for the lives that we have, and that provides us the motivation to continue doing the things which we love - flying and performing.

With the owner staying in Mexico this week, we parked the plane, put all the covers on and flew home on UAL yesterday on the A-320. The experience was without any semblance of warmth or pride by the SFO based crew. Not a happy place. While deplaning, I ran into the F/O with whom I had flown on the 777, shortly prior to being asked to leave due to my 60th birthday - a really great guy. I asked him why he was still an F/O on the Airbus after all of these years. His answer was bewildering. He had the seniority to upgrade but was comfortable being a senior F/O; not a good testament to the QOL of a CON/U captain.

The experience drained whatever nostalgia I had for a company, for which I worked for almost 30 years.



At least we have our memories.

Until next year, *Bob Haygooni* SFOFO

LISLE O. HICKS—Loon Lake, WA

Greetings to all. Not too much going on.

My kids, grandkids, and great grandkids are all gone, so my house is too large and too much up-keep. We need to downsize but that is hard with all the treasures you have accumulated throughout the years. A motor home is a possibility but at my age, 81, I am not sure I want that much involvement. Maybe we will just travel by automobile; airline travel is not what it used to be.

God bless you all, *Lisle*

GEORGE MENDONCA—San Mateo, CA

I am recovered from the accident to my Kitfox. I have purchased another Kitfox series 7. It was an ordeal getting insurance and finding another plane. I found this one at Nampa, ID, just west of Boise, ID. It happens to be a tricycle gear but can be changed back to a tail wheel plane. The model 7 has a baggage compartment three times as large as my model 4 and will hold 150 lbs. The paint job is yellow on top grey below with a blue stripe between. I have only ferried it to Hayward. Jan McNaughton is still having some problems from the accident. If you know her you remember the great attitude she has. Because of the accident I haven't flown any Young Eagles this year. I will start again this fall.

I still work at the Hiller Museum as a docent standing by the Boeing B-737 cockpit in uniform.

Not much else to report. Until next year Keep the dirty side down. *George*, LAX SFO ORD SFO

HANS MIESLER—Penrose, CO

This is my eighth year in retirement and when I read accounts by some of our guys approaching and exceeding 90, I once again feel like the junior reserve captain commuting to ORD. These guys give me something to strive for and I'm in awe of their accomplishments and will try to emulate their longevity. I especially take to heart the fellas still flying general aviation or homebuilt airplanes. To them flying is a love affair and one I share and understand as well. Personally, I think the freedoms light aircraft provide are an elixir to maintaining youth and a spirit of adventure so this last year I have embarked upon an adventure I postponed far too long.

To facilitate time and money, Mary and I decided to forego foreign travel this year. We enjoyed two lengthy trips to Europe and I did two solo adventures to South America in the past eight years so staying closer to home allowed time to search for a Pitts S1S biplane, a plane that was designed by Curtis Pitts and was the ultimate aerobatic mount in the 60's and 70's. I've always enjoyed acro and have utilized my RV4 homebuilt the past 26 years in this endeavor, but I finally reached its limits. The RV family of planes now numbers over 8,000 flying and the RV4 tandem seater is considered one of the nicest sport flying planes ever designed, but after 26 years, my faithful Miss Fusion had taken me as far as she can and I wanted a new challenge. Therefore I started searching for a Pitts... I flew to Texas, Alabama, and Arkansas and found one right under my nose here on the Front Range.

Flying the Pitts is the easy part, but you eventually have to land and that was the challenge. After the first eight landings I began to question my 3,500 hrs + of tail dragger time. After serious introspection and searching, I found the main gear had been rigged incorrectly with toe in. Several shims from Grove Gear rectified the situation and with a slight bit of toe out, she was much easier to tame. Now with two planes and a crowded hangar situation, it was time to build that hangar and move out of my leased spot. The hangar is 50x56 and now stores my two planes as well as two other sport planes that help in paying the bills. Then came an extensive annual this winter and several needed modifications to bring down the temperatures on this pumped up 0-360 Lycoming. I won't list all the items but it took nine weeks of steady work to get her into shape for competition. Finally in April I was confident enough to practice the IAC competition sequence in the Sportsman category knowing she'll be up to the task. By the time we arrived at Seward Nebraska this June for my very first IAC competition, I had 70 hours and 160 landings in "Chica Chiquita." Mary, my GIB and wife of 45 years would drive from Colorado in ten hours to be my ground support and cheering person in Seward while I enjoyed a tail wind and flew 2.7 hours with one stop enroute. Pitts' don't have a great range with only 19 gallons of fuel and this was my first cross country in a biplane. Mary has flown with me in most of the aircraft I'm qualified on so driving to our destination was a new experience since the Pitts has a very

small cockpit and wing walking was not an option. With 38 competitors and 10 in my category the contest proved to be exciting and fun over a span of several days. For a newbie I did quite well and even came home with some trinkets and something to display in my book case. We have two more contests this season and I continue to practice this demanding sport with gusto.

So this is why we're staying closer to home, pulling +6 G's and -3G's has become habit forming and I rarely go more than two days between dancing with Chica Chiquita. Now if only ALPA would not write nasty letters to our congress men and women denying the change to the third class medical, life would be even better.

Cheers, *Hans and Mary*

DOTTIE RATCLIFFE—Northbrook, IL

My family looks forward to the RUPA Magazine.

Although Captain Robert G Ratcliffe has been gone since 1995, he loved his career with aviation starting with B-17's during WW2, then Pennsylvania Central Airlines, (PSA) and Capital Airlines, and United, retiring on the DC-10.

We continue passing on the love of aviation with a grand daughter who is now a Captain with Allegiant Airlines. As Bob used to say "It's a shame to take a paycheck".

Good health to you all. *Dottie*

W R "BILL" RICHARDS—Sun City Center, FL
Hi all you RUPA buddies. Thirty-six years since I set the parking brake for the last time (when I was only 49). Life is pretty good, health ain't too bad. No complaints.

Enclosed are my annual dues and, as usual, I am a month late. We have to help keep the presses running. And, of course, my thanks to all those who keep our wonderful *RUPANEWS* coming with news of my old friends on the line. The list gets shorter every year, darn it. With regards, *Bill*

RICK ROBBERS—Belfair, WA

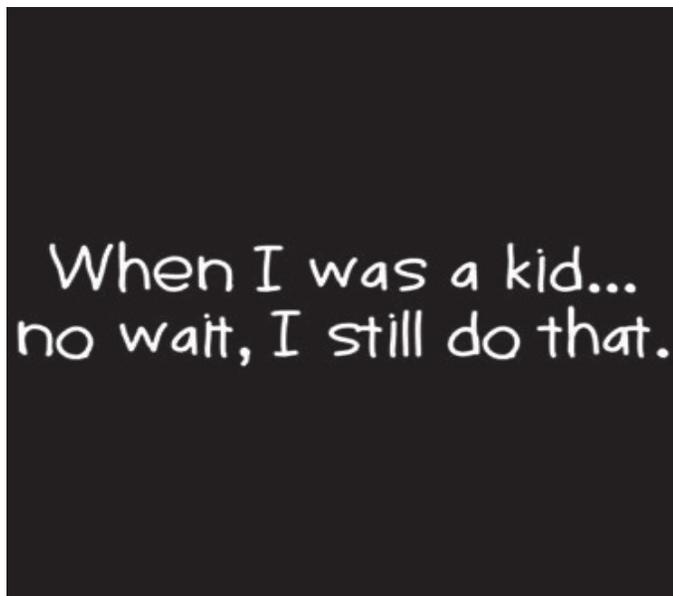
My wife reads all the members letters in each issue and wants me to write something and I tell her that I don't climb any mountains (do walk my dog each day), don't bungee jump, have done some traveling but don't like airport crowds or the being groped by the TSA, don't like being herded into a tube to sit in

a hard narrow seat, haven't done anything to ease some problem in the world (I did rock babies at the NICU for a few years, have had a cancer or two but am doing well, don't fly home-builts or for some exotic airline (did have a Mooney and Aztec for a while) but I do like golfing, some gardening, grand-kids, sitting on my deck watching the sea life and listening to baseball while drinking beer with my oldest son. None of my kids have won the Nobel Prize or some such thing but most are working and not in jail and only one has an unsavory job, he is an airline pilot.

I am prompted to write because of the passing of Floyd Alfson. We were new hire class mates and so were all furloughed in 58 then recalled about a year later. I reported back to SFO and my wife couldn't come at that time. Floyd, without my asking, found me a bachelor pad and transported me around for a while as we went back to work. Just a very good person helping a fellow pilot out. The world could use more like him.

By the way how do you add extra money on dues pay on line? I could not figure it out. *Rick*
I think the extra money thing is a work in progress.
Ed

DAVID(MIKE) WOMACKS—Scottsboro, Al.
Time for another update. We have had a busy year. I am still flying a Citation CJ for a building contractor. We build restaurants for a number of big name firms, and the business has really picked up so they are really keeping me busy. Can't complain though as it really supplements that enormous United retirement. Ha!



I'm really thinking about retirement in about a year as my wife and I are ready to move down to our home in Lake Placid, FL and do some traveling. I have been retired from United 10 years now. I do miss the flying and all the fellow crewmembers and fun layovers, but I don't miss all the BS that is going on there now.

We have done some space A traveling to visit family and plan on going to my AF pilot training reunion in October. The reunion is in Houston, TX and will be at the airshow that weekend. The Thunderbirds will be there, and the lead pilot is the son of one of my classmates. Should be fun.

My son has graduated from Alabama and is trying to get into the Air Force Reserve as a pilot or maybe active duty as a navy pilot.

Hope all is well with everyone and thanks for all the hard work with keeping RUPA going.

Sincerely, *Mike*

IN MEMORIAM

NORMAN JOHN de BACK

United Captain and Major General Norman J. de Back (83) passed on August 3, 2015, at home with his loving wife of 57 years, Pat, by his side.

Norm was born October 1, 1931, in San Francisco and graduated from San Ramon High School, Danville, CA, and Stanford University where he was commissioned as a 2nd Lt. in the AFROTC in 1953. He then attended graduate school at the University of California Berkeley followed by many military training accomplishments. He was called to active duty in August of 1953. Norm attended pilot training at Bainbridge Air Base, GA, and received his wings at Laredo Air Force Base, TX, in April of 1954. In June 1955 Norm was assigned to Osan Air Base, South Korea, where he flew F-86's with the 311th Fighter-Bomber Squadron. Returning to the U.S. in July 1956, he was assigned to Williams Air Force Base, AZ, as a gunnery and instrument flight instructor, flying T-33s, F-86s and F-100s. He also flew as a functional flight check pilot. From September 1959 to September 1964 he was an AF Reserve Training Officer Training Corps assistant professor at the University of California Berkeley. Af-



ter his release from active duty in 1964 Norm was hired by United Airlines and also joined the Air National Guard in Peoria, IL. In 1965 he was assigned to the 22nd Air Force Military Airlift Command Post at Travis AFB, CA. After spending time at both Hamilton and Mather AFB, he was assigned as mobilization assistant to the Commander in Chief of Pacific AFB in Honolulu. In 1983, Norm achieved the rank of Brigadier General, and in 1988, was promoted to the rank of Major General. Norm retired from United in 1998. He retired from the AF Reserve as a Major General.

His civic affiliations include international advisory member of the Flight Safety Foundation, Commonwealth Club of California, Aeronautical Advisory Board of Indian Valley Colleges, Chairman of the Terra Linda High School Football Boosters, Delta Tau Delta fraternity alumni advisory council, Airline Pilots Association, Air Force Association and Reserve Officers Association.

Norm is survived by his wife, Pat; three children and six grandchildren.

GAIL GORSKI

Gail Gorski passed away on July 20, 2015. Gail was the first female pilot hired by United Airlines in 1978. She enjoyed a long career flying which began at 16 when a friend took her on a pleasure flight. She fell in love and decided she wanted to be a pilot.



She pursued her dream at Southeastern State College, earning a degree in aviation, where she was later recognized as a Distinguished Alumna in 2012. She spent her junior year of college at University of Louisville after being named Kentucky Derby Queen. When entering the working world, this "beauty queen" title provided ammunition for naysayers to argue she was hired for jobs due her good looks. She didn't listen and went on to be the first female VIP for the Federal Aviation Administration (FAA) and the first female FAA Flight Inspection Pilot, proving she had the brains to back up her beauty.

Gail spent her 37 year career with United, most recently as a Captain on Boeing 747's flying international routes, mostly to Asia.

Throughout her career, Gail was very active in the Aviation community. She was one of the 21 origi-

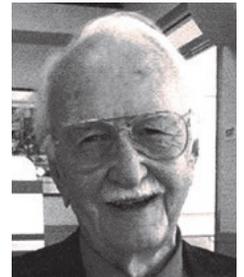
nal members of the International Society of Woman Airline Pilots. She also lead "Fear of Flying" classes, helping to explain the science of flying to those who were scared to travel by plane.

When Gail wasn't flying, she was a well-loved friend, amazing mother and caring daughter and sister. She touched everyone who knew her with her carefree spirit and warm smile. She loved good red wine, boating in the Bay Area, cheering on the San Francisco Giants and 49ers, throwing dinner parties and being with her friends and family. She will truly be missed.

In lieu of flowers, the family request donations be made to The International Society of Women's Airline Pilots (<http://www.iswap.org/>) or the Wounded Warrior Project (www.woundedwarriorproject.org/)

GENE EDWARD HARTRICH

Captain Gene Edward Hartrich of Greenbrae, CA passed away peacefully at home on July 24, 2015. On May 1st he celebrated his 93rd birthday with a celebration of his life at a fun party with his family, friends, and neighbors.



Gene was born in Merigold, MS on May 1st, 1922. A graduate of Collierville High School in TN. Gene was a WWII and Korean War veteran, flying many missions with the United States Air Force. He was honorably discharged after seven years of active duty, and was hired by United Airlines in 1945. Gene retired in 1982 after 38 years. His last flight was on a 747 to Hawaii with his family on board.

In 1946 he married the love of his life, Shirley Jane Whisler. They had 64 wonderful years together in California, Colorado, New Hampshire, New Jersey and Hawaii, finally settling in Greenbrae, CA with a lovely view of Mt. Tamalpais. They loved to sail, play golf and tennis, camp, fish, watch sports, travel and socialize with their wide circle of friends.

He was a true gentleman and was kind, handsome, generous, smart, witty and had a great sense of humor. Gene had an uncanny ability to strike up a friendly conversation with anyone he might meet, and he had a real knack for bringing out the best in people.

Gene is survived by two sons, three grandsons and two great-granddaughters.

ROBERT H. LAMOTHE

Robert H. "Bob" Lamothe (76) passed away on 7, 23, 2015. He was born 8, 22, 1938 in Southbridge, MA. Bob graduated from Mary E. Wells/ Southbridge High in 1956, where he earned many honors including being a National Merit Scholar. He enrolled in the University of New Hampshire and his many athletic achievements earned him a place on the All-New England team in 1960, and he was a Phi Kappa Theta Fraternity member.

After graduation, he was commissioned a 2nd Lieutenant in the United States Army, and attended Officer Infantry Training and Airborne Training in, GA, where he was selected for the Army Flight program as a helicopter pilot, attended basic helicopter training, and then advanced training. He served in Germany where he qualified as an instructor Pilot. After his discharge from the US Army in 1964 he began a career with United Airlines. He made Captain in 1978 and for several years he was a Check Airman. Bob often remarked that he learned as much from the trainees as they learned from him. He went on to say that the men and woman flying the line on United Airlines demonstrated time and time again that they were some of the best pilots and people in the industry. He retired from United Airlines in 1998 on the 747.

His hobbies included golf, and traveling to many of the cities and countries to which he flew during his career.

He is survived by his wife of 37 years, Mary Hass, who is a retired Eastern Airline flight attendant; one child with Mary, four from a previous marriage and five grandchildren.

Bob was most proud of serving his country as an officer in the United States Army. His life was fulfilled because of his family and friends. He would like to be remembered for his competitiveness, loyalty and for the many "good times" that were shared with friends and family.

On-line condolences may be directed to www.defiorejorgensen.com.

JAMES B. MC GREGOR

My father, James (Jim) McGregor, 93, died on June 6, 2015. He graduated from Ryan School of Aeronautics in San Diego as a commercial pilot in 1941. He worked as a production test pilot for the Ryan Aeronautical Company until he was hired as a First Officer by United Airlines in September 1942, flying



DC3's from Burbank to San Francisco. In 1943, Jim was assigned to United's Military Contract run between San Francisco and Australia with many island stops along the way, flying C-87's and C54's. In 1945, he was promoted to Captain, flying DC3's up and down the California Coast and to Denver. In 1952, Jim started climbing the transition ladder -- DC4, DC6, CV340, DC7, B720, DC8, DC10, and in 1973, his favorite, the B747. He flew routes from San Francisco to Chicago and East Coast cities, and to Honolulu. Jim retired as the Senior United Airlines B747 Captain, flying his favorite run between San Francisco and Honolulu in November 1981.

In retirement Jim traveled the World and had many adventures with his wife, Evy (my mother now deceased), who was his high school sweetheart and first passenger when he obtained his private pilot license.

It is with the utmost of respect and honor that I have thought my father to have been very lucky in his life led by great timing and much enhanced by United Airlines, the friendships he formed at UA, and the golden age of flying.

Daughter, Janet McGregor Hillier

DAVID HOWELL REGAN

David Howell Regan, 80, died July 16, 2015 at his home in Reno, NV after a brief illness.

David was born in Atlanta, GA. He would later move to several cities in his adult life, spending the majority of his youth in Selma, AL. He attended Stark University School in Montgomery, Alabama but returned to Selma to graduate from Albert G. Parrish High School in 1952. He attended Alabama Polytechnic Institute (Auburn University) during which he was active in the Air Force Reserve Officers Training Corps (ROTC), Scabbard and Blade, and Arnold Air Society. Dave serving in the Air Force for ten years where he flew B-47 Stratojets and B-57 Camberras, and had over 75 combat missions in Viet Nam. He was the recipient of several medals including the Distinguished Flying Cross. David joined United Airlines in 1967, retiring 30 years later.



Dave had many interests throughout his life, but the

ones most cherished were college football (following his beloved Auburn Tigers), coin collecting, golf and building models. He was known for his sense of humor and great storytelling. He even wrote poems and songs, the most memorable for a high school reunion. Dave was passionate and loyal to his friends and the things he loved most. The three words that would sum up his life would be: Auburn, Military and Flying.

Dave is survived by two children, and three grandchildren. David's place of interment will be at Arlington National Cemetery in Arlington, VA.

WILLIAM GORDON SILVESTER

William G. Silvester (Bill), age 76, of Crystal Lake passed away peacefully on May 17, 2015.



Bill was born in 1938 in Port Arthur, Ontario Canada. Bill started his flying career at age 17 and was a pilot in the Royal Canadian Air Force from 1956 to 1965 where he flew the F86 and was an instructor in the T33. He also monitored Russian submarines in the North Atlantic during the Cuban Missile Crisis. Bill joined United Airlines in 1965 and retired in 1999. He spent his entire career with United flying the 727 in all three seats and enjoyed being based out of London and flying all over Europe in his later years.

Bill is survived by Anna Jonina (Johnnie), loving wife of 56 years, two children, and five grandchildren.

Bill enjoyed cooking, golfing, fishing, playing cards with his grandkids and hockey. He was a founding member and first president of the Crystal Lake Hockey Club in 1973. Although he held many offices in the club, his favorite job was coaching youth the sport he loved.

Bill was also a volunteer with the McHenry County Probation Department in the Volunteers in Probation program for four years helping to guide youngsters to a better life style.

A donation can be made in the memory of William Silvester to the American Cancer Society (cancer.org).

JAMES PERRY THOMAS

On July 18, 2015, while he slept at home, James Perry Thomas, locally known as J.P., checked his mortal baggage and his spirit "flew west."

Born April 18, 1916 in Fresno, CA, J.P. grew up as a middle child familiar with all aspects of family farming. He became enamored of flight while in college and juggled lessons with classes and bakery work. He trained with the Civilian Pilot Training Program and the Royal Canadian Air force in 1942 and was hired by United Airlines that fall. He flew C-87's for United's wartime air transport in the Pacific then took on DC-3's. He moved to Newark, New Jersey to fly DC-4's, and became a flight manager for United Airlines flying DC-6's, 7's and 8's. In 1958 he flew the Lawrence Welk orchestra on their concert tour. In 1960 he flew Vice-President Richard Nixon on his presidential campaign. J.P. was one of the first to fly the French-made Caravelle jet to the U.S. and one of the first to fly the Douglass DC-10. He became a flight manager at SFO and retired in 1976 flying Boeing 747's between Hawaii and San Francisco.



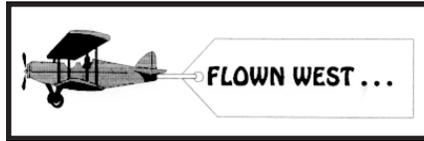
After retirement JP worked for NASA's Aviation Safety Reporting Systems and after 15 years, forming his own corporation of analysts called Trans Air Safety Systems, Inc. He was still able to take off, fly, and land a small plane at the age of 99.

J.P. wrote in his memoirs, "I have watched a hundred sunrises and sunsets from the cockpit of an aircraft, gazed at a thousand contrails, crossed a million miles of ocean, cruised beneath a billion stars, always musing, pondering the fates that brought me there and how privileged I was to fly such magnificent jet aircraft."

JP married Dorothy May Woods in 1938 and their marriage lasted until Dorothy's death almost 75 years later. J.P. is survived by three children, six grandchildren and two great-grandchildren.

J.P. said the care and comfort he received from Hospice of the Foothills was superb and the family gratefully thanks those who helped care for J.P. during his last weeks.





Norman J. Deback, Jr.	Aug. 03, 2015
Gail Gorski	Jul. 20, 2015
Gene E. Hartrich	Jul. 24, 2015
Robert H. Lamothe	Jul. 23, 2015
James B. Mc Gregor	Jun. 06, 2015
David H. Ragan	Jul. 16, 2015
Thomas J. Shaw	May 20, 2015
William G. Silvester	May 17, 2015
James Perry Thomas	Jul. 18, 2015



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.

United Airlines Retired Pilots Foundation, Inc.
Send memorial and other donations to: Capt. Thomas Workinger, Treasurer
5614 Prairie Road, Crystal Lake, IL 60014

September, 2015 Edition

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



\$25 Subscription—**Check Renewal Date on Label**

To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188
Tucson Toros (Contact Randy for Info)—*Tucson C 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)—*The Tin Cup Bar & Grill, Aurora, CO* - 303-364-8678

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 Crazy's (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)—*Amphora Restaurant, Vienna, VA* - 540-338-4574