
rupanews



Journal of the Retired United Pilots Association



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President's Letter

Yesterday was a most excellent day. Captain Bob Langevin, who honchos the S.E. Florida Treasure Coast Sunbirds, invited me up to their Valentine's Day luncheon. It was terrific, with a great lunch, and a dessert that was every bit as good as Bob bragged about, a piece of mud pie that six of us at our table couldn't finish. I really enjoyed spending time with the members and their wives. I knew a few, and I'd spoken on the phone with a couple of others, so it was fun. Thank you all for your hospitality!

Bob had managed to set up a meeting for him and me with Congressman Brian Mast's (R-FL) senior aide that morning at his Stuart, FL, office. Bob knows him well and had already told him a lot about the termination of our A-Plan, and had sent him a copy of S.3275, The Pilot Pension Relief Act of 2016, as well as the talking points package that Captain Don Wolfe had produced. We gave him some more detail, and how the PBGC had allowed United to ignore important rules about declaring assets and liabilities, and we both told of our individual cases, emphasizing that those who were forced to retire "early" at sixty lost even more, with one Federal rule (FAR) forcing retirement at sixty and another rule (PBGC) considering that early retirement, like Social Security. I explained how this legislation would mitigate a lot of the harm that the PBGC and United had done to us. When our discussion was winding down, he was shaking his head and said he was "flabbergasted" that something like this could happen.

We hope to have another meeting very soon, this time with Congressman Mast himself. While he's not on a committee that deals with labor or pensions, hopefully he can help get us in front of someone who will be interested in sponsoring a new bill, using the same language that S.3275 already has. Congressman Mast is a veteran who lost both legs. I'll point out to him that a majority of the retired United pilots who lost so much in the pension termination are veterans.

Some of you have seen the petition I posted on MoveOn.org a couple of years ago regarding restoring our pension. It now has over 32,000 signers, and it's still on that site. We don't need more signers, so it's not necessary to ask friends and family to sign it. It greatly impressed Senator Mark Kirk (IL) and his staff. They understood that an awful lot of the retired United pilots were his constituents. That led him to have his staff write the legislation, with our input, and to sponsor the bill in the Senate Health, Education, Labor and Pensions (HELP) Committee. We can use it that way again. For now, we just ask that you contact your members of Congress, in both houses, and ask for meetings and their support. We need sponsors and co-sponsors!

Meanwhile, there's an active United pilot named Dan Ward who is running for Congress in the 7th District in VA. Check out his website. I contacted him and asked if he would support S.3275 if he's elected. He responded quickly and said he would "absolutely support it." We've corresponded since, and even though I don't live in VA, I've contributed to his campaign, as have other retired United pilots. Since RUPA is apolitical, I'm not endorsing anyone, but I urge all of you who care about our pension issue to contact members of Congress who represent you and ask for their support. Don Wolfe put together documents that include "talking points" to use when speaking with members of Congress and/or their staff, and if you never requested them from us, send an enote to me at engeljet@comcast.net or to Don Wolfe at fourbigpratts@aol.com. We worked on both sides of the aisle when we lobbied to raise the pilot retirement age, and we will do the same now. Senator Mark Kirk (IL), the sponsor of S.3275, who was not re-elected, is a Republican, as is Brian Mast, while Dan Ward is a Democrat. It doesn't matter which party they belong to when there's legislation like this that can help thousands of United pilots. Once again, RUPA is apolitical, and I'm not asking any of you to vote for, or to support in any way, any politician. This is strictly to inform you of what may start happening if enough of us get involved. I'll keep you posted when anyone agrees to sponsor the bill.

The United pilots will be starting Section 6 negotiations for their next contract in March. They realize that even with their great current pay, because IRS rules limit how much they can put into their B/C Plans, and they aren't eligible to fund IRAs, when they retire those who have spent up to their income won't be able to maintain their lifestyle. A defined benefit pension plan is the answer, as we all knew. There has already been a resolution at ORD, passed unanimously, to establish such a plan. Delta has recently funded pension

plans with a few hundred million dollars to make them solvent for years to come. The United pilots apparently want the same thing. If an A-Plan is established, will it include us retirees? As they say on TV, "Stay tuned."

To the following new members, welcome to RUPA!

Captain Roger Adams (ORD) Whiting, IA / Captain Steve Ely (DCA) Virginia Beach, VA

Captain Jim "Grover" Glovier (IAD) Kennedale, TX / Captain Jeff Harris (SFO) Dillon, CO

Captain Scott Herman (LAX) Fallbrook, CA / Captain Fernan Millon (EWR) West Palm Beach, FL

Anne Mitchell (DCA) Severna Park, MD / Captain Dennis Owens (SFO) Manchester, WA

Captain Tim Patton (LAX) Aurora, CO / Captain Stephen Ptacek (IAH) Estes Park, CO

Captain Dennis Tate (ORD) Alpharetta, GA / Captain Krisan Wismer (DEN) Highlands Ranch, CO

And welcome back to Captain Jim LeRoy (ORD) Eustis, FL

Tailwinds, ~~Bob~~

Vice President's Letter

Greetings to all. I trust your year is progressing well. This past January, my wife and I were able to attend the memorial for Vicky Scarbrough in Sonoma, CA. It was a very solemn atmosphere and the memorial was accomplished so eloquently. Vicky will be missed. I understand she was a very loving person who always had a smile on her face. What I found so profound was the coming together of current RUPA members, active United pilots, past and present flight attendants and, of course, her family and friends. Yes, it truly was a celebration of her life. And, I very much enjoyed seeing so many RUPA members there to celebrate her life. That is what this is all about. RUPA does bring us all together.

I found a few notes of interest about UAL that most of you may be aware of already but I thought I would share with you anyhow. For 2017, UAL reported a net income of \$2.1 billion. During 2017, United consistently notched operational bests in on-time arrivals and completions while seeing the fewest cancellations and the best baggage performance in company history. UAL repurchased \$553 million of common shares in the fourth quarter bringing the full year share repurchase to \$1.8 billion. The board authorized a new \$3 billion share repurchase in December. In response to the weather events of Harvey, Irma and Maria, United and its employees came together and raised more than \$9 million for community assistance. United added 44 new domestic routes, increased service on 11 routes to Hawaii and added 13 new international routes in 2017. UAL took delivery of 9 new Boeing aircraft and announced an agreement with Airbus to increase the order size from 35 to 45 with first delivery in 2022.

So, what does this all mean for us United retirees? Well, it tells me United is still a viable company. Hopefully, we as retirees, will have more opportunities for space available travel.

My best to you all. Stay strong and always keep a smile on your face. I've learned that a smile is the best way to improve my looks. Ha!

Still Flying High, *John*

Mail your dues check to:

**RUPA
PO Box 757
Stowe, VT 05672**

Or

Go to our website www.rupa.org and pay with your Credit Card

About the Cover

We have no information about this picture. Maybe one of our former PanAm pilots can help.

San Diego North County RUPA Luncheon

Once again, a small but great turnout.



Mark Mayer (me) in the front and around to my right, Bob & Ruth Bowman, Muriel & Bob Clark, Colin Winfield, Rhoda & Brad Green.

More stories from Bob Bowman. This time telling about landing his N3N in a farmer's field to ask directions to Kirksville. The farmer told him it's about 20 miles that way so Bob took off and sure enough, there it was. He told of flying over little towns to see signs to let him know where he was. At the speed the N3N cruises I'm sure it would be easy to read signs. Bob's 98 years old so I'm sure the stories are real. He hired on with United in 1945 and Retired in 1980 flying the "rope start" 747. Oh yeah, the N3N was quite often mistaken for a Stearman.

I tell myself often that I need to get out and tell more Retired UAL Pilots about our monthly meetings. I just don't have much time because life is very busy being retired. I'm sure most out there can relate.

We did have a very nice time with Muriel & Bob Clark. Bob's retired from UAL living in Bend, Oregon, but being the winters are cold they are Snow Birds living in SoCal for the winter. They stopped by for some lunch and to talk story with a couple other United pilots. Bob Clark and Bob Bowman flew together a few years back so Bob Clark is visiting Bob Bowman before he heads back north.

More stories next month so until then, See ya, *Mark*

Phoenix Roadrunners RUPA Luncheon

We met on February 13th at our usual place, the Bobby-Q restaurant for our lunch.

Present for the lunch were: Dennis Leahy, Frank & Jeannette Soare, Tom & Renee Libuda, Lee & Neil Johnson, Peter Dempsey, Harry Oas and myself. John Baczynski came but had to leave shortly after he arrived.

Some of our members are still having some health issues like the flu. Hope they soon recover.

Some conversations were about domiciles that we had been in and folks we remembered from them.

We are hoping that at our next meeting on March 13th we will have more people attending who have not been with us lately. *Ken Killmon*

Seattle Gooney Birds (January) RUPA Luncheon

Seattle Gooneys meet for lunch on the 3rd Thursday at the Seatac Red Lion. Arriving early is getting to be the norm as the everyone is ready to eat by 11.

This month I thought it would be interesting to let everyone know how these pilots got their starts. I remember how entertaining it was for me when I started out at United to get to fly with so many WW2 veterans, some Korean, and later on getting Vietnam stories. Maybe we'll get some of these pilots to relate a favorite story from their backgrounds. **Bud Granley**



Allan Black (*US Army 63-64, L-19 Vietnam, DFC-i1964 Calling in Hueys to rescue Special Forces*)

Dave Carver (*USN 43-46, PBV-5A Gunner/Radio, Attu, Alaska Chain*)

Bill Records (*USA 63-69, B-52, 155 missions over Vietnam*)

Bob Passmore (*USN & Reserve, UW ROTC*)

Bill Stoneman (*USN 62-64, SNJ's SNB's*)

Bob Wulff (*USN 54-76, P2V-7, Nav-Cad, Reserve, Brunswick, ME*)

Bud Granley (*RCAF 56-64, F-86, Germany, T-6 Harvard Instructor*)



Hank Kerr (*Air Taxi, Paid for his own*)

Mark and Jan Gilkey (*USAF and USN, Reserve and Rescue*)

Herb Marks (*USAF Walking AF, UAL 52-87, DC-3, Convairs, 727*)

Bill Brett (*USN 57-64, S2F Tracker SAN, Vietnam*)

Jack Brown (*US Army Guard, Architect/Aviation*)

Jim Barber (*USN 58-63, P2V, Adak, Alaska*)

PICKLES | Brian Crane



Seattle Gooney Birds (February) RUPA Luncheon

Seattle Gooney Bird February lunch was held 2/15/18 at the Seattle Airport Marriott. Twelve members were in attendance and conversations included winter Olympics, recent incidents in commercial aviation, old-new politics, our careers past and the usual Seattle weather.

The core group of twelve or so is a remarkable group of pilots and always a pleasure to dine with. Infrequent attendees are encouraged to participate as often as possible and provide additional variety in conversation (and new jokes).



Seated L to R: Bill Brett, Bill Stoneman, Rich Hurst, Mark Gilkey, Hank Kerr, Jim Barber, Chuck Westpfahl, Bob Reid, and Herb Marks, Standing L to R: Karen Flynn, Jack Brown, Larry Knechtel.



Seattle wives L to R: Margie Reid, Mary Brievik, Jan Gilkey, and Moreen Hurst

Dana Point RUPA Luncheon

Our Group met-under the umbrellas. Weather was just right to sit on the Deck. A smaller group met but the talk was fast 'coming on.'

Present were: Bill Stewart, Bill Rollins Bob Fuhrmann Butch Trembly, Denny Giese, Jim Grosswiler, Joe Udovch, Ron Dye and Ted Simmons.

New to our group was Rico Santamaria. He is an active 777 Captain at LAX. He said being on 777 and with only one flight a day he has a lot of days off!! Expect to see him at our meetings. We need membership. Bruce did not bring his camera so no pictures of the guys. Hope we can get some more 'active' pilots to our meetings as our group thins down. No wives showed up --- Jon and Cheryl are on their Boat trip to the Islands. Will have a report when they return. Cheers, *Ted*

Intentionally losing a game of rock, paper, scissors is just as hard as trying to win.

The Big Island Stargazers (January) RUPA Luncheon

Big Island RUPA members gathered at The Fish Hopper in January for the first meeting of the new year.

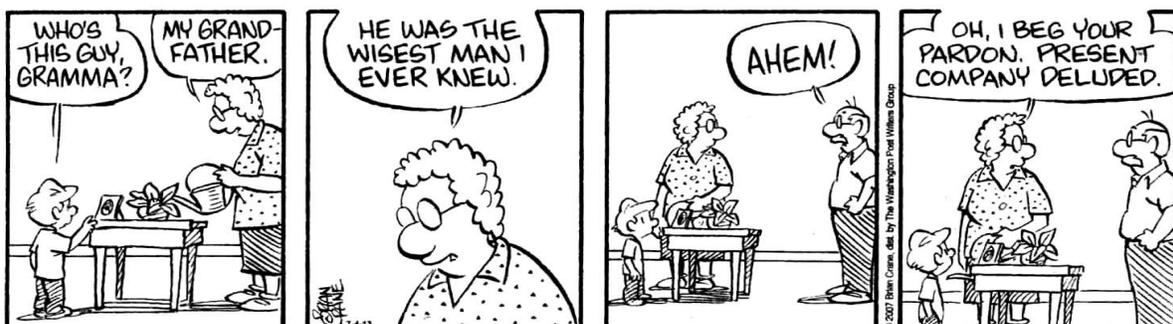


Standing L to R: Linda & Bill Hayes, Joan & Gerry Baldwin, Don Diedrick, Maribeth & Dick Kuhn, Linda Morley-Wells & Walt Wells. Seated: Linde & Al Rimkus.

We were unwinding from the holiday season that kept us busy with house guests and/or traveling. We welcomed back our yearly visitors, Maribeth and Dick Kuhn, who escaped the chilly weather in Illinois for a month. Regrets came from David Carlson and Winfield Chang who were enjoying a birthday celebration and tennis vacation in Palm Big Island RUPA members gathered at The Fish Hopper in January for the first meeting of the new year. We were unwinding from the holiday season that kept us busy with house guests and/or traveling. We welcomed back our yearly visitors, Maribeth and Dick Kuhn, who escaped the chilly weather in Illinois for a month. Regrets came from David Carlson and Winfield Chang who were enjoying a birthday celebration and tennis vacation in Palm Springs. The hot topic of the day was Hawaii's ballistic missile "attack". It was interesting to find out what our members reactions were and what they were doing at the time of the 8AM alert: Continued to make their favorite morning coffee since the sirens didn't go off; left church at the end of the service while others walked in seeking shelter; stayed home in bed; went in search of good scotch, and being "rescued" by a speeding boat from the swim course in the middle of Kailua Bay and whisked to land in order to seek shelter. The state government now has their work cut out for them after this unfortunate event, and it also reminds us to live for today—and don't save the good wine until later!

Each day is a beautiful day here in paradise, and the snowbirds have arrived to shake off the winter cold. If you are visiting the Big Island, please join us at The Fish Hopper down on the waterfront on the third Thursday of the month. *Linda Morley-Wells, Scribe*

FIGURES | Brian Crane



The Big Island Stargazers (February) RUPA Luncheon

Due to inclement weather, we had a small turnout for our February luncheon. However, the table talk was lively with stories about United Airlines and future travel plans.



Left to Right: Don Diedrick, Joan & Gerry Baldwin, Linda Morley-Wells & Walt Wells.

We discussed our annual meeting in Hilo that will be held on April 19th at Jackie Reyes Ohana Grill, 64 Keawe St., Hilo. Meet in the bar at 11:30AM for libations followed by lunch at noon. If you will be on the windward side of the Big Island and would like to attend, please contact Linda Morley-Wells at lmwjet@earthlink.net or 707-889-1401 (cell).

We will return to The Fish Hopper restaurant in Kailua-Kona in May. *Linda Morley-Wells, Scribe*

Leesburg, VA RUPA Breakfast

The Leesburg, VA chapter of RUPA held a breakfast meeting at the Bob Evans restaurant Friday morning (first Friday), Feb 2, 2018.



Attending (in order around the table) Gill Coshland, Bill Davis, Gene Couvillion, Sim Stidham, Bob Gilbert, Chris Stevens, Charlie Schwab (PAA), Roy Liggett, Gary Cook (sponsor of the BIG EVENT), Fred Streb, Dave Strider, EK Williams and Stokes Tomlin.

All are invited to attend this meeting as well as the Boy's Night Out celebration in Hagerstown, MD on the night of Feb 7th and the Gene Couvillion breakfast in Manassas, VA on the 2nd Friday at the Golden Corral.

Colonial RUPA "Bunch for Lunch"



Left to Right Vic Shumaker, Jo Beth Lynch, Gean Rockhill, Bill Davis and Jim Krasno.

We welcomed our new member Bill Davis. Bill gave us all a great insight into the new UAL app along with the ALPA app. This can help ease some of the anxiety while non-revenue traveling! We went down memory lane with stories on the various fleets that we flew. Some great laughs too. The staff at Victoria's in Williamsburg, VA always treat us with great service, variety of menu options along with excellently prepared food. If you live in the area, visiting or just passing through you are welcome to join us. So, mark your calendar for the second Saturday each month at 11:00 am at Victoria's. See you there.

DC Area Eddie O'Donnell RUPA Luncheon

Snow threat turned out to be just that, a threat and no difficulty for the 18 in attendance.



LtoR: E.K. Williams, Larry Grube, Ed Miller, Bernie Schwartzman, Gene Couvillion, Pierre Ney, Dave Strider, Gil Coshland, (peeking over top) Al Badrow, Jon Beckett, Sim Stidham, Mike Frank, Don Reinhard, Bob Olsen, Paul Gilson, Mike Henderson, Stokes Tomlin and Gary Cook.

During the 45 minutes prior to lunch, there was discussion of flying in exotic places from Africa to Alaska and layovers from Coconut Grove to San Mateo. Lunch began as usual with a silent moment remembering those Flown West, Dave Malone, Vicky Scarbrough and Ken Bradley. Lunch was served and Reinhard was heard remarking about the sudden silence. When the tables were cleared, E.K. rose to the occasion and his efforts at humor were (as usual) well received. Thanks to Bernie, Stokes, Gil and Ed for helping Gary with the check-in and 50/50. Bob Olsen, from Annapolis, was acknowledged and welcomed as our newbie.

We discussed Emergency Travel. In addition to the information provided on FlyingTogether, under the Retiree Travel Program, there is provision for 'free' transport of a Retiree's Remains. One must contact the "TrustUA Desk" at 1 855 822 2737 for more information.

In a quasi-legal business meeting the 18 attendees discussed JRs Stockyards Inn as a location for our lunches. There was unanimous approval of the facility, the staff and the food. Cost to us is going to increase to over \$30p/p. After discussion the group agreed to \$35 p/p for our Quarterly Lunches at JRs Stockyards

Inn.

Next lunch is coed on 3rd Wed of April which is the 18th.

Also, Boys Night Out at Schmankerl Stube in Hagerstown will be 1st Wed on Feb 7th. E.K.

In a quasi-legal business meeting the 18 attendees discussed JR's Stockyards Inn as location for our lunches. There was unanimous approval of the facility, the staff and the food. Cost to us is going to increase to over \$30p/p. After discussion the group agreed to \$35 p/p for our Quarterly Lunches at JR's Stockyards Inn. E.K.

SAC Valley Gold Wingers RUPA Luncheon

Great luncheon on a beautiful day in Northern California.



Seated L to R: Judie Whittington, Herb Ermolik, Dan Porter, Karl Winkelbrandt, Vivian Stolp, Rosemary Authier, Bill Authier, Ann Blalock, Jerry Blalock, Jim Whittington.

Standing left to right: Marv Alexander, Sharon Gorczyca, Lori Muir, Chuck Kolesar, John Petts, Jim Harty, Steve McBride, John Gorczyca, Trudy Engeldinger, Lance Engeldinger.

Our luncheon group talked about the loss of our beloved Vicky Scarbrough, the wife of Leon Scarbrough. Vicky had a very nice memorial in the month of January in Sonoma CA. Vicky was also a long-time flight attendant for United Airlines. We also discussed the loss of Pat Palazzolo's son, Matt, who succumbed to dehydration in Australia. Other items of discussion included the loss of Milt Jines, Los Angeles Memorial Coliseum to be renamed United Airlines Memorial Coliseum, United's huge fourth quarter earnings, the plans to bolster our major hubs at Houston, Chicago and Denver, the 17.5-hour flight from Houston to Sydney, and the overhaul of the Flying Together web site. Most importantly, we had a very good discussion of the possibility of restoring our United pensions.

Thank you all for attending our luncheon and hopefully we can shake the tree and get more active and retired pilots to join us for our future luncheons. All are welcome to be guests. Still Flying High, *John*

There is great need for a sarcasm font

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

As we usually do in February (in honor of Valentine's Day) - we invite our Ladies to join us for lunch and the accompanying festivities. This Luncheon was very SPECIAL and UNIQUE however, for 2 reasons.....our RUPA President, Bob Engelman joined us 😊 - and - we had our Luncheon at The Prawnbroker Grill, a terrific Restaurant that we had never been to before. All 22 of us appeared to have a wonderful time with GR8 food and service provided to us by our server, Jessica. There were many different conversations that took place at the 3 tables that we had and it's always terrific to have our ladies join us. BTW, The Prawnbroker 'features' Mud Pie for dessert and if you ever go there.....it's a MUST DO. I treated our table of SIX (6) with ONE (1) piece as a Community Dessert and all 6 of us were just about able to finish it. It is AWESOME, Tasty, Decadent and HUGE. :-)



L to R: Glenda & Jack Boisseau, Bob Langevin, John & JoAnn Pinter; and RUPA President Bob Engelman Betsy & Dave Damon, Barbara D. (Friend of Skip LaRocque) and Dick Starita, Zsuzsa Starita, Skip LaRocque.



Lulu & Bill Cole, Connie & Jim Dowd, Ted & Hellevi Osinski, Don Onofrio, Bob Schaet, Linda Collins & Dick Baese.

After a Welcome Greeting by myself along with Happy Valentine Wishes to all, President Bob E. made a presentation about RUPA National in general and about a meeting that I had arranged earlier that morning with a Senior Aide (and very good friend of mine) to US Representative Brian Mast. The 'quick and dirty' story is that we are in hopes that Rep. Mast will assist us in getting S.3275 sponsored and reintroduced into both the US Senate and US House of Representatives for the purposes of restoring at least some (or maybe all) of our Pensions back that UAL managed to screw us out of by filing Bankruptcy. The 'timing' for this action is PERFECT - UAL has got BIG BUCKS, is making \$\$\$ hand over fist and has bought back \$9 Billion of its own stock in the past 3 years. Pres. Bob is not saying that we are going to WIN this Battle.....but he is saying that this Battle IS NOT OVER YET!!!! Be sure to stay in touch with RUPA for additional information as it comes along.

That's about it for now, however, if you happen to be in the Stuart area on Tuesday, March 13th, come on over to Shrimper's at 11:30 AM and join us ... we'd love to have you. Valentine's Day is long gone by the time that you will be reading this, but your Stuart Flying Buddies would like to wish all of you a Happy and SAFE St. Patrick's Day Holiday and hope that you will have a few 'Adult Beverages' in Honor of The Blarney Stone.

Cheers and Best Regards, *Bob Langevin* (The Stuart Scribe)

Ohio Cleveland Crazyes (January) RUPA Luncheon

Our meeting on January 18th at TJ's Restaurant in Wooster, Ohio was well attended with twelve members, wives, and family. We had a beautiful sunny North Coast day with temperatures in the mid to high twenties for our gathering. As usual we had lively discussions, good jokes, and great service from our lovely server Shayla. Dawn Lang and Pat Morris provided wonderful chocolates for our after luncheon treat!



Those attending in the picture from left to right standing are: Phil Jach, Harvey Morris, Pat Morris, Bob Olsen, George Bleyle, John Hochmann, Jim Burrill, Monica Burrill, and our server Shayla. Seated from left to right are: Ken Wheeler, Bob Lang, Beth Wheeler, and Dawn Lang. Cheers, *Phil*

Ohio Cleveland Crazyes (February) RUPA Luncheon

We had an unusually mild day for our February meeting at TJ's Restaurant in Wooster. The attendance for this month was great with thirteen members, wives and friends present.



L to R standing: Phil Jach, Pat Morris, Harvey Morris, Bob Olsen, George Bleyle, Rich McMakin, Denny Flanagan, Dick Sanders and our lovely server Shayla.

L to R Seated: Joe Getz, Ken Wheeler, Ken's helper Diane Johnson, Bob Lang and Dawn Lang.

As usual we had a great luncheon and service from our server Shayla. Rich McMakin has planned our June meeting at his beautiful home for June 16th, so mark this day on your calendars. Denny Flanagan briefed us on 911 memorial being planned for the city of Medina, Ohio. The dedication will be on July 28th, so mark that day on your calendar also. It would be nice to have a group of Retired United Pilots present for the ceremony. More information will come later for all those interested.

And as usual Ken Wheeler and Dick Sanders kept laughing with their jokes and stories. Pat Morris treated us to more wonderful chocolates for our after luncheon desert. Cheers, *Phil*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

The Intrepid Aviators of Southern Oregon gathered January 18 at our favorite haunt, the Pony Espresso in Jacksonville and darn near filled the room.



L to R seated, Bill Monfort, Leeann Fusco, Marty Niccolls, Harvey Saylor, Steve Fusco, Scot Lee, Oak Porter, Dan Kurtz and Jim Jaeger.

Standing, Bob Niccolls, Chris (Banjo Bob's 'little son) and Banjo Bob Keasbey.

We welcomed back Bill Monfort from Florida.....and when I questioned the wisdom of him being in Oregon in January instead of Florida he said it was warmer here than his digs in Tampa...say what? Indeed, it's proven warmer and drier this year than last and thus we do need the moisture. Hopefully the weather pattern will change soon and bring us the snow the high country needs now and we'll all need this coming summer.

Around the table, Dan and Oak spoke of days when cattle, hay and ranching took their attention (actually Dan still runs cattle on his place in Klamath...remember the very LARGE black angus he had) and the commute to work (as in flying) was via their Apaches. And, as a reminder of what seniority really looks like, Oak mentioned he had 44 years with United starting as a mechanic and ending in the cockpit. 44 YEARS!!!! Good to see Steve and Leeann. Steve had a brief run in with the medics so good to have him here. Bugs kept several folks away and we look to their return next month. Cheers to all in RUPA Land!!!

Reno's Biggest Little RUPA Group Luncheon

The Reno group met for lunch at the Flowing Tide Pub in west Reno January 24, 2018 with 9 members in attendance. After the usual round of war stories Capt. Bill Charney was asked where his StaggerWing Beachcraft is located? First a little background.....

Bill started this saga by transporting his Staggerwing to New Zealand for complete restoration. A process that took six years. Upon completion, Bill's plan to return his Staggerwing to Reno called for completing a trip around the world. Yes, the long way home. For the full story go to <http://captainbiff.com>.

As to the location of the Staggerwing (appropriately named The Red Rockette), she is comfortably parked between two P-51 Mustangs in a private hangar in southern Europe. Captain Charney will dust her off in the Spring for another summer of touring Europe.



Attached here is a picture of our servers at the Reno Christmas Party held at Red Rock Golf and Resort in Sparks, Nevada. Food, facilities and service excellent, we have reserved a date for next December. *Lyle*

Southwest Florida RUPA Luncheon

Our February 12, 2018 luncheon at the Fort Myers, FL Olive Garden restaurant had 12 attendees.



Left to Right: Neil Bretthauer, Jim Bowlds, Terry Bowlds, Faith Osborn, Ted Collins and Will Collins, Chuck Monahan, King Purton, Wallis Alves, Janice Crittenden, Gary Crittenden and Dot Prose.

Our hard-working server was Angel whom we've had three times in a row and hopefully for our next luncheon. She commented that she thought our group was the nicest and friendliest customers she's ever had. Clearly customer service in a restaurant is a tough business and many customers do not have the manners they should have! The weather today on the SW coast of Florida was perfect – 81 and sunny.

We were pleased that Chuck Monahan showed up. He used to be the scribe for our group about 20 years ago and we were all happy to see him again and in pretty good form. In fact, in such good form that he paid for the entire luncheon for all of the attendees with a hefty tip for the waitress. He insisted so we thanked him for such generosity. He said he really wanted to do this and made him happy to do it. He showed us the latest technology of using his iPhone with some Bluetooth connection to his hearing aids which kicks in when the phone rings.

Will Collins showed up with the help of his American Airlines son who did the driving. Mamie Thomson, who has always been a faithful attendee, fell yesterday and hurt all over and decided best to not attend. Faith Osborn just returned from her birthday ski trip in Colorado with no ski injuries and had pretty good snow. Others who did not attend, especially the Marco Island crowd, had various medical issues. These seem to be creeping up more and more.

In our continuing show and tell from garage memorabilia, Dot Prose brought in a UAL certificate from a DC-7 Hawaiian Mainliner flight from Los Angeles to Honolulu on December 27, 1958. The crew and passenger list were identified – seven crew for 15 passengers. The Prose family was four of the passengers with Ed Prose flying DC-7s in those days. He won the Amateur Navigators Contest (guessing the mid-way point). Seems like he had some insider knowledge! The certificate is a real work of Hawaiian art and probably should be framed. Such were the “classy olden days”! All were encouraged to look for airline memorabilia in their garages that would jog memories.

Attendees were reminded again of the 2018 RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL on Thursday, April 12. The fly-in runs from 10 – 15 April 2018.

Hope to see everyone and guests at the next luncheons on March 12. We usually arrive around 11:30 at the Olive Garden. The doors open at 1100 and we're usually set up with name tags in our room shortly after 1100 and start eating about 11:50 (approximately). All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring are especially welcomed.

Yours truly, *Gary Crittenden and Dot Prose.*



The Columbia River Geezer's RUPA Luncheon

On Wednesday, Feb 14, 2018, Valentine's day, 10 retired Columbia River Geezers came together at The California Pizza Kitchen which is located in Clackamas Town Center Oregon for their monthly RUPA Luncheon.



Left to right is Mike Thomas, Mike recently moved from Southern Washington State to Beaverton Oregon, Mike was formerly the commander of Portland's Air National Guard. Ron Blash, Ron recently returned from the Hawaiian Islands. Lew Myer, Lew on Feb 13, spoke to fellow retired Geezer, Dick Ionata. Dick is recovering from some surgery. We all hope to see Dick back at the RUPA lunch table soon. Rich Warden.

Ken Crimm, Ken is our most recently retiree and now a RUPA attendee. Rusty Harrison, Rusty is busy beefing up his Beechcraft Bonanza's instrument panel by personally installing some new Garmin Glass Avionics.

Doug Howden, Doug our Happy Wanderer is again in the midst of gathering information and planning a trip to Singapore. Tony Passannante, Tony who is on a day off from flying for Intel. Steve Barry currently a Cessna 170 driver, his own. Steve says on some of his landings he still starts a flare approximately 90 feet in the air. Apparently, a holdover from flying the 747-400 and rope start for so many years.

I too still have that sight picture ingrained into my head when landing my small Cub. Lastly former SFO Council Chairman, Walt Ramseur. Walt professes to be 94 years of age. I'd like to point out that for 94 years old Walt is very mobile and moves about the cabin very well.

All of us had a wonderful time celebrating Valentine's day. Hope to see you all again gathering around the table on the second Wednesday in March, same time and place. *Ron Blash*

The Monterey Peninsula RUPA Lunch Bunch

Valentine's Day was our lunch date! A good group shared the lunch, chocolates, dried fruit, and some good laughs. The conversation centered on the UAL 777 that lost the cowling off the starboard engine mid-way to HNL. The recent Moscow crash (apparently do to the crew not turning on the pitot heat) also engaged the group. Otherwise it was a busy table of conversation – Olympics to golf to vacation options.

Our hosts Pete and Donna Walmsley were on vacation, and were missed, but we managed to carry the torch.

Those in attendance were: Steve Filson and his fiancée, Bob and Cindy Benzies, Carlos and Judy Quintana, Sunee Jines, Diane Ellis, Brett Morris, Lee and Nancy Casey, Sharon Nelson, Mike Donnelly, Ed and Pat Manning, and yours truly.

Next lunch is March 14th at Edgar's! Please RSVP by noon the Tuesday before.

Happy Saint Patrick's Day!

Phyllis Cleveland



San Francisco Bay-Siders RUPA Luncheon

Twenty Bay-siders turned up at Harry's to shoot the breeze and enjoy lunch.

In my January write-up, I was lamenting about the rain and the small turnout. Of course, unbeknownst to me, I should have been extremely pleased with the rain because we haven't seen any since, nor is there much likelihood for the rest of the month. Southern California, of course, had the wildfires and catastrophic flooding that closed down Hwy 101 for weeks. The way things are going, we are just setting up for more drought. But enough about the lamentations of California living. After experiencing some unseasonably warm days, we once again had frost. Who knows what the future holds?

It has become tradition that Rose Spring embraces a theme for the month. This month, in observance of Valentine's Day and Mardi Gras, she passed out Valentine Heart clip-ons and Mardi Gras beads to the ladies and Valentine candies for all.



L to R: Larry & Pat Wright, Ed & Pat Manning, Bill Klett, George Mendonca, Gene & Carol Walter and Jeri Johnson.



L to R: Rich & Georgia Bouska, Jerry Terstige, Isabell Traube, Bob Kallestad, Cleve & Rose Spring.

Not in pictures: Bob Norris, Bill Hart (Ruby Moi Moi, Pete Sotos..caretaker and son-in-law)

Our luncheons are always on the second Tuesday of the month - 11 a.m. at Harry's Hofbrau, 1909 El Camino Real, Red wood City, CA *DL'Larry' Wright*

PICKLES | Brian Crane



San Francisco East Bay Rurarian's Luncheon

Our little group met this Valentine's Day at the restaurant for a great meal and some lively discussion.



Seated around the picture clockwise: Jerry Udolhoven, Neil and Tami Dahlstrom, Lee and Shirley Francis, Georgia and Rich Bouska and B.S. Smith.

B.S. Smith filled us in on his recent cruise to the Caribbean. Can you imagine going on a cruise for a week in a 4,400 square foot suite with a butler at your beck and call? He will send in a letter to the news with all the details; sounds like he had a GREAT time. Lee and Shirley Francis told about their Caribbean cruise, seven days east and seven days west out of Fort Lauderdale. The rest of us had to settle with the usual, our flying experience in the military and flying the line with United. We meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon; all are welcome. And the food, it's Italian, you know it's great. *Rich*

Los Angeles South Bay RUPA Luncheon

Happy Valentine's Day. We came together for our South Bay Lunch at Sammy's Woodfired Pizza & Grill Restaurant. I was pleased that many of our group were able to make it. And, they made it right on time at 11:00 only to learn that the restaurant hours were changed to 11:30 and no staff was available to welcome us. So, there we were cooling our heels, outside. It's sure nice to live in Southern California! Still, the wait was worth it as we were able to converse with our friends with no tempting table between. We were so glad Marcine was able to be there despite her lengthy drive and the fact we haven't seen her for so long.



First Photo, L to R: Dick McKay, Loyd Kenworthy, Treva Forister, Gary Forister, Tom Reidt, Helena Reidt, Sue von Nordenflycht, Arvi von Nordenflycht, Sharon Crawford, Don Crawford, Marcine Rankin.

Second Photo, L to R: Arvi von Nordenflycht, Sharon Crawford, Don Crawford, Marcine Rankin, Barbie McKay, Dick McKay, Loyd Kenworthy, Treva Forister, Gary Forister.

Sammy's Woodfired Pizza, Plaza El Segundo - (in the mall) 780 S. Sepulveda Blvd, El Segundo, CA 90245
310-335-9999 *Arvi*

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

The Monthly Ham Wilson RUPA Luncheon started about 11:30 AM on Thursday, February 8th, at Galluppi's Restaurant at the Pompano Beach Golf Course. We had 16 fine looking senior Aviators show up on a beautiful Florida winter day. Most of the regulars were there along with a few short-term snow birds that were escaping the cold up north.

The Luncheon was enjoyed by all and all the pilot war stories told were certified true by an unknown RUPA source until the next meeting on March, 2018 at 11:30 AM at Galluppi's. Any Aviator in the area next month you are welcome enjoy the fun.



Attending: Ned Rankin, Paul Livingway, Bill Garrett, Dan Kurt, Les Eaton, Stan Baumwald NWAIR, Dave Friend, Denny Keast, Gene Anderson, Jim Moorehead, Mike Ward, Ham Oldham, Bob Engelman, Bruce Cushing, Bob Langevin, and Lyn Wordell.

SUNⁿFUN

INTERNATIONAL *Fly-In* & EXPO

APRIL 10-15, 2018

LAKELAND LINDER REGIONAL AIRPORT
LAKELAND, FL

RUPA DAY

Thursday 12 April 2018

Location: OX-5 Club House made available through the hospitality of the Mid West Florida Wing of the OX-5 Club; located on the airfield next to the QBs club on Clubhouse Path (very close to the large Food Court)

What you get at the Club House: Coffee, snacks, rest rooms, porch, gathering place and central location to static displays, food court, and flight line.

Transport from handicap parking: Call the Club House at 803-992-5839 (cell) and the club will send their golf cart to pick you up.

Cost to use the Club House: none, however, donations gladly accepted at the sign-in table, nominal charge for hot dog lunch (\$5).

RUPA Group Photo: In front of the Club House about 1:00 pm.

Bonus: On Saturday night (14 Apr) there is a night air show and the OX-5 club will host a lasagna dinner 5-8 pm for \$10 (a good deal if you're hungry!); tickets sold at Clubhouse.

ALL WELCOME – A FRIENDLY PLACE FOR EVERYONE!

Point of Contact: Dot Prose, Phone (941) 966-4538 or (941) 350-3343

Email: proeda@yahoo.com

Web site for Sun-n-Fun: flsynf.org

United Airlines Hoping to head off pilot shortage

By Joe Rubino/The Denver Post



Metropolitan State University of Denver aviation students got a preview of a new partnership between the school and United Airlines, a first-in-the-industry program United officials hope will help push back against a looming pilot shortage. The "career path program" will create a means for flight officer students at Metro to interview with United as undergraduates, and - if accepted - follow a defined track to one of United's regional partner airlines. After meeting flight time requirements there, participants can move on to waiting jobs in United cockpits, all within five or

seven years of graduation.

"There are requirements, but when you think about the process and the path you need to go, it's a very streamlined effort," United Capt. Michael McCasky told students at the school's aviation and aerospace science building Monday. "And I think the real key is ... when you do your interview with us when you're a junior in college, you have done your last United interview. Your first and only United interview."

The first applications aren't likely to be accepted until Metro's fall semester, but the program, developed over the past 15 months, is designed to address a looming problem in the airline industry: ballooning need for qualified commercial pilots. Citing increased demand driven by global economic expansion, Boeing projected last year that 2 million more commercial pilots will be needed around the world by 2036, including 117,000 in North America.

McCasky, managing director of flight training at United's Flight Training Center in Denver, said he worked with MSU to develop the partnership not because United is having trouble recruiting pilots, but because its regional partners are feeling the pinch. Participants would be set up with job interviews at CommutAir, ExpressJet and Air Wisconsin, McCasky said. "What's in it for us is a supply of qualified pilots at the end," he told students. "What's in it for you is a defined path with certain criteria to get to it."

Applicants must be full-time Metro students with at least two semesters in the aviation and aerospace science school's pilot officer program. They must have a commercial pilot certificate and instrument rating, and remain in school full time with at least a 3.0 grade-point average through graduation. If an applicant can't get a job with one of United's regional carriers for any reason, they would be out of the program, McCasky said.

The program does not obligate participants to work for United, but McCasky hopes the relationships built through direct career mentorship will steer them that way. A Metro graduate himself, McCasky noted United is growing its presence in Denver and already draws interns from Metro every year.

"I think it's awesome that we caught the attention of such a major airline," said Tom Shriver, a senior in the flight officer program and teaching assistant. "It's a really interesting partnership."

The university has 150 to 200 full-time students in its aviation and aerospace science program, said Kevin Kuhlmann, a professor and the department's associate chair.

Enrollment dipped after 2013, Kuhlmann said, the year the Federal Aviation Administration bumped up qualification requirements for first officers flying for passenger and cargo airlines from a commercial pilot certificate, earned with 250 hours of flight time, to an airline transport pilot certificate, requiring 1,500 hours. But Metro has rebounded, he said, and this program should only serve to boost its profile. "We're just glad that we're the first out of the gate," Kuhlmann said. "Recently, we've had 8 to 15 percent growth in enrollment (every year). I think this is just going to propel that."

Kuhlmann noted that the cost of making it to the cockpit of a legacy carrier like United - which he put in the \$100,000 to \$250,000 range - has become a deterrent for some would-be pilots. But by showing students a clear path to a long tenure with United, which he estimated could pay north of \$6 million in wages plus benefits over 35 to 40 years, he feels the industry can clear that hurdle too. "It's always been worth it, but certain times and regulatory atmospheres have shadowed that," he said.

United turnaround plan: bolster hubs, revive smaller markets

By Bart Jansen/USA Today



United Airlines executives plan to stop making "stupid" decisions as part of a renewed effort to turn around the carrier's fortunes. The airline shrank a cumulative 8% during the last five years at its hubs, surrendering market share to rivals such as American Airlines and Delta Air Lines and to low-cost carriers, President Scott Kirby told investment analysts this week. In part, that was because of passenger-projection software that consistently under-predicted how many people would show up on a given flight. But the airline also moved regional jets from high-yield markets such as Rochester, Minn., and matched them up against bigger "mainline" jets flown by rivals on routes such as Newark-Atlanta and Chicago-Houston.

The result was a three-fold failure, Kirby said. United lost high-yield passengers. Customers on the competitive routes were unhappy with the planes. And crews thought the decisions were wrong. "We lost customers who used to fly us, and now we've pushed them to our competitors because they didn't like the product," Kirby said. "We had employees who were screaming at us: 'This is stupid, why are you doing this?' They were right. We shouldn't have been doing that."

But Kirby, CEO Oscar Munoz and other top executives outlined plans during a meeting with investors to strengthen the company's hubs — and the entire airline — by improving the flow of passengers from connecting flights. Steps include changing the passenger-projection software, clustering flights at hubs more efficiently and offering passengers from smaller markets more choices for connections that make sense geographically.

United already flipped the switch on its decades-old program called Orion for a new system called Gemini. The old system tended to underestimate demand, so the airline would sell more tickets at cheaper prices than it should have, according to Andrew Nocella, chief commercial officer. During tests in the final three months of last year, merely substituting Gemini's more optimistic projections improved United's yields 2.2% and passenger revenue 1.2%, he said. "We no longer have this guessing game of how many passengers are really going to show up for a flight," Nocella said. "The forecast is dramatically more accurate today than it's ever been."

United also plans to offer more choices in its seating. The airline just announced United Premium Plus, a category of seating on international flights between coach and business class. United has lagged rivals American and Delta, which are already offering such international-style premium economy cabins. "This will allow customers who want to buy up to a better experience with more food, more legroom and more comfort to do so," Nocella said. "We think this will be a great home run." The choice begins this year but will take three years to be fully deployed.

To better match passengers with flights, United has rescheduled hubs in Houston and Chicago to cluster fewer peaks when customers are making the most connections. The number of peaks in Houston dropped from 10 to eight. With the adjustment, passengers from Las Vegas — for example — now have realistic options for 10 additional connecting flights via Houston that wouldn't have existed under the previous schedule. Because of these structural changes, Kirby said by the end of 2018 Houston will have 21% higher connectivity, and Chicago and Denver will be 15% better. "This is the magic of making a hub work," Kirby said. "We've accessed a whole new pool of demand without changing anything about the number of flights we have." While United enjoys geographic advantages in the middle of the country, with hubs in Chicago, Denver and Houston, Kirby said it might lose share in other locations.

United executives projected capacity growth of 4% to 6% this year as they revive smaller markets and bolster hubs, with similar growth in 2019 and 2020. That would be faster than 3.5% capacity growth last year, which analysts said could lead to a fare war

Do you know that awesome feeling when you get into bed, fall right asleep, stay asleep all night and wake up feeling refreshed and ready to take on the day?

Yeah, me neither!

United has revised its emotional support animal policy



As part of our ongoing efforts to keep our employees and customers safe and better cared for, on February 1 we announced changes to our emotional support animal policy. Starting March 1, 2018, we will require customers traveling with an emotional support animal to provide additional documentation. We have experienced a 75 percent year-over-year increase in customers traveling with their emotional support animals, and the number of reported incidents involving these animals has also increased. These changes align with our core balance of protecting our employees and customers, while continuing to accommodate and care for customers with disabilities.

Based on our current policy, customers who travel with emotional support animals must provide 48 hours' notice to the Accessibility Desk and a letter from a licensed medical/mental health professional. In addition to 48 hours' notice and an enhanced letter from a mental health professional, we will require customers traveling with an emotional support animal to provide the following:

1. The customer must provide confirmation that the animal has been trained to behave properly in a public setting and acknowledge responsibility for the animal's behavior.
2. The customer must also complete a health and vaccination form signed by the animal's veterinarian. The veterinarian must also affirm that there is no reason to believe that the animal will pose a direct threat to the health and safety of others on the aircraft or cause a significant disruption in service.

Customers who currently have approved documentation on file may use it for their next trip. Any additional reservations would be subject to the updated policy requirements effective March 1. Additionally, we have listened to one of our supervisor's recommendation to allow the authorization to be valid for a year once approved. We will continue to enforce this practice moving forward. The new forms will be available soon at united.com.

Our service animal policy, which covers animals that are individually trained to perform tasks for the benefit and safety of an individual with a disability in all public facilities, will remain the same.

United does not require any documentation or advance notice from passengers who travel with service animals (other than for foreign travel if required by national law).

We will continue to support customers with disabilities including those traveling with emotional support animals through our 24/7 Accessibility Desk, which we've had in place to provide service and care for nine years.

We will continue to support veterans in their travel needs and make every accommodation to ensure their experience with us is as comfortable and efficient as possible.

Animals prohibited from traveling in the cabin include hedgehogs, ferrets, insects, rodents, snakes, spiders, reptiles, sugar gliders, non-household birds, exotic animals and animals not properly cleaned or carrying a foul odor. We will update this list as needed.

We're implementing these changes in an effort to better protect our employees and customers while also accommodating our customers including veterans with disabilities. We are dedicated to providing convenient and comfortable service to all of our customers and employees. We know that some customers require a service or emotional support animal to assist them through their journey, and we strive to provide the best possible service to everyone traveling with us.

For more information about our revised service animals acceptance policies, please review your department's policy and procedure communications on the dedicated page on united.com.



United's planes are getting lighter



We're always looking for ways to fly our aircraft more efficiently and in a more eco-friendly way, and we made some significant strides in 2017.

We began installing Split Scimitar winglets on 41 our Boeing 757-200s. Winglets on this fleet type save approximately 30 gallons of fuel per flight on average.

We recently started printing Hemispheres on new paper that makes each magazine one ounce lighter. It may not sound like a lot, but that small change will save 170,000 gallons of fuel each year. That's a savings of \$290,000 at

current fuel prices. We've done a similar paper weight-reduction project on our seatback service guide.

Earlier this year, we also removed our onboard duty-free products, which is leading to fuel savings of 1.4 million gallons per year and cost savings of more than \$2.3 million.

Catering Operations adjusted provisioning of several items, including reducing the amount of orange juice on certain flights, reducing soda and juice on flights to China and Japan, and reducing the number of wine arcs for the wine tasting service. These adjustments in addition to others resulted in a savings of more than \$673,000.

All together, these changes will result in nearly 30,000 fewer metric tons of carbon dioxide released into the air each year. That's equivalent to taking 6,400 cars off the road.

Newest United Club opens its doors at DFW

We opened a brand new United Club at DFW (Dallas-Fort Worth) located between gates E6 and E7. The club is the latest of more than 50 United Clubs we offer our customers traveling through our airports around the system. The new 6,000-square-foot space features our signature design elements, including comfortable seating and plentiful outlets for customers to power up and get work done or sit back and relax. We are also showcasing products that make the DFW space unique, including local beers and specialty food items.

"Over the past two years, we've partnered with DFW airport to totally transform and modernize our customers' experience. This new United Club further demonstrates our commitment to delivering a premium experience and provides more pride amongst our employees," said DFW General Manager Jodi Stringfellow.

"It's been a long time coming, but it's amazing to see the positive impact it's already making – our customers love it," said United Club Customer Service Representative Jean Hess.



FAA accepts our Safety Management System ahead of schedule



United and our nine United Express flying partners achieved 100 percent compliance with the FAA's rule requiring all U.S. passenger carriers to develop and implement a Safety Management System (SMS), and we did so ahead of the March deadline thanks to employees' efforts.

SMS is a comprehensive, formalized approach to managing safety. We accomplished this through a rigorous, multi-year validation process involving employees from work groups all over the company.

"Everyone at United plays a role in SMS, and there is so much to be proud of in achieving this important milestone," said Corporate Safety VP Michael Quiello. "Thank you for reporting your safety concerns through our voluntary, non-punitive programs. Our efforts can't stop here – our SMS will continue to evolve and you play a key part going forward." Congratulations to all United work groups, as well as our United Express partners.

United launch's advance seat assignment option for Basic Economy



We continue to refine our Basic Economy product in order to address both customer and employee feedback, as well as make the product more competitive with other airlines. We rolled out new functionality that allows Basic Economy customers to purchase an advance, standard economy seat assignment up to 24 hours prior to departure. This will give Basic Economy customers, such as those traveling with small children, a simple way to ensure they sit together if they need to, while still purchasing a Basic Economy fare.

Here's how it works: Basic Economy customers will be able to access the standard economy seat map from time of purchase and up to 24 hours prior to their flight. If they wish to pre-assign their seat(s), they will be directed to pay the associated fee for the selected seat(s).

The option to purchase a seat assignment is not available within 24 hours of departure, and customers will receive their seat assignment either at check-in or at the departure gate, just as they did before.

Basic Economy is our fare option for our most price-sensitive customers. Along with standard economy, Economy Plus, and our premium cabin options, Basic Economy gives customers more choice in their onboard experience. Since launching in April 2017, we've also seen some important operational benefits, including faster boarding times, fewer gate-checked bags, fewer flights with full overhead bins, fewer delays attributable to carry-on bags and increased customer satisfaction scores.

United Employees take delivery of newest 787-9

More than 130 employees boarded a brand-new Boeing 787-9 Wednesday, February 7, in Seattle, taking delivery of the latest addition to our fleet. "I'm very happy to be on this delivery flight. It really shows that United is including their internal family in special moments like this one," said EWR Lead Customer Service Representative Carlos Marques. Carlos was one of the employees invited to take part in the celebration aboard Flight 2700. The rest of those invited to the special event were supervisors and leaders from around the globe chosen for consistently going above and beyond for customers and fellow team members. Additionally, Human Resources and Labor Relations EVP Kate Gebo, DEN VP Steve Jaquith and ORD VP Mike Hanna were also on hand for the celebration.



For DEN Airport Operations Supervisor Cheryl Searle, the best part of the event was spending time with fellow employees whose focus is on taking care of each other. "I'm so honored to be a part of such a wonderful group of people, people whose hearts are wrapped around the United brand," said Cheryl. "We're all part of the United family, and we're here wanting to promote the brand, to further the brand, and most importantly, to take care of our own."

On Tuesday evening, Boeing treated the employees to a VIP tour of its factory in Renton, Washington, before a dinner reception at the Museum of Flight in Seattle, where a ceremonial signing for the aircraft occurred. "It's one thing to work with the planes and be up close to them every day, but being able to see how they're manufactured is something else and really exciting to witness," said SFO Lead Customer Service Representative Michelle Hughes. "I'm excited and thankful that my company recognized me in this way."

The dinner reception was extra special for LAX 787 Captain Randy Trujillo, who, after 40 years at United, will be retiring in May. Randy was joined by his wife, DEN Flight Attendant Angela Trujillo, and a surprise

guest: his daughter, Emmy Jacobson, who is the Flight Operations Sales Director at Boeing and was invited in honor of her father's upcoming retirement. "My dad's been such an inspiration for me, and I wanted to be here to show my appreciation for everything he's done for his career and for me," said Emmy. "I consider both United and Boeing family, so getting to see them come together for me is just incredible and emotional."

The celebration continued Wednesday morning at PAE (Paine Field, Washington), where employees participated in a ribbon-cutting ceremony before taking off for ORD.

With the addition of this latest 787-9, we now have 35 787-8s and 787-9s in service. United will take delivery of two more 787-9's this month. We anticipate delivery of the next variant of the fleet type -- the 787-10 -- this fall.

Soon humans will travel out beyond the Moon



Construction has officially begun on the spaceship that will achieve America's goal of returning astronauts to the Moon. Lockheed Martin technicians and engineers at the NASA Michoud Assembly Facility near New Orleans welded together the first two components of the Orion crew module capsule for Exploration Mission-2 (EM-2). Orion is America's exploration spaceship, and the EM-2 mission will be its first flight with astronauts on board, taking them farther into the solar system than ever before. This flight, launched atop the Space Launch System (SLS) rocket, will usher in a new era of space

exploration, laying the groundwork for NASA's lunar Deep Space Gateway, and ultimately for human missions to Mars.

"Orion has tremendous momentum. We're finishing assembly of the EM-1 Orion spacecraft in Florida, and simultaneously starting production on the first one that will carry crew," said Mike Hawes, Lockheed Martin vice president and program manager for Orion. "This is not only the most advanced spacecraft ever built, its production will be more efficient than any previous capsule. For example, look at the progress we've made on the EM-2 pressure vessel compared to the first one we built. The latest version is 30 percent lighter and has 80 percent fewer parts. That equates to a substantially more cost-effective and capable spacecraft."

Designed specifically to withstand the harsh and demanding environment of deep space travel while keeping the crew safe and productive, the main structure of the crew module, or pressure vessel, is comprised of seven large machined aluminum alloy pieces that are welded together to produce a strong, yet light-weight, air-tight capsule. The first weld joined the forward bulkhead with the tunnel section to create the top of the spacecraft.

The pressure vessel capsule will continue to be built out over the spring and summer in Michoud incorporating the three cone panels, the large barrel and the aft bulkhead. Once completed in September, it will be shipped to the Kennedy Space Center where the Lockheed Martin team will perform assembly and test of the EM-2 spacecraft.

"The EM-1 and EM-2 crew modules are very similar in design, but we've made a lot of improvements since we built EM-1, including processes, scheduling, and supply chain, all contributing to a lower cost and faster manufacturing," said Paul Anderson, director of Orion EM-2 production at Lockheed Martin.

But the historical importance of this Orion mission isn't lost to Anderson and his team. "Each of these spacecraft are important, but we realize that the EM-2 capsule is special as it's the first one to carry astronauts back out to the Moon, something we haven't done in a long time. It's something we think about every day."



Boeing raises prospect of only one pilot in the cockpit



Boeing and other plane manufacturers are exploring single pilot planes to cut costs. Cargo planes likely to be first on the single-pilot trial but passenger jets could follow if there is public support.

Once there were three on the flight deck. Then the number of flight crew fell to two when the Boeing 757 changed the way cockpits were designed in the 1980s. Now, jetmakers are studying what it would take to go down to a single pilot, starting with cargo flights. The motivation is simple: saving airlines tens of billions of dollars a year in pilot salaries and training costs if

the change can be rolled out to passenger jets after it is demonstrated safely in the freight business.

But with the disappearance of Malaysia Airlines flight MH370 and a deliberate crash by a Germanwings pilot in the last few years, earning public trust and ensuring safety is critical. The issues loom large as single-pilot flying concepts were fleshed out at the Singapore Airshow. “We are studying that, and where you will first see it is probably in cargo transport, so the passenger question is off the table,” Boeing research and technology vice-president Charles Toups said of one-pilot operations. It would take a “couple of decades” to persuade passengers to take a single-pilot jet, he said, adding that gaining public support for the concept would be a step-by-step process starting with proliferation of self-driving cars. Boeing cooperates with General Motors to develop technologies for autonomous flight.

Singapore Technologies Engineering’s ST Aerospace demonstrated to delegates how a cockpit could be modified for one pilot when the firm converts passenger jets to freighters. “The interest is global,” ST Aerospace’s chief operating officer, Jeffrey Lam said. “I think some [cargo operators] are watching each other; quite certainly if one jumps on board, you would expect the others to not want to fall behind because there’s a lot of cost savings here.”

Although some small business jets can be flown by a single pilot, commercial jets carrying passengers and cargo require two pilots at the controls. That protects against the potential incapacitation of one pilot and helps with the cockpit workload.

After the Germanwings crash in 2015, in which a disturbed pilot locked himself alone into the cockpit, and crashed the aircraft into the Alps, regulators worldwide introduced rules requiring two people in the cockpit at all times. But such rules were lifted two years later when they were found to add little to security while introducing new risks. For now, regional cargo flights seem the most realistic area for single-pilot flying.

Kevin Shum, director-general of Singapore’s Civil Aviation Authority, said flight technology was advanced enough to create a one-pilot cockpit in as little as five years. “But it is a question of the human factors,” he said, citing incapacitation, distraction and fatigue as the biggest problems that would give regulators pause for thought. “That I think will probably take a bit more time to work through.”

Airbus and Boeing jets are designed for two pilots, and taking one out of the equation would need a revamp of the flight deck. More automated systems would be needed, as well as a way for controllers on the ground to take over if needed.

A Nasa study published in September was not encouraging. US airline pilots tested solo in Boeing 737 simulators found the workload “unacceptable” even in normal flight conditions, let alone when something went wrong. The study projected the prospect of having one of two pilots take a nap while the other sat at the controls as being more plausible, suggesting it might be possible for airlines to reduce long-haul crew numbers in the future. Some ultra-long flights can have five pilots on board to take turns between flying and resting.

Although human error is estimated to cause about 60% of crashes, there have also been situations where trained pilots have saved planes from disaster, such as the famous “Miracle on the Hudson” Airbus A320 water landing in New York’s Hudson river in 2009. While there is little data on the number of times human intervention has saved planes, pilot unions say safety is paramount, even in cargo operations. “Having a pilot

to load-share with you in command of an airplane is invaluable,” said Australian Federation of Air Pilots president David Booth, a pilot at Virgin Australia. “We are not at all interested in these one-pilot concepts. They are driven only by costs.”

Qantas Airways chief executive Alan Joyce said the airline, which had five pilots on board to help an A380 damaged by an engine failure to land safely in Singapore in 2010, did not have plans to take pilots out of the cockpit any time soon. “Certainly there is still a public perception issue and I think there will continue to be for some time about being too automated when it comes to commercial aircraft,” he said.

Boeing 777X: the world’s biggest and most efficient twin-engine jet

By Kristina Altman

Boeing has just begun working on a new aircraft, inspired by the 787 Dreamliner, with a cabin that’s just as comfortable, windows that are much larger, advanced cabin lighting, and a completely new architecture.

The airplane wings had been completely redesigned, expanding 236 feet (23 feet more than current commercial aircrafts, which can easily fold at the tips to fit every airport gate it goes to. This is the new Boeing 777X.



Boeing will offer two 777X options, the 777-8X and the 777-9X, which will be able to seat anywhere between 350 and 425 travelers and fly 8,700 (-8X) to 7,600 (-9X) nautical miles.

Currently, All Nippon Airways, Cathay Pacific, Emirates, Etihad Airways, Lufthansa, Qatar Airways and Singapore Airlines have placed their orders for this new twin-engine jet for a total of 360 aircrafts. The first will take flight in 2019, however, the airplanes will not be delivered to their customers until 2020.

The triple seven variant will be a lot lighter, and with the aircrafts elongated wing span, the 777X can use less fuel as it lifts up in the air. Speaking of fuel efficiency, the 777X will be installed with a GE9X engine—the biggest one on Earth for any commercial airline. Moreover, the GE9X engine saves about 12 percent fuel per seat, and CO2 emissions are 12 percent less than any of its competitors due to its innovative design.

Jason Clarke, Vice President of Operations, stated the 777X is “going to set a new bar for commercial aviation,” because the team is “pushing the boundaries to where they’ve never been before.” It’s an exciting time for aviation and travel.

The going price for the 777X ranges from \$350.5 million and \$388.7 million, a large yet smart investment for current and future customers who are looking to take flight to the next level. Travelers have a lot to look forward to, and we can’t wait to see the first one takeoff.

Boeing debuts first 737 MAX 7



Boeing marked another airplane development milestone as thousands of employees celebrated the debut of the first 737 MAX 7 at the company’s Renton, Wash. factory. The MAX 7 is the third and newest member of Boeing’s 737 MAX family to come down the assembly line. The jet is designed for up to 172 passengers and a maximum range of 3,850 nautical miles, which is the longest range of the MAX airplane family.

Technology improvements allow the MAX 7 to fly 1,000 nautical miles farther and carry more passengers than its predecessor, the 737-700, while having 18 percent lower fuel costs per seat. The MAX 7 is also superior to the competition, carrying 12 more passengers 400 nautical miles farther than the A319neo, on 7 percent lower operating costs per seat.

“For our airline customers serving airports at high altitudes or remote locations, the MAX 7 is the ideal complement to their fleet. We look forward to demonstrating the incredible flexibility and range of this

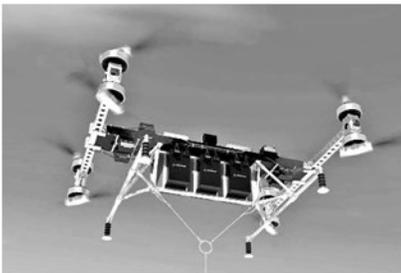
airplane,” said Keith Leverkus, vice president and general manager of the 737 MAX program, Boeing Commercial Airplanes. “This is the third 737 MAX family member our team has successfully introduced in just three years. That’s a phenomenal accomplishment and a testament to the dedication of the entire 737 team.”

The first MAX 7 will now undergo system checks, fueling and engine runs on the flight line in Renton. The airplane, the first of two MAX 7 flight test airplanes, will begin its flight testing program in the coming weeks.

The 737 MAX 7 is scheduled to enter service in 2019, following delivery to launch customer Southwest Airlines.

The entire 737 MAX family is designed to offer customers exceptional performance, with lower per-seat costs and an extended range that will open up new destinations in the single-aisle market. The MAX 8 entered service with customers across the globe last year, and the MAX 9 will start deliveries in the coming months. The MAX 10 was launched at last year’s Paris Air Show and is scheduled to enter service in the 2020 timeframe. The 737 MAX is the fastest-selling airplane in Boeing history, accumulating more than 4,300 orders from 92 customers worldwide.

Boeing Unveils New Unmanned Cargo Air Vehicle Prototype



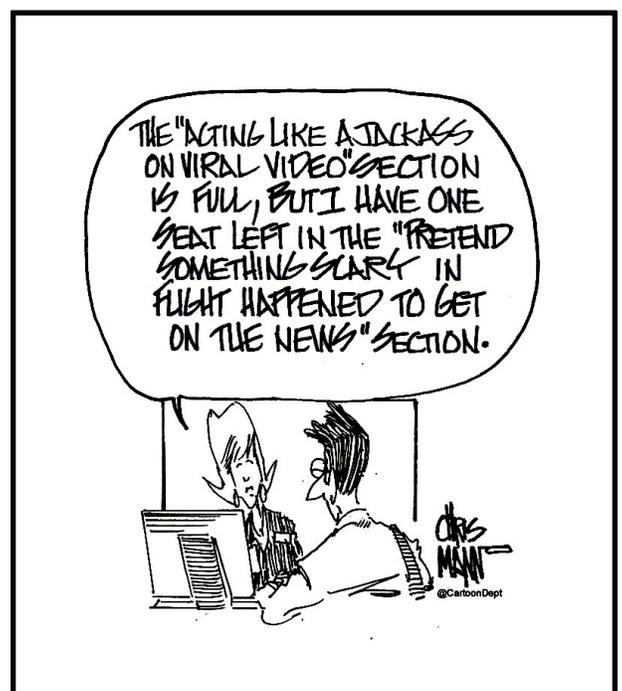
Boeing unveiled a new unmanned electric vertical-takeoff-and-landing (eVTOL) cargo air vehicle (CAV) prototype that will be used to test and evolve Boeing's autonomy technology for future aerospace vehicles. It is designed to transport a payload up to 500 pounds for possible future cargo and logistics applications. "This flying cargo air vehicle represents another major step in our Boeing eVTOL strategy," said Boeing Chief Technology Officer Greg Hyslop. "We have an opportunity to really change air travel and transport, and we'll look back on this day as a major step in that journey."

In less than three months, a team of engineers and technicians across the company designed and built the CAV prototype. It successfully completed initial flight tests at Boeing Research & Technology's Collaborative Autonomous Systems Laboratory in Missouri.

Boeing researchers will use the prototype as a flying test bed to mature the building blocks of autonomous technology for future applications. Boeing HorizonX, with its partners in Boeing Research & Technology, led the development of the CAV prototype, which complements the eVTOL passenger air vehicle prototype aircraft in development by Aurora Flight Sciences, a company acquired by Boeing late last year.

"Our new CAV prototype builds on Boeing's existing unmanned systems capabilities and presents new possibilities for autonomous cargo delivery, logistics and other transportation applications," said Steve Nordlund, Boeing HorizonX vice president. "The safe integration of unmanned aerial systems is vital to unlocking their full potential. Boeing has an unmatched track record, regulatory know-how and systematic approach to deliver solutions that will shape the future of autonomous flight."

Powered by an environmentally-friendly electric propulsion system, the CAV prototype is outfitted with eight counter rotating blades allowing for vertical flight. It measures 15 feet long, 18 feet wide and 4 feet tall and weighs 747 pounds.



FAA conclusion on Southwest Airlines: On time over safety

By Juergen T Steinmetz



On-time performance of an airline or keeping an aircraft safe – what is more important? For US-based Southwest Airlines, it may have been cheaper to overlook serious maintenance issues, and getting upset at technicians alerting Southwest Airline management to such safety concerns.

Corrosion found on Southwest Boeing aircrafts has become a safety concern. An aircraft, like any metal object, is inherently prone to corrosion. There is a lot of time spent painting an aircraft to help delay corrosion, but inevitably, nature will prevail.

Usually, the development of corrosion will depend on how old the aircraft is, what type of environment it is based on, whether or not it is hangered, and how often it is cleaned. Left untreated, corrosion can make an aircraft unairworthy in just a few years.

FAA investigators have determined that Southwest Airlines suffers from a degraded supervisory maintenance culture, which manifests itself in the pressuring of the carrier’s Aviation Maintenance Technicians (AMTs) and Inspectors to subordinate safe maintenance practices to the carrier’s schedule. Moreover, the FAA has further determined that, in the last several years, Southwest’s practices have resulted in scores of aircraft operating in revenue passenger service in an unairworthy condition.

In a September 2017 report by the FAA’s Technical Aircraft Maintenance Branch addressing whistleblower complaints raised by Dallas-based Southwest maintenance inspectors, the FAA found that coercive conduct toward maintenance employees was having an adverse impact on “all forms” of the maintenance operations, including “troubleshooting, completion of work, inspections, technical support and training.” The FAA report provides a bone-chilling description of Southwest’s coercive culture:

The motivation behind management questioning AMTs and Inspectors when they discover anything outside the scope of a maintenance task and the subsequent use of formal [disciplinary] fact-finding meetings which management utilizes to formally document an inquiry into airworthiness discrepancies, appears as a tool used to influence a relaxing of standards, to look the other way, or to gain a degree of approval through a leniency of standards. The result of this pattern is a capitulation of airworthiness and a culture of fear and retribution. The influence being utilized to pressure technicians and question findings influence the programs and reliable tracking of the aircraft both of which have a negative impact on the overall Continuous Airworthiness Maintenance Program (CAMP).

The FAA reported that, despite the environment of intimidation, one inspector insisted on documenting damage to an aircraft’s flight control rudder balance weight that was “substantial,” but that, “rather than being praised for find a serious airworthiness issue,” the inspector was “questioned as to how and why he came to notice” the damage. The courage of this particular inspector led to the fortunate disclosure of a “systemic” issue affecting fleet-wide safety:

Although the carrier pointed out the discrepancy was addressed, the impact to the employees and the overall maintenance organization arguably is impacted by the questioning. As noted above, this event led to the discovery of a systemic issue with the fleet and now has involvement with the carrier’s engineering and the aircraft manufacturer.

In a separate and independent FAA field investigation of the carrier’s Los Angeles maintenance operations conducted on September 20, 2017, the agency’s investigators reported that:

all of the mechanics interviewed except two felt pressured and under scrutiny as to whether they were either doing their job correctly or if they were finding too many things wrong with the aircraft

“Mechanics are told, ‘Dallas is watching us’ don’t make us look bad with delays. FAA investigators determined: there is the absence of a “Just Safety Culture.” Safety Promotion, a key part of an effective SMS [Safety Management System] seems to be deficient. There seems to be a lack of an environment of trust, effective communication and the willingness for employees to share mistakes, concerns or failure without the fear of threats or reprisal. This ultimately leads to a degraded level of safety that the SMS is trying to maintain at the highest possible level.

Role model for aspiring female pilots



Captain Beverly Pakii has become the first female pilot in Air Niugini and Papua New Guinea to captain a jet aircraft after attaining her command on Fokker Jet aircraft recently. Her first commercial flight was on January 4 of this year on a Fokker 100 aircraft, from Port Moresby to Lae and back.

Air Niugini Chief Executive Officer, Simon Foo, in congratulating Captain Pakii said ANG invests a lot of money and resources into training pilots and engineers every year and the results are encouraging and promising for other female pilots

in the system and also those who are aspiring to become pilots. He further stated that Air Niugini is very supportive of gender equality in the workforce and this attainment along with the achievements of other female pilots in a profession that is largely male dominated, demonstrates the airline's belief, continuous support and investment in its female workforce. Mr. Foo said: "Captain Pakii has come through the system holding a very high standard throughout. Her dedication, commitment and humble demeanor to achieve her command is demonstrated in her professional conducts in all facets. Air Niugini congratulates Captain Pakii on her achievement and this milestone in her career. She is a role model to other aspiring female pilots."

Beverly's career as a pilot is not surprising, her father Captain Ted Pakii was an ex Air Niugini pilot who joined the airline from the PNG Defense Force in 1994. He operated on several aircraft types during his time, starting with Dash 7 and left after achieving his command on the Boeing 767.

Delta Air Lines pays employees over \$1 billion in profit sharing



Delta Air Lines will pay out more than \$1 billion in profit sharing for the fourth year in a row and celebrate the outstanding accomplishments made possible by its more than 80,000 employees around the world.

Delta employees earned the \$1.1 billion payout for their role in delivering record-breaking operational and customer satisfaction performance as well as strong financial performance.

"This is the fourth year in a row that Delta's profit sharing has topped \$1 billion — a milestone no company in history has ever achieved," said Delta's Chief Executive Officer Ed Bastian. "Delta people are the reason for our success and Valentine's Day is our favorite day each year as we celebrate the incredible results our people have delivered."

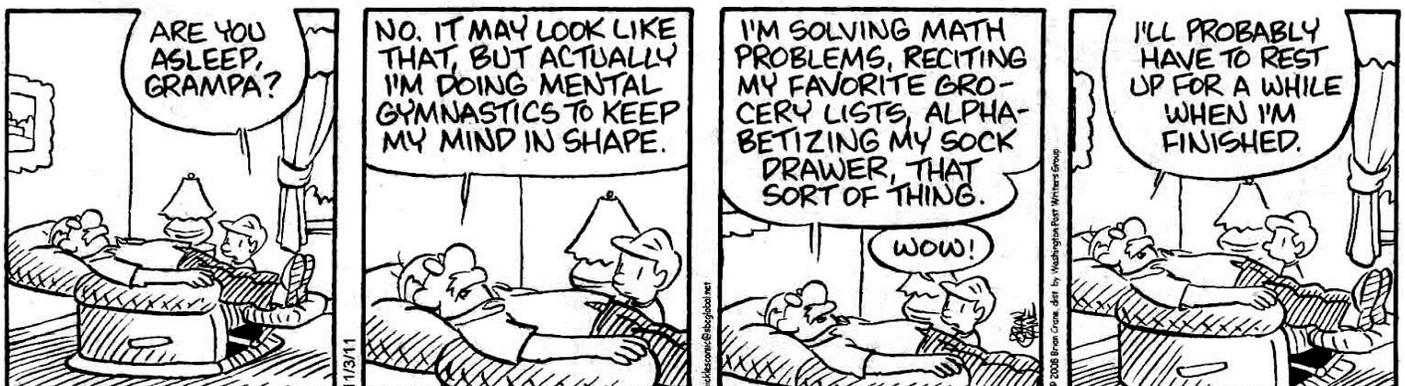
The airline has paid out more than \$5 billion through its profit sharing program over the past five years. Through the program, employees share in the success they create together through hard work and a focus on the customer.

"Our industry-leading profit sharing and compensation philosophy reflects a decision we made a long time ago to share in the company's success each year with our people who make it possible," Bastian said.

"Rather than make a one-off payment like other companies, Delta is invested in highly competitive base pay, an industry-leading annual profit sharing plan, and monthly bonuses each year when the airline performs well."

This compensation approach has resulted in an 80 percent increase in total annual compensation since 2008.

PICKLES



Munich Airport and Lufthansa start testing of humanoid robot



She is 120 centimeters tall, with sparkling, round eyes and a pleasant voice: Starting today, “Josie Pepper” the robot will be answering questions for passengers in Terminal 2. Whether they need directions to their gate or want to stop at a certain restaurant or shop – Josie Pepper will look them in the eyes and give them a prompt answer.

With the rollout of Josie Pepper, Munich Airport and Lufthansa are breaking new ground: It is the first-ever test of a humanoid robot equipped with artificial intelligence at a German airport. For the next few weeks, Josie Pepper will welcome travelers to the non-public area of Terminal 2, which is jointly operated by Munich Airport and Lufthansa. In her initial deployment, Josie Pepper, who speaks English, will await passengers at the top of the ramp leading to the shuttle connecting the main terminal to the satellite building. This test phase will be used to show whether Josie Pepper is accepted by passengers.

Josie Pepper’s “brain” contains a high-performance processor with a WLAN internet access. This creates a connection to a cloud service where speech is processed, interpreted and linked to the airport data. What sets the system apart: When this robot type speaks, it does not just deliver pre-defined texts. With its ability to learn, it answers each question individually. Just like a “real” brain, the system gets steadily better at combining questions with the relevant information to provide more precise replies.

IBM Watson Internet of Things (IoT) cloud-based, artificial intelligence technologies are behind Josie Pepper’s capabilities. Pepper was developed by the French company SoftBank Robotics. The lady robot was given the name “Josie” by the staff of Munich Airport and Lufthansa when she arrived at the airport.

Delta: new requirements for customers traveling with service animals



Delta Air Lines is taking steps to further protect its customers, employees and service and support animals by implementing advance documentation requirements for those animals. This comes as a result of a lack of regulation that has led to serious safety risks involving untrained animals in flight. The new requirements support Delta’s top priority of ensuring safety for its customers, employees and trained service and support animals, while supporting the rights of customers with legitimate needs, such as disabled veterans, to travel with trained animals.

Delta carries approximately 700 service or support animals daily — nearly 250,000 annually. Putting this into perspective, Delta carries more than 180 million passengers annually. Customers have attempted to fly with comfort turkeys, gliding possums known as sugar gliders, snakes, spiders and more. Ignoring the true intent of existing rules governing the transport of service and support animals can be a disservice to customers who have real and documented needs. Delta has seen an 84 percent increase in reported animal incidents since 2016, including urination/defecation, biting and even a widely reported attack by a 70-pound dog. In 2017, Delta employees reported increased acts of aggression (barking, growling, lunging and biting) from service and support animals, behavior not typically seen in these animals when properly trained and working.

New Procedures & Updated Requirements: In compliance with the Air Carrier Access Act, Delta provides in-cabin travel for service and support animals without charge. The guidelines, effective March 1, require that all customers traveling with a service or support animal show proof of health or vaccinations 48 hours in advance. In addition to the current requirement of a letter prepared and signed by a doctor or licensed mental health professional, those with psychiatric service animals and emotional support animals will also need to provide a signed document confirming that their animal can behave to prevent untrained, sometimes aggressive household pets from traveling without a kennel in the cabin. These measures are intended to help ensure that those customers traveling with a trained service or support animal will no longer be at risk of untrained pets attacking their working animal, as has previously been reported.

Small towns face loss of air service

By Hugo Martin/LA Times



Travelers must drive farther for flights as carriers' trim service. For 35 years, Transfer Flow Inc. has been manufacturing aftermarket fuel tanks for pickup trucks out of Chico, Calif., which means employees must make regular trips from the quiet college town to meet with clients and potential business partners. That has become especially difficult since regular commercial air service ended at Chico Municipal Airport in 2014. Now company representatives have to drive as much as four hours to catch a flight out of Sacramento International Airport to meet clients from Ford, Nissan and other carmakers. "What hurts us the most is that it's stunting our growth a bit," said Ben Winter, Transfer Flow's director of business development. "Having a connection to the outside world is a real must."

Chico, with a population of 92,000, is one of 20 small communities in the U.S. to lose regular commercial air service in the last four years, according to data from the Regional Airline Assn., a trade group of carriers that serve mostly smaller airports. In California, commercial flights ended to three cities — Chico, Modesto and Visalia — more than in any other state. At 91 other small airports nationwide, the number of departures has been cut by at least half in that same period, including Yuma International Airport in Arizona, Barnstable Municipal Airport in Hyannis, Mass., and Branson Airport in Missouri, the data show.

"As airports lose frequency and destinations, communities experience diminished connectivity, which weakens their link to the global economy," said Faye Malarkey Black, president of the Regional Airline Assn. The cuts to service grew out of lessons learned by the airline industry during tough financial years capped by the last recession. Airlines began merging and tightening operations, which led to reducing or eliminating service to many small communities that rely on turbo prop planes carrying as few as 50 passengers. Instead, airlines have invested in the more profitable strategy of adding big planes, packed with cramped seats, to routes connecting big-city airports. "When you are Southwest, why come to Visalia when you can fly out of Burbank and get a lot more business there," said Mario Cifuentes, deputy city manager of Visalia, which lost all commercial air service in 2016 when the city's lone airline, SeaPort Airlines, filed for bankruptcy. Such route decisions have played a role in U.S. airlines' run of near-record profits, as have increasing travel demand, low fuel prices and strong revenue from passenger fees for checked luggage, food, drinks and entertainment.

At a 2015 trade group meeting, airline executives promised to stay "disciplined" about adding flights so as not to hurt profits; lawmaker outrage, a federal antitrust investigation and a flurry of consumer lawsuits resulted. Industry representatives concede that some small communities have lost service during the last few years but have repeatedly denied any collusion to reduce flights and boost prices.

The Regional Airline Assn. said a factor in the service reductions is a nationwide pilot shortage, which developed after a 2013 federal law requiring extra training and new tests for pilots who want to fly commercial jets. A 2009 crash of Colgan Air near Buffalo, N.Y., prompted the new rules, including requirements that pilots get more rest between shifts. The group has called on the Federal Aviation Administration to address the pilot shortage by recognizing existing aviation courses to meet the new pilot training requirements and provide more financial support for aspiring pilots.

Most of the small communities that have lost service in the last four years are in the West and Midwest, with California, Montana, Washington and Wyoming taking the biggest hits. In California, business leaders in Visalia, Chico and Modesto say the loss of regular commercial air service has made it more difficult to connect with outside companies to form partnerships and expand. The small Central California agricultural town of Modesto has one of the highest unemployment rates in the state. Its farms were hit hard by the state's four-year drought. The city's municipal airport lost its regularly scheduled commercial flights when SkyWest Airlines pulled out in 2014, forcing locals who want to fly to drive 90 miles south to catch a flight out of Fresno or 92 miles west to San Francisco. Since then, the community of 212,000 residents has tried repeatedly to persuade other carriers to serve Modesto, hoping that regular service might help attract new

companies to put down roots in the town, said Cecil Russell, the chief executive of the city's chamber of commerce. "We've been looking for something to uplift us and attract large companies to come here," he said.

Dan Gonzales, founder and president of Fifth Sun, a clothing manufacturer in Chico, said the cut in airline service to his city has also put him at a disadvantage over his competitors. "An airport is kind of our lifeline to other areas of the state and other areas of the nation," he said, adding that he believes he lost a recent business partnership deal with Amazon because of his remote location and lack of air service in Chico.

Some business leaders say they have adjusted to the cut in air service. "It's one of those things we've done without and we are resigned that it may not come back again," said Gail Zurek, president of the chamber of commerce in Visalia, where regular commercial service ended in 2016. She noted that many of Visalia's large agricultural companies either rent or own private jets to fly out of the city's airport. To fill the transportation gap, the city of Visalia launched a shuttle bus service in 2015 that connects Visalia to Fresno-Yosemite International Airport for \$10 each way. The trip takes about an hour.

A federal program called Essential Air Service, launched after the airline industry was deregulated in 1978, provides subsidies to airlines that serve small community airports. By agreeing to stop applying for the subsidies for 10 years, Visalia qualified for a \$3.7-million grant to make airport improvements, Cifuentes said.

A trade group that represents the country's biggest carriers says economic trends are making it feasible to add service in the future. "Airlines have restructured agreements with their regional partners to be more economical and, thanks to improving profits, airlines have been able to purchase and take delivery of new, more efficient aircraft," said Alison McAfee, an Airlines for America spokeswoman.

United Airlines recently announced plans to expand service, starting in June, to several small communities such as Eureka, Calif., Appleton, Wis., and Akron, Ohio. During a recent conference call with analysts, United Airlines President Scott Kirby said the carrier hopes to draw travelers from major airline hubs and smaller airports such as Des Moines. "And winning your share in Des Moines is not about carrying people from Des Moines to Chicago, it's about carrying people from Des Moines to the world," he said. Industry analyst Seth Kaplan, managing partner at Airline Weekly, said the United Airlines announcement may signal a turnaround for small communities. "It's still tough to be a small airport," he said, "but there are actually signs of hope."

No more excuses: Cruise vacations more popular than ever



When you take a vacation, you want to have confidence in your decision, knowing you are getting value for your hard-earned dollars and will have a great time.

When it comes to taking a cruise vacation, some of the top reasons include affordability, freedom and flexibility, and the opportunity to meet

interesting people and have experiences in fascinating destinations such as in the Caribbean, Mediterranean, Western and Northern Europe, Alaska and Australia and New Zealand.

A record 27.2 million people will set sail in 2018, according to the Cruise Lines International Association (CLIA). And cruising is growing faster than land-based vacations by 20 percent.



Changes to withholding taxes for your taxable pass travel



We announced in September 2017 that our process changed in order to more closely follow tax reporting laws and align the way we report taxable pass travel income for both former employee participants and current employees.

As a result of this change, we are collecting any federal and state withholding taxes that apply to your taxable pass travel income for travel on or after November 1, 2017. From this point on, we will request payment of these taxes by sending quarterly invoices to anyone with taxable pass travel activity. As a reminder, pass travel for retirees and their spouses, parents and dependent children under age 26 is still not taxable. Pass travel for a retiree's domestic partner and enrolled friends is taxable.

If your taxable pass rider has completed travel between November 1, 2017, and January 31, 2018, in March you will receive your first quarterly invoice via the U.S. Postal Service to the mailing address United has on file. These invoices will request payment of the calculated withholding tax. You will need to pay the invoiced amount by check or money order to the address specified on the invoice, be sure to include your payment coupon from your invoice to ensure timely posting of your payment. Keep in mind, if you do not have any taxable pass travel during a particular fiscal quarter, you will not receive an invoice.

It's very important that your mailing address is up to date. If you want to verify the address on file or need to make a change, go to <http://www.ybr.com/united> or contact the Employee Travel Center from 7:00 a.m. to 7:00 p.m. Central time, 7 days a week, at 1-877-UAL-ESC9 (from the U.S.) or 1-847-UAL-ESC9 (outside the U.S.), or through United ServiceAnywhere.

Helpful resources: Visit our W-2 Pass Travel Tax Reporting page for a complete list of resources and tools to help you through this transition, including:

- The announcement letter sent to retirees and early out participants.
- Frequently asked questions.
- A video tutorial of the changes in employeeRES.
- Quarterly invoice example.
- User guide with:
 - Sample screenshots of what you can expect to see in employeeRES.
 - Sample screenshots of the imputed income calculator.

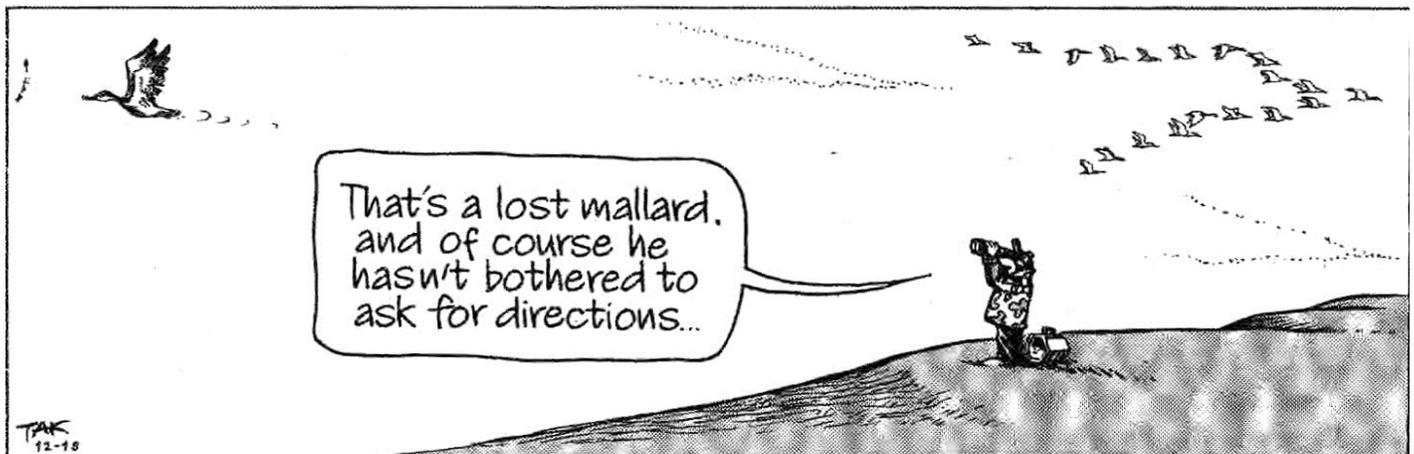
You can also visit us at United ServiceAnywhere to submit your questions or search for "W-2 pass travel" to find information about W-2 pass travel and the tax reporting process.

Still need assistance? Contact the Employee Travel Center:

Call: 1-877-UAL-ESC9 (from the U.S.) or 1-847-UAL-ESC9 (outside the U.S.) Hours: 7:00 a.m. to 7:00 p.m. Central time, 7 days a week.

Email: etc@united.com

Thank you, Employee Travel Center





United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

Milton "Milt" Jines was born in Baton Rouge Louisiana (The Pelican State) in 1934 and peacefully passed-away November 17, 2017 in San Mateo, CA. He will be missed by a great many people. He wrote the "Skyclopedia" - "The Air Traveler's Guide to the Whole United States of America."

If you ever wondered how the pilot on your flight's P.A. system knew so much about the area below ... chances are he was reading from the Skyclopedia. This 307 page (plus a 49 page Index!) book required many hours of research.

In Milt's words: The Skyclopedia is intended for the serious skyway flight-seer who prefers getting some real-life stimulus from looking out the airplane windows ... it contains thousands of little factual tidbits of Geographical, Geological, Historical and Statistical information - and a goodly amount of just plain Inconsequentia.

The following excerpts have been selected at random.

Tombstone, Arizona: "The town too tough to die." Tombstone is without a doubt the west's most remembered old mining camp, thanks to Hollywood and Tee-Veeland's immortalization of the key figures of the famous gun battle (ambush?) at OK Corral which really happened.

Newspaperman John Clum came here from Tucson in 1880 to establish a newspaper in this "rough and ready" town. He decided every tombstone needed an Epitaph so that's the name the paper got. Folks here still sit down to breakfast and read their own Epitaphs.

Rayne, Louisiana (Pop. 1,611): Located approximately 15 miles west of Lafayette in rice-growing country. This is the "frog capital" of the world. Remember that frog you dissected in Biology-1? It probably came from Rayne where they have frog "farms" which ship to gourmet restaurants, biological supply houses, aquariums and schools. Every September a festive "Frog Festival" is held to honor the critters. "Rivet."

St. Helens (Mount) Washington: Beautiful symmetrical and snow-capped cone towering 9,677 feet tall. That was prior to Sunday, May 18, 1980. On that day, at exactly 8:32 A.M. (PDT) Mount St. Helens suddenly dropped from 5th to 30th among Washington mountains in height (to 8,377 feet). The volcanic explosion, the first in the continental U.S. since 1914 (California's Lassen Peak), and the largest in recorded history in the lower 48 states, leveled every tree in a 150-square-mile region north of the peak, killing 62 people and a multitude of wild animals, and blew 1.3 billion cubic yards of debris more than 11 miles into the atmosphere.

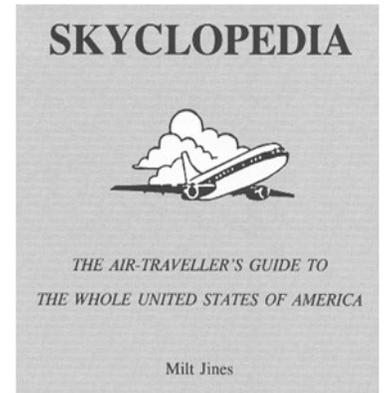
Long Island, New York: So named because it is; 125 miles east from New York City, to Montauk Point State Park (Montauk is Indian for observation point). It covers 1,723 square miles and four counties: Kings (Brooklyn), Queens, Nassau and Suffolk. The first two are constituent parts of the Big Apple, so when a New Yorker refers to Long Island he is talking about Nassau and Suffolk, mostly bedroom communities for commuters. Don Rickles the "great" insulting (obnoxious) comic was born on Long Island. Yeah, right, who cares.

Cozad, Nebraska (Pop. 4,455): Located on the North Bank of the Platte River about halfway between North Platte and Kearney, this is the home town of Marvin Berryman of Denver. The town was named for its founder John J. Cozad (1830-1906), a professional gambler (from the age of 12!) and a land/town developer.

Self-promotion by the writer of this column. I gave Milt this info. when he asked what was "unusual" about Cozad.

By Marvin Berryman, DENTK Retired, from "Skyclopedia" by Milt Jines - Copyrighted 1988 - "Yeah right!"

NOTICE: Due to the renovation of the Denver Flight Training Facility (DENTK) the Historical Foundation (UAHF) will NOT be accepting United & Continental Memorabilia donations until further notice. UAHF WILL continue accepting your tax-deductible monetary (\$) contributions which can be mailed to: UAHF, Tom Goodyear; 9341 E. Jewell; Denver, CO 80231.



A letter in RUPA (2/18) from Jim Shipp caused me to think about Jim (Nolan) and his UAL career. This is his UAL date of hire letter and envelope. Notice three cent stamp and three cents postage due! Thought some of the RUPA family would find the letter interesting, an old Nolan treasure. *Vii Nolan*

UNITED AIR LINES

EXECUTIVE OFFICES

UNITED AIR LINES BUILDING CHICAGO 38, ILLINOIS

March 24, 1952

Mr. James A. Nolan
10 Brokaw Place
Appleton, Wisconsin

Dear Mr. Nolan:

This letter is to advise you that you have successfully passed your physical examination and the Stanine Tests, and to confirm your acceptance as a Co-Pilot Trainee, to attend the class to be held in Denver, Colorado on April 23, 1952.

During the training period, which will be of approximately nine weeks' duration, you will be paid on the basis of \$275.00 per month. No expenses will be allowed, but we will assist all trainees in finding living quarters. If you should arrive in Denver outside of regular office hours, please contact our Dispatch Department and they will arrange for you to spend the night in the pilots' quarters.

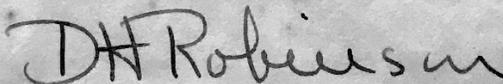
Upon successful completion of the training period, you will be assigned to one of the domicile stations, depending upon our needs at that time, and transportation will be given to that location. The regular co-pilot beginning base rate of \$350.00 per month will apply effective with your assignment to your domicile.

Attached you will find authorization for your transportation from Chicago to Denver, as well as one of our schedules. If you will present this ticket to the agent on duty at the Chicago Airport, I am sure that he will be glad to assist you with your transportation.

Please arrange to report to Mr. C. M. Urbach, Personnel Department, Hangar #5, Stapleton Field, Denver, not later than Tuesday morning, April 22, at eight A.M. Be sure to take your social security card and military discharge papers with you, as well as all CAA and FCC Certificates.

Our very best wishes for your success!

Sincerely yours,



D. H. Robinson
District Personnel Manager

H
Enclosures

2017 Flown West List

*Aikins, Lance T.	Sep. 29, 2017	Moore, James P.	Jun. 07, 2017
Anderson, Kenneth D.	Mar. 08, 2017	*Morrill, Charles A.	Dec. 10, 2017
Bailey, Howard W.	Apr. 16, 2017	Mueller, Harold D. II	Dec. 28, 2017
Baird, Roger A.	Jul. 14, 2017	Musser, Edward R.	Dec. 13, 2017
*Baker, William H.	?	Nelson, Barrie A.	Sep. 11, 2017
Baldry, G. Kendall	Dec. 28, 2017	Ogden, Richard S.	Jun. 16, 2017
*Barnes, Stephen R.	2017	Organtini, John C.	Sep. 06, 2017
Bates, Robert G.	Apr. 30, 2017	*Overby, Walter C.	Oct. 29, 2017
Bates, William R.	Jul. 06, 2017	Pitts, Bristowe P. II	Dec. 24, 2017
Bell, Harlin E.	Jan. 13, 2017	Plank, William J. (Jay)	May 23, 2017
Berg, Martin C.	Aug. 30, 2017	Rankin, J. Douglas	Feb. 20, 2017
Bishop, David C.	Mar. 04, 2017	Revert, Brent F.	Apr. 25, 2017
*Bobroske, Gerhardt L.	Dec. 28, 2017	*Richsecker, Jerry E.	Aug. 2017
Bohl, Walter S. Sr.	Sep. 22, 2017	Rodgers, Wayne D.	Aug. 23, 2017
*Bradley, Kenneth R.	Dec. 01, 2017	Saunders, Ronald F.	Mar. 17, 2017
Bragg, Robert L.	Feb. 09, 2017	Schrepple, Paul F.	Jan. 12, 2017
*Burry, Lyle W. Jr.	Jul. 21, 2017	Smith, Bruce P.	Mar. 09, 2017
* Caronhan, Pat	Feb. 16, 2017	*Solberg, Thor, Jr.	Dec. 16, 2017
Cosgrove, Thomas E. Jr.	Mar. 28, 2017	Story, Irvin	Mar. 03, 2017
De Jonghe, Henricus (Dick)	Jan. 20, 2017	Stolp, David A.	Apr. 25, 2017
*Dotur, Jeff S.	Mar. 01, 2017	* Van Kleef, Jack	Jan. 26, 2017
Dryer, David D.	Mar. 11, 2017	Wallace, Paul L.	Jan. 26, 2017
*Dunne, Michael	Oct. 25, 2017	*Watkins, Harry O.	Feb. 26, 2017
Engel, William P.	Aug. 15, 2017	*Watts, Harold G.	Dec. 30, 2017
Fink, Alan J.	May. 23, 2017	*Wilcox, Robert E.	Jul. 03, 2017
George, Charles H.	Oct. 12, 2017	Wilsman, Douglas H.	Aug. 12, 2017
Giefer, Herb G.	Nov. 21, 2017	Wright, James W.	Apr. 29, 2017
Gilroy, Edward J.	Dec. 12, 2017		
Gordon, John M.	Feb. 02, 2017		
Green, Stanley A.	Dec. 21, 2017		
Gust, Louis, Jr.	Oct. 12, 2017		
Louis Gust, Jr.	Oct. 12, 2017		
Jenkins, Garet B.	Feb. 28, 2017		
Jines, Milton L. (Milt)	Nov. 17, 2017		
Johnson, Richard J. (Dick)	Aug. 27, 2017		
Krosse, George T.	Sep. 08, 2017		
*Kuhl, Russell W.	Aug. 18, 2017		
Lapple, Charles F. (Red)	Apr. 15, 2017		
Larusson, Ted H. Jr.	Aug. 09, 2017		
*Lee, Clare A.	Mar. 14, 2017		
Littlefield, Arthur R.	Jan. 22, 2017		
Loyd, Michael	Aug. 04, 2017		
Mackie, David C.	May 25, 2017		
Malone, David B.	Nov. 05, 2017		
Mansfield, James D.	Oct. 14, 2017		
*Marchment, Norman P.	Sep. 23, 2017		
*Martell, Edmund C.	Jun. 10, 2017		
Mc Kinnon, Charles A.	Mar. 30, 2017		
Miller, Richard T.	Feb. 20, 2017		
*Minor, Gerald C.	Jul. 20, 2017		
*Montgomery, D. E. (Monty)	May 23, 2017		

**denotes non-member*



Study: Diet, drugs, 'brain games' don't prevent dementia

By Lisa M. Krieger/The San Jose Mercury News



A major new study offers discouraging news about dementia: Nothing is yet proven to prevent cognitive decline late in life. Despite marketing claims for “brain diets,” “brain games” and other interventions, a thorough analysis of all published research shows that diet, drugs, cognitive training, exercise, vitamins or supplements do not prevent Alzheimer’s disease or related types of dementia in people older than 85.

“There’s no magic bullet,” said Dr. Mary Butler, co-director of the Minnesota Evidence-based Practice Center, which conducted the analysis and guides federal policy recommendations. The research, funded by the U.S. Agency for Healthcare Research & Quality, is published in an issue of the *Annals of Internal Medicine*.

There is an urgent need to prevent the brain disease that causes loss of memory, thinking and judgment. The number of Americans with either mild cognitive impairment or Alzheimer’s disease is expected to double by 2060 to 15 million, up from approximately 6.1 million this year. Because there are no cures or even treatments to change progression of the disease, hopes have been pinned on prevention. Even delaying its onset would profoundly help, wrote Dr. Eric B. Larson of the Kaiser Permanente Washington Health Research Institute in Seattle, in an accompanying editorial. The team analyzed the published evidence of 13 different types of interventions.

“We looked at drugs. We looked at over-the-counter vitamins and supplements. We looked at exercise. We looked at cognitive training. And overall, the results didn’t show much benefit,” said Dr. Howard Fink of the Minneapolis VA Health Care System.

A small minority of study results suggested potential benefits of a few small interventions. For instance, when the researchers looked at the evidence for “cognitive training,” they found that people improved in the areas that they trained in — but did not improve in other areas. So, while training may boost the time it takes for you to perform a mental task, that same training won’t help memory and other mental functions.

The only interventions that seemed promising are already goals of standard medical care, such as regular physical activity, controlled blood pressure, healthy weight, quitting smoking and treating diabetes and other vascular risk factors.

“When people ask me how to prevent dementia, they often want a simple answer, such as vitamins, dietary supplements or the latest hyped idea,” wrote Larson. “I tell them that they can take many common-sense actions that promote health throughout life.”

The reasons why these more hyped interventions fail aren’t entirely clear. Perhaps the interventions were too short, or started too late in life. To prevent dementia, interventions may need to start when people are far younger, and continue for years. But such a lengthy study would be very expensive and pose major logistical challenges, said Butler. Or maybe they just don’t work. “It’s a humbling result,” said Fink. “It tells us that we have a lot to learn.”

What researchers found about fighting dementia

- Physical exercise. Researchers reviewed data from 16 trials comparing a physical activity intervention with an inactive control. They found insufficient evidence to draw conclusions about the effectiveness of aerobic training, resistance training, or tai chi for improving cognition. The researchers did find low-strength evidence that combining different types of interventions at the same time, such as physical activity, diet, and cognitive training, improved cognitive test performance.
- Prescription Medications. Researchers reviewed data from 51 trials comparing the effect of prescription medication with placebo, usual care, or active control on cognitive outcomes. The evidence did not support use of any of the studied pharmacologic treatments (dementia medications, antihypertensives, diabetes medications, NSAIDs or aspirin, hormones, and lipid-lowering agents) for cognitive protection in persons with normal cognition or mild cognitive impairment.
- Cognitive Training. A review of 11 trials of adults with either normal cognition or mild cognitive impairment at the time of enrollment found insufficient evidence that cognitive training exercises could prevent dementia. Group cognitive training was found to improve performance only in the cognitive domain

trained. For example, memory training improved memory, but did not improve any other aspects of cognition.

•Over-the-counter vitamins and supplements. The study authors reviewed 38 trials comparing over-the-counter (OTC) supplements, including omega-3 fatty acids, soy, ginkgo biloba, B vitamins, vitamin D plus calcium, vitamin C or beta carotene, multi-ingredient supplements, with placebo or other OTC interventions for preventing or delaying cognitive decline, mild cognitive impairment, or clinical Alzheimer-type dementia. They found insufficient evidence to suggest that any of the supplements worked to reduce the risk for cognitive decline.

Information about a health issue from a RUPA Member

I have been investigating why I have four or five symptoms, or sets of, with various doctors. This past June my hearing went South; right ear, totally, and I have about 15% left of normal hearing in my left ear... overnight, literally. I woke up essentially deaf. If it weren't for the hearing aids, I would be deaf. With them, I have very limited hearing, but it is better than hand signals. But since the hearing aids were provided by the V.A. since before this loss, I saw them, and was told that the aids were good; the problem was my ears. After doing some treatment with/for them, and finding no cause, I suggested that an MRI of my entire head be done to see if I had a tumor. To which they were agreeable, and found none.



Just this past Monday, I saw my private PCP (primary care physician) for an annual, and provided him with a copy of the V.A. MRI report. He studied it, and then asked whether I knew that I had had a stroke, albeit a mild one.... to which I answered that I had no clue of such, what was he talking about. He pointed out the wording of the report, and upon my asking, showed me where he read the stroke had been. I was shocked. I had no idea of having had a stroke!!! I only knew of some symptoms such as loss of hearing, balance problems, double vision, some slowdown in memory recall, and one or two more "symptoms," that were troubling me.

I gave much thought to that revelation by the doctor, and slowly remembered that about 12 to 15 years ago, I had experimented with Viagra for about two or three days, (and had failure for ED) and experienced a very strong headache in the area that my doc pointed out was the area of the stroke. The headache came on shortly after taking the first pill. Thinking that it might go away with time, I took the two or three more pills over that many days. Then, a number of years later, hoping for some good results, I tried Cialis... and got the same lack of results, and the same very strong headache returned in the same area.

I have researched the Net for bad effects from Viagra and Cialis. There is no reported really bad result such as a stroke for Viagra, but there is a history of stroke for Cialis.

<https://www.ehealthme.com/ds/cialis/stroke/>

<https://www.ehealthme.com/ds/viagra/hemorrhagic-stroke/>

Is this a coverup for Viagra???

While it has not been really reported for me as stroke caused by Cialis by the medical profession, to my recollection of everything, IMHO, there is the very real probability that it was caused by these two drugs. The location cited by my doctor from the MRI and the location of the pain from taking the drugs raises the probability to a high level, IMHO.

I just did a Dopper (ultra-sound) test of my carotid arteries by the orthodox medical community yesterday. I have been getting such testing by Lifeline Screening for a good number of years... and my results have been "no buildup" for earlier years, then turned to "mild buildup" in later years. I will get the report of Monday's testing, hopefully, tomorrow.

The symptoms that I have been having trouble with could have been caused by the Viagra and Cialis causing me a "mild stroke"... IMHO, as reported in various literature as effects of a stroke.

How many guys would take those drugs if they knew that a stroke was a possibility? Would the reward of why they are touted be worth the risk? I had read that headaches were a possibility, but I had not read that a stroke was a possibility. If I had known stroke were a possibility, I would never have done the drugs... even for the very short time that I did.

Can Your Hip Replacement Kill You?

By Jeanne Lenzer/The New York Times



When Stephen Tower's right hip gave out in 2006, he asked his surgeon to implant an artificial one — specifically, a metal-on-metal hip called the ASR XL, made by Johnson & Johnson. He knew what he was talking about: As an orthopedic surgeon, Dr. Tower specializes in complex hip replacements. But what he knew wasn't enough to protect him from a defect in the device. Five years after his surgery, and in excruciating pain, Dr. Tower underwent more surgery, this time to have the device replaced. When the surgeon sliced into his hip, what he saw looked like a crankcase full of dirty oil. Tissue surrounding the hip was black. Cobalt leaking from the ASR hip had caused a condition called metallosis, destroying not only local muscle, tendons and ligaments, but harming Dr. Tower's heart and brain as well.

Despite Dr. Tower's repeated efforts to warn his colleagues and the company that the implants were harming patients, Johnson & Johnson continued to market metal-on-metal hips. While it withdrew the ASR XL model from the market in 2010, citing slow sales, it continued to sell another, similarly problematic model, the Pinnacle, until 2013. More than 9,000 patients filed suit against the company, and on Nov. 16, six New York patients won a \$247 million trial verdict for serious harms caused by the Pinnacle hip implants and for failing to warn doctors and patients about its dangers. These suits and others are pulling back the curtain on what some doctors call the Wild West of medicine: the untested and largely unregulated medical device industry.

About 32 million Americans — or about one in 10 — have at least one medical device implanted, from artificial joints to cardiac stents, surgical mesh, pacemakers, defibrillators, nerve stimulators, replacement lenses in eyes, heart valves and birth control devices. These devices have helped countless people, and some have saved lives. But many others are harmed — and doctors and patients are at the mercy of manufacturers' claims about the safety and efficacy of the devices. Medical interventions are now the third-leading cause of death in the United States, and devices play an increasing role in that statistic.

Many people assume that the Food and Drug Administration requires rigorous testing of medical devices before they are approved, the same as the lengthy approval process it requires for new drugs. In fact, most high-risk devices on the market, including implants, have undergone no clinical testing at all.

Although the standard for approval of a new drug usually calls for two randomized, controlled clinical trials, the standard for many medical devices is no standard at all. Since medical devices didn't come under regulatory control by the F.D.A. until 1976, the agency simply grandfathered in all devices that were already on the market under a provision known as 510(k), which allows manufacturers to sell most new devices without requiring any clinical testing as long as the manufacturer says its product is "substantially equivalent" to an existing device. In addition to the 510(k) pathway, medical device companies can avoid clinical testing for the highest risk devices through the supplement pathway by telling the F.D.A. they made a minor change to a previously approved device. The use of these loopholes is widespread: A study published in *The Journal of the American Medical Association* in 2009 found that only 5 percent of high-risk implanted cardiac devices even partly met the standard for drug testing.

Metal hips are far from the only devices with catastrophic consequences. In October 2007, Medtronic, a leading medical device manufacturer, recalled the lead wires in its Sprint Fidelis defibrillator after they were found to fracture and misfire, harming or even killing patients. The devices had not been clinically tested and were approved for sale by the F.D.A. through the supplement pathway. But in this case, the "minor change" was a fatal one; the new wire was thinner and prone to fracture. By the time of the recall, 268,000 leads had been implanted in patients worldwide, the majority in the United States. After the recall, many patients rushed to have the devices removed, but removal posed its own dangers, causing major complications in 15 percent of patients.

Even when devices are subjected to trials, the F.D.A. sometimes ignores danger signs detected by those studies. In 1997, during the approval process of the vagus nerve stimulator, a device made by Cyberonics to

treat epilepsy, an F.D.A. adviser voiced concerns about a high death rate noted in patients with the device. But the agency didn't stop the device from going to market. Instead, it awarded conditional approval, meaning that Cyberonics would have to conduct safety studies after the device was on the market. The agency didn't even require Cyberonics to inform patients that there was concern about the death rate, or that they were effectively being made unwitting guinea pigs. When Cyberonics finally submitted five studies that it said proved the device was safe, it failed to include death data for any of the studies, a move the F.D.A. defended, saying the agency hadn't asked the company to count deaths, only to "characterize" deaths. How it's possible to characterize deaths without including any actual data on deaths is anyone's guess.

With such shockingly lax regulations, it's no surprise that device recalls have risen over the years; in 2003, there were eight Class 1 device recalls, which the F.D.A. defines as indicating "a reasonable probability" that a device will "cause serious adverse health consequences or death." In 2016, that number rose to 117, affecting hundreds of thousands of patients.

Understanding Grief, and Living Through It

By Jane E. Brody/The New York Times



Although many of us are able to speak frankly about death, we still have a lot to learn about dealing wisely with its aftermath: grief, the natural reaction to loss of a loved one. Relatively few of us know what to say or do that can be truly helpful to a relative, friend or acquaintance who is grieving. In fact, relatively few who have suffered a painful loss know how to be most helpful to themselves.

Two new books by psychotherapists who have worked extensively in the field of loss and grief are replete with stories and guidance that can help both those in mourning and the people they encounter avoid many of the common pitfalls and misunderstandings associated with grief. Both books attempt to correct false assumptions about how and how long grief might be experienced.

One book, "It's OK That You're Not OK," by Megan Devine of Portland, OR, has the telling subtitle "Meeting Grief and Loss in a Culture That Doesn't Understand." It grew out of the tragic loss of her beloved partner, who drowned at age 39 while the couple was on vacation. The other book, especially illuminating in its coverage of how people cope with different kinds of losses, is "Grief Works: Stories of Life, Death and Surviving," by Julia Samuel, who works with bereaved families both in private practice and at England's National Health Service, at St. Mary's hospital, Paddington.

The books share a most telling message: As Ms. Samuel put it, "There is no right or wrong in grief; we need to accept whatever form it takes, both in ourselves and in others." Recognizing loss as a universal experience, Ms. Devine hopes that "if we can start to understand the true nature of grief, we can have a more helpful, loving, supportive culture."

Both authors emphasize that grief is not a problem to be solved or resolved. Rather, it's a process to be tended and lived through in whatever form and however long it may take. "The process cannot be hurried by friends and family," however well-meaning their desire to relieve the griever's anguish, Ms. Samuel wrote. "Recovery and adjustment can take much longer than most people realize. We need to accept whatever form it takes, both in ourselves and in others."

We can all benefit from learning how to respond to grief in ways that don't prolong, intensify or dismiss the pain. Likewise, those trying to help need to know that grief cannot be fit into a preordained time frame or form of expression. Too often people who experience a loss are disparaged because their mourning persists longer than others think reasonable or because they remain self-contained and seem not to mourn at all.

I imagine, for example, that some adults thought my stoical response to my mother's premature death when I was 16 was "unnatural." In truth, after tending to her for a year as she suffered through an unstoppable cancer, her death was a relief. It took a year for me to shed my armor and openly mourn the incalculable loss.

But 60 years later, I still treasure her most important legacy: To live each day as if it could be my last but with an eye on the future in case it's not.

Likewise, I was relieved when my husband's suffering ended six weeks after diagnosis of an incurable cancer. Though I missed him terribly, I seemed to go on with my life as if little had changed. Few outside of the immediate family knew that I was honoring his dying wish that I continue to live fully for my own sake and that of our children and grandchildren.

Just as we all love others in our own unique ways, so do we mourn their loss in ways that cannot be fit into a single mold or even a dozen different molds. James G. Robinson, director of global analytics for The New York Times, described a 37-day, 6,150-mile therapeutic road trip he took with his family following the death of his 5-year-old son, collecting commemorative objects along the way and giving each member of the family a chance to express anger and sadness about the untimely loss.

Ms. Devine maintains that most grief support offered by professionals and others takes the wrong approach by encouraging mourners to move through the pain. While family and friends naturally want you to feel better, "pain that is not allowed to be spoken or expressed turns in on itself, and creates more problems," she wrote. "Unacknowledged and unheard pain doesn't go away. The way to survive grief is by allowing pain to exist, not in trying to cover it up or rush through it."

As a bereaved mother told Ms. Samuel, "You never 'get over it,' you 'get on with it,' and you never 'move on,' but you 'move forward.'"

Ms. Devine agrees that being "encouraged to 'get over it' is one of the biggest causes of suffering inside grief." Rather than trying to "cure" pain, the goal should be to minimize suffering, which she said "comes when we feel dismissed or unsupported in our pain, with being told there is something wrong with what you feel."

She explains that pain cannot be "fixed," that companionship, not correction, is the best way to deal with grief. She encourages those who want to be helpful to "bear witness," to offer friendship without probing questions or unsolicited advice, help if it is needed and wanted, and a listening ear no matter how often mourners wish to tell their story.

To those who grieve, she suggests finding a nondestructive way to express it. "If you can't tell your story to another human, find another way: journal, paint, make your grief into a graphic novel with a very dark story line. Or go out to the woods and tell the trees. It is an immense relief to be able to tell your story without someone trying to fix it."

She also suggests keeping a journal that records situations that either intensify or relieve suffering. "Are there times you feel more stable, more grounded, more able to breathe inside your loss? Does anything — a person, a place, an activity — add to your energy bank account? Conversely, are there activities or environments that absolutely make things worse?" Whenever possible, to decrease suffering choose to engage in things that help and avoid those that don't.

The Surprising Effects of Loneliness on Health

By Jane E. Brody/The New York Times



The potentially harmful effects of loneliness and social isolation on health and longevity, especially among older adults, are well established. For example, in 2013 I reported on research finding that loneliness can impair health by raising levels of stress hormones and inflammation, which in turn can increase the risk of heart disease, arthritis, Type 2 diabetes, dementia and even suicide attempts.

Among older people who reported they felt left out, isolated or lacked companionship, the ability to perform daily activities like bathing, grooming and preparing meals declined and deaths increased over a six-year study period relative to people who reported none of these feelings. Writing for The New York Times's department The Upshot last December, Dr. Dhruv Khullar, a physician

and researcher at Weill Cornell Medicine in New York, cited evidence for disrupted sleep, abnormal immune responses and accelerated cognitive decline among socially isolated individuals, which he called “a growing epidemic.”

As research moves forward on these topics, scientists are gaining a more refined understanding of the effects of loneliness and isolation on health. They are also looking into factors such as who is likely to be most seriously affected, and what kinds of interventions may reduce the associated risks.

There are some surprising findings. First, though equivalent in risk, loneliness and social isolation don't necessarily go hand-in-hand, Julianne Holt-Lunstad and Timothy B. Smith, psychologist-researchers at Brigham Young University, have pointed out.

“Social isolation denotes few social connections or interactions, whereas loneliness involves the subjective perception of isolation — the discrepancy between one's desired and actual level of social connection,” they wrote in the journal *Heart* last year.

In other words, people can be socially isolated and not feel lonely; they simply prefer a more hermitic existence. Likewise, people can feel lonely even when surrounded by lots of people, especially if the relationships are not emotionally rewarding. In fact, Dr. Carla Perissinotto and colleagues at the University of California at San Francisco reported in 2012 that most lonely individuals are married, live with others and are not clinically depressed. “Being unmarried is a significant risk,” Dr. Holt-Lunstad said, “but not all marriages are happy ones. We have to consider the quality of relationships, not simply their existence or quantity.”

As Dr. Nancy J. Donovan, a geriatric psychiatrist and researcher in neurology at Brigham and Women's Hospital in Boston, said in an interview, “There is a correlation between loneliness and social interaction, but not in everyone. It may be simplistic to suggest to people who are lonely that they should try to interact more with others.”

Perhaps equally surprising is the finding that older adults are not necessarily the loneliest among us. Although most studies of the effects of loneliness have looked only at older people, Dr. Holt-Lunstad, who with colleagues has analyzed 70 studies encompassing 3.4 million people, said that the prevalence of loneliness peaks in adolescents and young adults, then again in the oldest old.

According to Louise Hawkey, senior research scientist at the National Opinion Research Center at the University of Chicago, “If anything, the intensity of loneliness decreases from young adulthood through middle age and doesn't become intense again until the oldest old age.” Only 30 percent of older adults feel lonely fairly often, according to data from the National Social Life, Health and Aging Project.

“We found stronger risks for those under 65 than for those over 65,” Dr. Holt-Lunstad said. “Older adults should not be the sole focus of the effects of loneliness and social isolation. We need to address this for all ages.”

Furthermore, she said, while it is not certain whether loneliness or social isolation has the stronger effect on health and longevity, “if we recognize social connections as a fundamental human need, then we can't discount the risks of being socially isolated even if people don't feel lonely.”

Equally intriguing is a recent finding suggesting that loneliness may be a preclinical sign for Alzheimer's disease. Using data from the Harvard Aging Brain Study of 79 cognitively normal adults living in the community, Dr. Donovan and colleagues found a link between the participants' score on a three-question assessment for loneliness and the amount of amyloid in their brains. Amyloid accumulation is considered a main pathological sign of Alzheimer's disease.

In this study, loneliness was not associated with the extent of people's social network or social activity or even with their socioeconomic status. However, in another study of adults 50 and older, published in the *International Journal of Geriatric Psychiatry*, Dr. Donovan and co-authors reported that loneliness was linked to worsening cognitive function over a 12-year period, whereas initially poor cognitive function did not lead to increased loneliness. When the researchers examined their findings more closely, they discovered that

depression, even relatively mild depression, had a greater effect than loneliness on the risk of cognitive decline.

“There is now strong evidence relating greater depressive symptoms to increased progression from normal cognition to mild cognitive impairment and from mild cognitive impairment to dementia,” Dr. Donovan and colleagues reported, citing their findings and those of others. They suggested that loneliness as well as low-grade and more serious depression may have similar pathological effects on the brain. All of which raises the question of how loneliness and social isolation might be countered to help ward off cognitive decline and other adverse health effects.

Suggestions for lonely or socially isolated adults have included taking a class, getting a dog, doing volunteer work and joining a senior center. A British program, called Befriending, involves one-on-one companionship by a volunteer who meets regularly with a lonely person. While such programs may show modest improvement on measures of depression and anxiety, their long-term significance is unknown. In a study of 14 trials of befriending, no significant benefit overall was found on measures of depression, quality of life, degree of loneliness, self-esteem and well-being.

Another program called LISTEN, developed by Laurie Theeke at the School of Nursing at West Virginia University, is a form of cognitive behavioral therapy to counter loneliness. It entails five two-hour sessions of small groups of lonely people who explore what they want from relationships, their needs, thought patterns and behaviors. It is doubtful, however, that such an approach would be practical on a scale large enough to meet the need for cognitive restructuring of lonely adults nationwide.

Stem cell infusions improved health in frail elderly

By Daniel Chang



There's no miracle medicine to combat signs of aging, such as fatigue, muscle weakness and loss of balance.

But as scientists work to unlock the mysteries of why some 80-year-olds must live in nursing homes while others play tennis every week, researchers with the University of Miami's Interdisciplinary Stem Cell Institute report they have found the beginnings of what may be the first therapeutic treatment for frailty, a common condition of aging that can lead to falls and other adverse events.

An early stage clinical trial conducted in Miami found that elderly patients breathed easier and walked longer distances after receiving a single infusion of stem cells from young and healthy donors, according to two studies published this week in the *Journals of Gerontology*.

Stem cells have the capability of becoming specialized cells that can repair tissue damage.

“Every human being on the planet is aging,” said Dr. Joshua Hare, founding director of UM's stem cell institute. “What isn't understood so well is some people are aging successfully and some people are aging poorly.”

Hare said there's a biological difference that causes some people to become frail in their old age while others retain mobility and energy, and he believes it has to do with chronic inflammation in the body and the withering of cells and muscle tissue. But medicine and society have largely accepted frailty as inevitable, Hare said. “It's easy to draw a conclusion that, ‘Oh, well, this is going to happen anyway, and some people are luckier than others,’ ” he said.

Early findings from Hare's clinical trials may challenge those assumptions. The first phase of Hare's study, which involved 15 people, showed that stem cell infusions were safe for patients. A second phase, which included 30 people, found that those who received a single stem cell infusion treatment showed improved lung function and an ability to walk farther than the group that received a placebo. “People got better early,” Hare said, “and the improvement was sustained over time.”

The average age of those participating in the clinical trials was 78, Hare said, and those who received stem cell infusions intravenously showed physical improvement at three and six months after the therapy.

LETTERS

DICK BROMWICH—Middletown, NJ

No news is good news and better late than never on the dues.

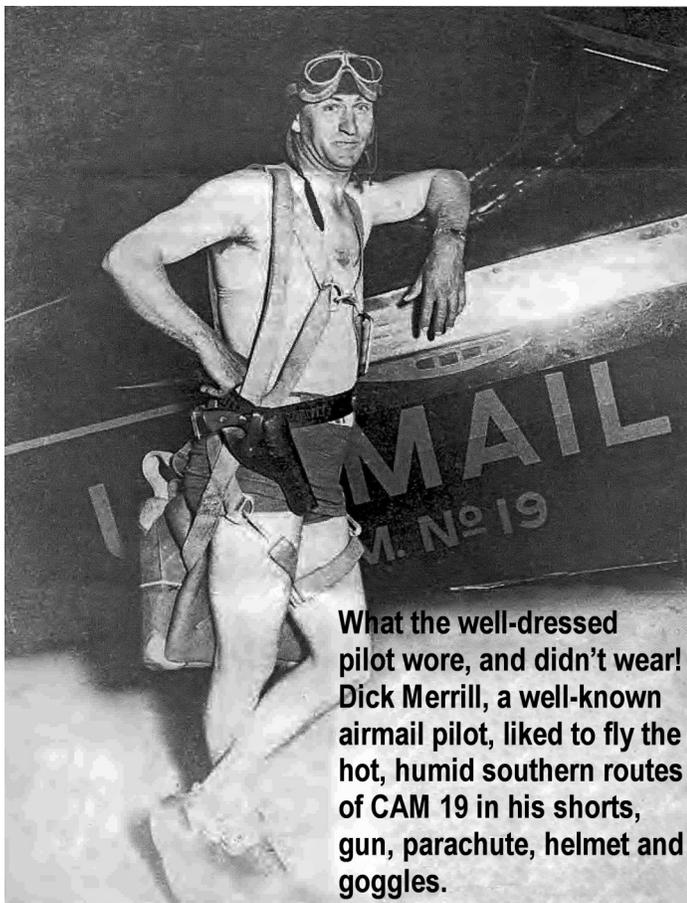
Well 22 years retired and still having the odd bad flying dream. Like trying to find my flight bag in ORD among the hundreds, showing up at EWR when trip was out of LGA and driving 100 mph and leaving on time, IOE into Seoul and having fighters coming up to intercept as we were headed for the palace, running off the runway as a new hire 727 engineer, sitting in 727 jump seat as Capt. stalled the a/c with check pilots permission. Just some of the interesting events over 32 years.

I wonder if anyone in my new hire class has a list of names, I have the picture but have misplaced the names.

Thanks to all who put out the *RUPANEWS*. *Dick*

RALPH DILULLO—Charlotte C. H., VA

Friends, It's 20 years since I set the brakes on that big beautiful 747-400. All is well!



What the well-dressed pilot wore, and didn't wear! Dick Merrill, a well-known airmail pilot, liked to fly the hot, humid southern routes of CAM 19 in his shorts, gun, parachute, helmet and goggles.

I look for friends at the Chino Air Show (Corporate Jet side of the Chino Airport) Saturday, May 6, 2018. Best wishes, *Ralph*

CARL HARDER—Spring Hill, FL

Hard to believe that twenty-five years ago (January 20, 1993) I flew my last flight on United. The "Queen of the Sky" has flown west and I may be right behind. On my last approach to SFO, I made a PA announcement to all on board that President George H. W. Bush and I were being tossed out of work kicking and screaming that day. He because of an election and I because of an arbitrary federal regulation. That regulation came about because the airlines put pressure on the FAA in the late 1950's because they didn't want to train senior pilots to fly the new jets. As you know, that regulation was later rescinded.

Recently, the FAA has issued new regulations that require new hires to have 1,500 flight hours or graduation from an approved flight school. In my opinion, this ruling came about because of pressure from ALPA and several schools who offer aviation programs. In my 34 years of flying with UAL, I flew with many pilots who were hired with as little as 250 flight hours. As a captain I found these pilots to be as well qualified as ex-military new hires. I was an ex Naval Aviator with over 1,000 hours in jet aircraft when I was hired, so I'm not being prejudiced.

On a lighter note, when I had my annual physical at age 75, I told the Doc that I felt that I was "getting old". He replied, "75 is not old, 80 is old." Boy, was he right.

Best regards to old friends, *Carl*
(DEN, SFO, LAX, IDL)

AL HAYES—Reno, NV

Well, 2017 was, shall we say, a challenging year for me. One nice bright sunny day in January I was preparing to give my student an hour or so of flight instruction. The air was crisp and clear, the winds light and sky blue. What a day to fly!



My student had been delayed in his instruction for one reason or another, and was itching to finally get going. He was already a commercial pilot going for an advanced rating. Today is the day, I said happily, as even I was looking forward to this. The pre-flight was complete and the checklist was accomplished. Now it was time to start the engine. OOPS....Dead battery. Rats!! Another letdown for this poor kid. "Not to worry," I said, "I'll hand prop it." Kind of like cranking the old cars, but pulling the prop through instead. I had done this lots of times....(but 50 years earlier!!) I ran through the safety procedures with him, and made sure he knew the process. The first few pulls on the prop produced nothing. The next one produced a cough and a bang. We're getting close. This is going to be the one. I positioned the prop where I wanted it and yelled "Brakes and Contact." He dutifully replied "Brakes and Contact."

Inside the cockpit, the magnetos were positioned on 'both' and his feet were on the brakes. I pushed the airplane to make sure the brakes were indeed set, then raised my right leg to get maximum leverage as I pulled the propeller down through its compression cycle. I gave it my all, moving quickly back away from the prop as I got to the bottom of my pull. Maybe too quickly. My feet were moving backwards at a pretty good clip, but I could feel my body was getting behind my feet. Uh-Oh, I thought, this isn't going to turn out well. Yours truly was falling backwards headed for the pavement, butt first, out of control. It was a crash landing. Wow, right on my tailbone. A shock went through my whole body for a split second. I lay there stunned for a few seconds then tried to get up. With help from someone who saw me fall from the office, I was helped up. A rather ignominious way to end my career, I thought. All that and the damn engine didn't even start!

Well, turns out I fractured a couple of vertebrae. Compression fractures they called it. As fractures go, I guess, this wasn't the bad kind, so I got them cemented up. Yup, cement. Bone cement, but nonetheless, cement.

The operation went well, and I was feeling pretty good, but within a few weeks started getting worse. Tough it out said the Dr., it will get better. It didn't. Susan said I needed an MRI. I deferred to the Dr., who ordered X-Rays instead. They showed no other fractures or anything that could have caused addi-

tional problems. Susan continued to tell me and the Dr. that I needed an MRI. The Dr. Ignored her. I also ignored her.

After two more months of increasing difficulties, I finally deferred to my wife. I went to my GP, and poured out my story. "You need an MRI" the GP said.....Guess who ate crow pie that night.

Two weeks later, back in the GP's office, the news came. 'You have severe arthritis and stenosis in your lower back. You gotta get it fixed without delay.' This was not related to the fall in any way, but the fall apparently exacerbated the condition.

So back to the operating table. Different Doc this time. He was also a Neurologist. This was more complicated. A procedure called a 'Laminectomy' was done. I had asked the Doc what a laminectomy was. He said, in a good-humored fashion, "a rotto rooter of the spine." They decompress the spine by taking some bone in the very back of your spinal column out. Plus, I 'cleaning up' effects of years and years of arthritis.

I could imagine a hammer and chisel being whaled away on my back. Glad I didn't know it ahead of time, but turns out they used a hammer and chisel as I had feared. The operation went very well. More complicated this time. Longer recovery period. Had that done end of July. As I write this I'm just finishing up physical therapy, and am 95 % recovered. I thank my caring and very patient wife for helping me through these traumas. Susan's previous training as a nurses aid paid off big. (BTW, humble pie tastes OK with a little whip cream)

I did have a bone to pick with my previous doc who wouldn't order me that MRI. I had gone through two months of unnecessary pain because of that delay. I told him that I should have listened to my wife instead of him. He was stunned and very defensive, but later backed off when he read the full report of my second operation. At the urging of Susan, the Dr. offered me a sincere (I think) apology. He's a relatively young guy, so I gave him a break. We can all learn, even us old tough guys who think we know better.

I'm looking forward to getting back in the air shortly and continue where I left off, but hey, everything could have turned out a lot worse. I'm happy, healthy and blessed with a great wife and family. A little rain on my parade ain't gonna dampen my spirits. Onward and upward. *Al and Susan*

DON KYTE—Fort Myers Beach, FL
Lots of buying and selling condos and finding one with an elevator for our primary permanent quarters. At 89 I am unable to haul much up and down stairs. I also have had several major surgeries in the past several years to correct problems associated with being born in an isolated farm house during a snow storm that prevented the family doctor from reaching our house.

I try to walk a mile or so every day and now just carry a cane. We have a boardwalk along our canal here and some folks who see me walking have asked why I just carry the cane now and I reply, "If I didn't take it with me my wife would make me wish I had!" I have never fallen but the cane would help prevent that if I lost my balance for some reason.

My wife, Jean, is younger than me and insists on driving. I can drive, but she is much better in traffic than I am. We have a condo in Asheville, NC that we drive to in May to avoid the heat and humidity in Florida and then back again in September or October to avoid the cold in Asheville.

I have a lot of memoirs about my life of flying and intend to put them on Kindle soon. I also started a novel, so writing is my primary pastime these days.

**THANK GOD I
DON'T HAVE
TO HUNT FOR
MY FOOD,
I DON'T EVEN
KNOW WHERE
TACOS LIVE...**

My heartfelt thanks to all those who do such a fine job putting together the *RUPANEWS*.

Don, 1956 to 1988.

GEORGE NOLLY—Castle Rock, CO
Once again, a giant THANK YOU to everyone involved in getting the RUPA magazine out! I read it from cover to cover the first day it arrives. Great job!

The "toilet paper" model is really true - the closer you get to the end the quicker it goes! It's hard to believe it's been thirteen years since I bawled my eyes out while setting the parking brake for the last time at United. It's only recently that I was able to say "United." For the previous twelve years it always came out "Untied."

To continue from last year's post, I lost out on my battle with the FAA regarding getting a First Class medical. They demanded tests that would cost more than \$10,000, and unless Publisher's Clearing House comes through (they do, after all, make their announcement on the day after my birthday), I can't spend that kind of money for a potential flying job. I don't have any health issues, just some things that the FAA requires testing. **HERE'S** the big takeaway for any of you still flying and not needing a First Class medical: you are **INELIGIBLE** to get a Third Class using BasicMed if you are denied a medical application. So, since I was denied by the FAA, I can never get a Third Class medical using BasicMed. No need to worry about my health. I suspect I'm a lot healthier than the feather-merchants at the FAA!

So, I'm healthy but not bullet-proof. I've hated to use sunscreen because it always gave me a greasy feeling, and now I'm paying the price. In May I was diagnosed with basal cell carcinoma in two small spots on my nose, and I had it removed with a Mohs procedure that involved three hours of surgery. I now have an ugly scar on my nose, but my bride of 50 years doesn't mind, and I'm not planning on doing any modeling work. And now I use sunscreen!

I'm still keeping my hand in aviation. This past summer I was hired by Metropolitan State University of Denver as an Affiliate Professor in their Aviation Department. Two days a week I instruct in the simulator and in the classroom, and it's fun talking about flying to a bunch of college-age students. They're bright-eyed, bushy-tailed, and not yet jad-

ed! Metro has an excellent aviation program, and the school aerobatics team just won the Nationals, ahead of UND and the Air Force Academy.

My Ready For Takeoff podcast has been an effort of love that keeps me busy when I'm not teaching. I increased from one episode per week to two - the Monday episode is an interview with a famous/inspirational/interesting pilot (typically 30-40 minutes) and the Thursday episode is me discussing an instructional subject for about 10 minutes. On my first January episode I scheduled the interview for January 6th (not a Monday), to coincide with the 50th anniversary of the mission on which my guest earned the Congressional Medal of Honor. General Brady fits all the famous/inspirational/interesting categories!

I finally got off my duff and started recording audio versions of my novels. Since I have all the equipment for my podcast, it was just a matter of finding time and energy to get started. Also, the first novel in my Hamfist series (Hamfist Over The Trail) is now a permanently-free download at Smashwords, Amazon and all other vendors. I hope to complete the fifth book in the series this summer. That's it for now. Use sunscreen!

RANDY RYAN—Tucson, AZ

Better late than never? OK, 2017 was different. The first half was mostly spent in a hotel because those "repairing" our house, and especially the kitchen, from the flood of July first, 2016(!!!) were inept and after the boss came down and looked at it in January of '17 they did it right and it was finished on June 30th. Thank you also to USAA.

Because of the above we made a "get away from the repairs" baseball trip to Phoenix. It was Opening Day and we still had high hopes for the Giants season and before they sank to last place. A week in a time share at Lake Tahoe in May was another nice get-a-way from those flood problems and in August we spent a week in Park City, Utah, so that we would be able to drive to southeast Wyoming to witness the total solar eclipse.

But our major travel event of the year was an 83 day cruise from San Diego to Sydney, then around Australia, seeing the Komodo Dragons and stopping in Exmouth where we renewed a friendship with Bill Ruby on the day of the Melbourne Cup, probably the biggest event day of the year in Australia. Bill had repaired our motor home in 2008 and intro-

duced us to Bok Choy. He took us to his club for the race and then on to the Exmouth Yacht Club where he is its president. Then it was back on board and on, eventually, to Sydney for a wonderful Thanksgiving dinner with Greg and his wife Yolanda. Sailed home and arrived home on December 20th.

Now for us it became rush rush rush time to get a tree and decorate it before the real highlight of the year, the arrival in Tucson on Christmas Day of Greg and Yolanda from Sydney and Kathy and Ken from California. One of the nicest Christmases in memory.

I still give thanks every day to the friends, relatives, doctors, and nurses who pulled me through 2016 and back to a somewhat "normal" life again. I give special thanks, of course, to nurse Pam who showed so much patience with her patient during that era. All the while she continued to nurse her own back and hip pains while becoming more and more expert with Photoshop and Word and still volunteering at the Arizona Sonora Desert Museum.

No cruises planned for 2018 and we expect to be here in Tucson for most of the year so if you have time to visit Tucson we would love to see you.

Finally, a special THANK YOU to all of the RUPA folks working so hard to keep RUPA great. You all give so much and ask so little in return.

Randy, Retired January 2000

JAMES B. WILDER—Eugene, OR

Greetings to all and thanks to RUPA volunteers.

Our big news of the past year is our move from Connecticut to Oregon. (chasing kids and grand-kids) Sold the house in Connecticut and drove west to Eugene, OR. Bought and moved into a house here just fifteen minutes from our three youngest grandkids.

Not much travel - we did attend a Pan Am gathering in Berlin last May.

We have our health, life is good.

GERRY ZIMMERMAN—Savannah, GA

At 91 still getting around well. I still fly my Bonanza on a regular basis. I just returned from a flight o Key West, FL. Got in some golf. Made a small investment in a P-82, Twin Mustang, project in Douglas. *Gerry*

IN MEMORIAM

GEORGE KENDALL BALDRY

George Kendall Ken' Baldry, 84, December 28, 2017 in Escondido, CA. He was born July 30, 1933 In Kansas City, MO.

Ken began life as an Army brad. He graduated from UCLA and joined the US Navy in 1955. Later in 1955 he married the love of his life, Nancy Scoville. Flying was a passion that would last throughout his life with one of his favorite planes being the F8 U Crusader. Captain Baldry completed three combat tours during his 20-year career in the US Navy. Ken joined United in 1968, and retired as a Captain in 1993.

Ken and Nancy spent their time traveling the world, sharing their adventures on all seven continents with both friends and family. In 1990, they moved to Valley Center, CA, and began building their dream home. They remained residents of Valley Center until 2013 when they moved to Escondido.

Ken is survived by his beloved wife Nancy and a son.

The number of lives he touched during his 84 years are too numerous to count. He is greatly missed by all who knew him.

ROBERT J. ECCLES

Robert J. Eccles, of Bridgewater, NJ passed away January 30, 2018. He was born in Alexandria, VA.

After graduating from Bernards High School in Bernardsville, NJ, Bob married his high school sweetheart, Jean Ortman Eccles, in 1960 and served as a captain in the US Air Force for six years piloting the F100 Super Sabre jet in the Vietnam War. After leaving the AF, he joined United in 1965 and retired in 1998 after a 33-year career.

Bob and Jean happily raised their children in Bridgewater and enjoyed winters in their home in Bonita Springs, FL. An avid bluegrass music fan, Bob enjoyed playing guitar with his musical friends. A pilot's pilot, he also flew various aircraft at Somerset Airport with fellow aviation enthusiasts. As a skilled mechanic, he could usually be found in "Ec's Garage" whistling while he worked.

Bob is survived by his wife, of 57 years, Jean, three children, four grandchildren and his entire extended

family and many dear friends.

~Blue Skies and Tailwinds Forever

HAROLD DANIEL MUELLER II

Harold Daniel Mueller (Dan) died unexpectedly at his home on December 28, 2017 at the age of 68. Dan was born in Seattle January 29, 1949. He graduated from Queen Anne High School in 1967, and the University of Washington in 1971.



Dan joined the Navy and received his wings at Naval Air Station Corpus Christi, Texas in 1973. He flew carrier-based aircraft, including aboard the USS Enterprise. Dan was released from active duty in 1978, and joined United Airlines the same year. His retirement flight was from Tokyo to Seattle in January 2014.

Dan was an avid pilot of his own plane as well. He enjoyed designing his home, restoring cars, and attending car and plane shows.

He is survived by two sisters and two nephews.

CHARLES R. POCHER

Charles R. Pocher (Charlie), 81, passed away January 12, 2018. He was born May 8, 1936 in Wingdale, NY and grew up in Irvington, NJ. He held a degree in Business from Seton Hall University.

Charlie learned to fly at Ft. Rucker, Alabama in L-19 and Dehavilland Beavers. He joined United 1966, and retired in 1996 after 30 years as Captain on the 757 and 767. He continued to remain involved with United through his membership in RUPA connecting with them through lunches and enjoying their daily emails.

Charlie was a daily communicant at the Church of the Visitation in Brick, NJ and was a former member of Immaculate Conception Church in Annandale, NJ. Charles was a faith-filled man with a generous heart. He was a member of the Holy Name Society, served on the funeral ministry and was the Coordinator for the Respect Life Ministry at his parish. Along with his beloved late wife, Bobbi, he ran the Friendship Club at Immaculate Conception Church for over 20 years. He was a member of the Shore Acres Yacht Club in Brick and treasured his sailboat called "Carpe Diem." Charlie loved sailing and traveling but most of all, he loved being with his family, often traveling across the country to see

his grandchildren participate in school and sporting events. Described as an "admirable man" and a "true gentleman," he will be tremendously missed by all that had the pleasure to know him.

He is survived by four children and six grandchildren.

In lieu of flowers, donations may be made to unbound.org, an organization that Charles and Bobbi supported for over 15 years. unbound.org empowers children and their families living in poverty in Guatemala to become self-sufficient and fulfill their desired potential. Charles had already booked a trip for April 2018 to Guatemala to visit Kelvin, his third sponsored boy! All donations made in Charles' name will go to Kelvin, Child # CH836326.

CHARLES ALLAN (AL) RYAN

Al Ryan, 93, passed away January 11, 2018. He was born in Minneapolis, MN September 22, 1924 and a member of the first graduating class of Southwest High School in June 1942.



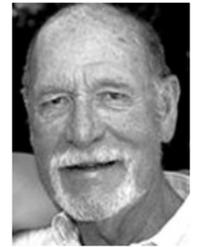
Al was a WWII veteran serving as a Pilot in the Army Air Corps at the age of 19 and a decorated combat veteran at the age of 20. Al later served in the United States Air Force Reserve with the rank of Captain. He hired on with Capital Airlines in 1949 after graduating from the University of Minnesota College of Education. After Capital merged with United Airlines in 1961, Al flew as captain of ten different aircraft from DC-3 to 747 finally retiring as a senior Boeing 747 captain in 1984. Flying a Boeing 747 from Honolulu to Los Angeles, Al set a world speed record for commercial aircraft by completing the route in 3 hours and 59 minutes. A recipient of the Wright Brother's Master Pilot Award for 50 years of accident free flying, Al was still actively flying at the age of 90 with over 26,000 hour s.

Al was a member of United Retired Pilots Assn, United Flying Octogenarians, Aircraft Owners and Pilots Association (AOPA) and Elks. A world traveler, he visited over 100 states and countries from Thule, Greenland to Katmandu, Nepal. On the ground, he spent 12 years as volunteer fireman in Worley, Idaho.

He is survived by his wife, Patricia, four children, five grandchildren and a greatgrandchild.

HAROLD GENE WATTS

Resident of Santa Cruz.



Hal Watts was born in Hanford, California on August 24, 1923, and died at his home in Santa Cruz, California on December 30, 2017, at the age of 94. Hal attended Branciforte elementary school and graduated from Santa Cruz High School. While attending Salinas Junior College, Hal was one of a group of students who drove the school bus ferrying students from Santa Cruz to Salinas, and it was on this bus that he met future wife, Beverly Jean Van Buren (Bev). After Salinas Junior College, Hal joined the Navy and married Bev in 1945 while stationed in San Diego. After leaving the Navy, Hal attended San Jose State on the GI Bill and after graduating joined United in 1953. He retired out of SFO on the DC-10 in 1983.

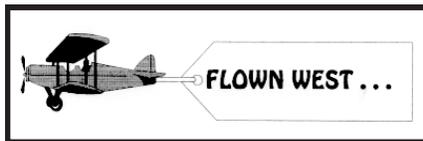
After retiring, Hal took up painting and for years traveled weekly to Carmel to participate in art classes. Over the years he produced many different styles of work as his skills evolved. He most enjoyed creating pieces which told quirky stories and frequently included family, most often of his life-long love, Bev. Bev and Hal were both involved with the founding of the Santa Cruz Museum of Art and History and enjoyed many years volunteering at MAH events.

Bev passed away in 2013, just months short of their 68th wedding anniversary, and Hal missed her greatly. Not long after her passing, Hal was diagnosed with a particularly unkind and difficult ailment, Lewy Body Disease. As the disease progressed, Hal coped with the help of his loving family and an amazing team of caregivers, and because of their compassionate care Hal was able to spend his final years and days at home surrounded by all that was familiar, which was always his wish.

Hal is survived by two sons, a daughter, five grandchildren and two great-grandchildren.

Hal was a kind-hearted man, fair and generous to all. He truly lived by the words "treat others as you would like to be treated."

Donations in Hal's honor can be made to Hospice of Santa Cruz County or to the Santa Cruz Museum of Art and History.



G. Kendall Baldry	Dec. 28, 2017
*Gerhardt L. Bobroske	Jan. 23, 2018
*Robert E. Brickey	Feb. 06, 2018
Phillip R. Davis	Jan. 23, 2018
Robert J. Eccles	Jan. 30, 2018
*Edward F. Fitzgerald	Jan. 22, 2018
Delmar E. Gartner	Jan. 10, 2018
Edward J. Gilroy	Dec. 12, 2017
*Thomas Hirsch	Jan. 14, 2018
Arthur R. Littlefield	Jan. 22, 2017
*Larry Lykins	Jan. 19, 2018
Harold D. "Dan" Mueller II	Dec. 28, 2017
*James L. Mynning	Feb. 04, 2018
*Walter C. Overby	Oct. 29, 2017
*Ronald H. Popken	Jan. 24, 2018
Charles R. Procher,	Jan. 12, 2018
Charles A. Ryan	Jan. 15, 2018
*Robert B. Southard	Jan. 2018
Harold G. Watts	Dec. 30, 2017

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Pilots Retirement Foundation

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

March, 2018 Edition

From:

RUPA
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Stowe, VT 05672-0757



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To:

RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-378-6855
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—Please RSVP—831-622-7747
SAC Valley Gold Wings (1st Monday, 12:00)—*Cliff House of Folsom, Folsom, CA*—916-941-0615
San Diego Co. (2nd Tuesday)—*San Marcos CC*—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*—925-735-1946
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*
Thousand Oaks (2nd Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

Colorado

Denver Good Ol' Boys (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*—386-760-9736
S.E. Florida Treasure Coast Sunbirds (2nd Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829
The Ham Wilson S.E. Florida Gold Coast (2nd Thursday)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill*—727-787-5550

Hawaii

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

Illinois

Greater Chicago Area Group (2nd Tuesday, March, July and November)
(*Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL*)
The Joe Carnes RUPA Group (2nd Tuesday, January, May and September)
(*The Golf Club of Illinois, 1575 Edgewood Dr., Algonquin, IL*)

Nevada

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue*—702-558-9422 or 702-565-7175
Reno's Biggest Little Group (4th Wednesday)—*Sparky's Sports Bar* - or—*BJ's Brewhouse*
Call Gary Dyer 775-250-2672 or Lyle U'ren 775-232-0177

New York

New York Skyscrapers (June & October)—*Rock Spring Golf Club, West Orange, NJ*—psofman@gmail.com

Ohio

Cleveland Crazyes (3rd Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

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 11:00AM)—*Airport Marriott*—360-825-1016

Washington D.C.

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