
rupanews



Journal of the Retired United Pilots Association



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President's Letter

I had written this early for a change, but it was supposed to be for the September issue. The day before I was going to email it to Cleve, I wound up in the ER with pancreatitis. It sounds worse than it is, since it's not any kind of infection. The pain is the issue. A week in the hospital, with morphine every four hours, kept that at bay. Better living through chemistry, I guess. The first four days I wasn't allowed to eat, or even drink any water. Just an IV with "stuff." A couple of weeks at home and I finally got my strength back, and all tests and scans were normal.

So...back to my letter to you.

I have to start with a request for one or two of you to come forward and volunteer to be our new editor(s) of the *RUPANEWS*. Many, many new members have said they joined because they were so impressed with this great publication, and most of you say you can't wait to get your copies each month. Cleve Spring has been doing this for a long time and, while we hate to lose him, it's time to let him really retire! The officers and the board of directors have discussed making this a paid position, and if that's what it takes, that's what we'll do. This magazine is that important to RUPA. Those of us who volunteer to work for this organization do it because it's a labor of love, so to speak. We care about you, our members, United and the profession. Please consider it, and contact any of the officers.

Thank you for all the great update letters you've sent in. They were great reading. The one from Len Martin in the July issue that told about General John "Black Jack" Pershing was timely for me since I'm in the middle of a great book about his life and times, called "My Fellow Soldiers." A side note is that he got that nickname because he had served with the 10th Cavalry Regiment, an all-black unit, which performed admirably, but still suffered terribly from the deep racial divide in the country.

Denny Fendelander's letter immediately caught my eye because I couldn't miss the photo of the O-2. I flew that aircraft for about eight years in the 137th TASS, in the NY Air National Guard, at White Plains. Several other United pilots were also in that unit, including our Secretary/Treasurer, John Rains, as well as Eric Malm, Jack Cowles, Ed Schnepel, Ben Conklin, Harry Brown, and the late Jack Duda. Denny's stories from his missions in Vietnam were pretty hair-raising, and he was right about the O-2, a tough bird and good for the FAC (Forward Air Controller) mission. The 137th after the end of the war had some exciting times too, like the famous "Night Fright" to R-4105, aka Noman's Land, our range on an island just south of Martha's Vineyard. I missed that one, but I think a couple of the names above were there. Flares, an inverted O-2, holding on a lighted tower in the bay? Right guys? We used to have a large picture, a watercolor maybe, of the "Night Fright" hanging in our O-club.



I've included a photo of our squadron patch, "The Fearless Ones." Another RUPA member, and good friend, Wes Lundsberg, was my O-2 IP, first at Holly Field and then Hurlburt after we flew all the birds over in about a twenty-ship gaggle. Wes and I had lost touch for a few years, and when we bumped into each other at ORDFO in early 1980, the very first thing he said was, "When were you hired? What's your seniority number?" Now that's a real airline pilot! I also included a photo of me, back when I was young and thin and beautiful (My wife taught our daughter to say that whenever she got in trouble!) at a reunion at Stewart Airport (SWF) after the unit was moved over there and changed aircraft. Yep, O-2s to C-5s. The Pentagon never ceased to amaze me. I wonder if they have that picture of the "Night Fright" in the O-club over there.



The story that Rusty Aimer included about Maverick also brought back memories. We used to fly the O-2s

over to Stewart in the 1970s to do pattern work away from the traffic at HPN. We used to see the Maverick 707s, with the “Bullhead” on the tails, and the cattle pens there. One or two of the guys in our unit, furloughed TWA I think, flew for Maverick and used to tell some funny stories about flying the cattle to Beirut and other places in the Middle East, but nowhere near as good as Rusty’s “bombing” Moscow with cow poop! If you haven’t read it, don’t miss it. Great story Rusty.

Also, in the August issue was a short article about United CEO Munoz, when speaking about focusing on caring for customers being more important than strictly following rules, mentioning that the “...veteran workforce was particularly weary – having endured mergers, a bankruptcy, and industry convulsions – and some were hard to reach.” I wonder how far restoring the pension plans at United would go in ‘reaching’ employees. Just sayin’.

Welcome to these new RUPA members:

Bob Kashur (DCA) Pensacola, FL
Capt. Mike Lindsay (DEN) Windsor, CO
Capt. Al Berlinberg (SFO) Littleton, CO
Capt. Dave Atlas (SFO) Richmond, CA
Bob Kennedy (LAX) Coto de Caza, CA
Capt. Ray Quigley (HNL) Georgetown, TX
Capt. Dale Cope (SFO?) Tacoma, WA and his brother!
Capt. John Morgan (IAD) Oakton, VA
Capt. Bob Ward (EWR) Canfield, OH
Capt. David Painter (DEN) Broomfield, CO
Patty Mitchell (DEN) Columbus, MT
Capt. Fred Coleman (SFO) Austin, TX
Capt. Lou Rodriguez (SFO) Pleasanton, CA
CO
Capt. James Minor (GUAM) Lake Dallas, TX
Capt. John Bethards (DCA) Isle of Palms, SC

Capt. Bob Caponetti (SFO) Warren, CT
Capt. Chuck Stover (DCA) King George, VA
Capt. Jim Coughlin (SFO) Incline Village, NV
Capt. Phil Sims (SFO) Corpus Christi, TX
Capt. Sue Yamamoto (LAX) Santa Paula, CA
Capt. Robert Eadie (IAD) Gloucester, VA
Capt. John Cope (SFO?) Chugiak, AK
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Capt. Roger Widholm (ORD) Glen Ellyn, IL
Brian Bouffard (DCA) Washington, VA
Capt. Fraser Malko (SFO) Zephyr Cove, NV
Capt. Gean Rockhill (IAD) Williamsburg, VA
Capt. Dale Eberhardt (SFO) Colorado Springs,

Capt. John Huyler (SFO) Bellvue, CO
Capt. Robert Christensen (SFO) Eagle, ID

That’s a total of thirty over the last few weeks. Thanks to all of you for spreading the word about RUPA!
Best Regards, *Bob*

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rupasectr@rupa.org**

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Or send your check to:

**RUPA
PO Box 757
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Vice President's Letter

Hello RUPA members. My how the time flies when one becomes retired and just enjoying life. It is time again for me to add my comments to our wonderful *RUPANEWS* commonly known as the "Journal of the Retired United Pilots Association." It seems just like yesterday I was writing my missive for last month.

If you noticed, there was not a President's comments in the September issue. It was due to our esteemed President having a medical issue that precluded him from providing any comments. Needless to say, Bob is doing better now and we wish him well in the future.

It is very important to note that our *RUPANEWS* editor would like to retire from his position soon. So, it is vitally important that we find a replacement for Cleve Spring. There is no doubt that Cleve has performed well above anything that was asked of him. It will be difficult to replace a legend but we can and will find a replacement for him. If you or anyone you know who may be interested in filling this position, please let us know of your interest. Quite frankly, being an officer of RUPA has been such a tremendous experience for me personally and provided such a great means to be associated with a fine group of people. As a future editor, you probably will have the same experience I have had with the officers and BOD.

I am happy to report UAL has consolidated all discounts within one location within the Flying Together web site. I believe this is a step in the right direction to simplify the needs of us retirees. Please take a look, at your leisure, and I think you will enjoy the improvement.

Rich Bouska, the former RUPA president for 2 terms and the current cruise coordinator, is working on the RUPA cruise scheduled for next July 2019. I have had some discussions with him regarding this cruise and, I believe, it will be one of the finest cruises he has coordinated. You will see the details of the cruise in this issue. I would highly recommend you consider joining us for the cruise as you could not ask for anything more exotic than a Mediterranean cruise. Please call Rich if you have any questions.

Lastly, I would like to compliment Jerry Blalock for his interest in encouraging our youth in expanding their horizons in the aviation world. Jerry is an instructor and docent at the Sacramento Aerospace Museum. He provides simulator time and instruction for interested young individuals. This is as close as you could get to the real thing in an actual simulator. Wonderful job Jerry and good luck in grooming our future pilots.

Enjoy the Fall and football season. Still Flying High, *John Gorczyca*

Manassas RUPA Breakfast



Attending the Manassas Breakfast on September 14th, starting on the left, clockwise: Jim Foster, Sim Stidham, Jim Turner, Hal Cockrill, Bill Davis, Gary Cook, Stokes Tomlin, Gene Couvillion and Don Reinhard.

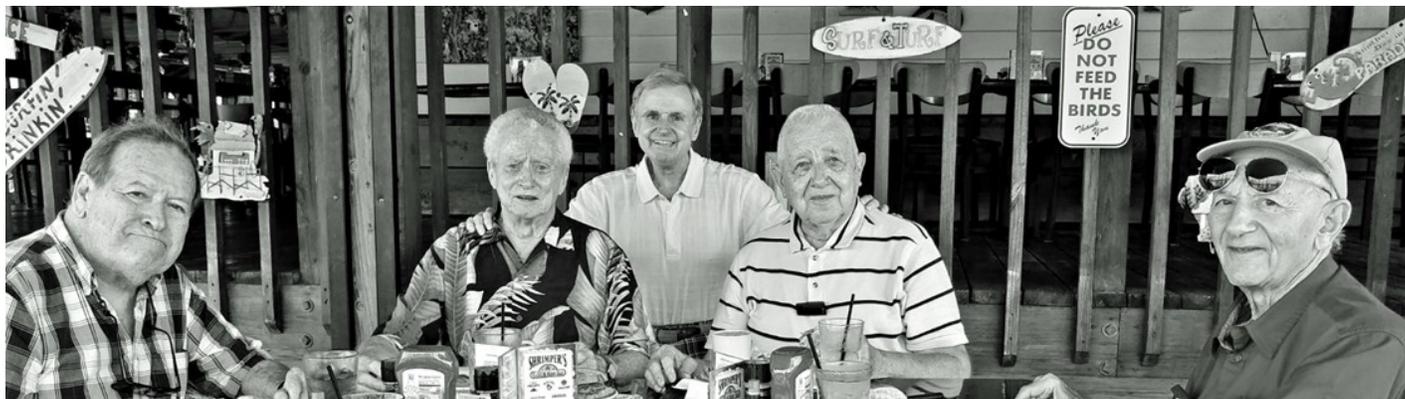
Good food and company. Jim Foster spoke to us about apple butter his church produces; explaining the history and current methods. This is a delicious treat which Jim graciously shares with our group. Thanks, Jim. Also, Sim Stidham had photos of 5 baby squirrels rescued by him and his wife, Helen. *Gene*

About the Cover

A 747 Borate Bomber fighting one of the many California forest fires.

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

After missing a few months of Luncheons and Reports due to vacation travel (Italy, RI and Alaska) - The Treasure Coast Chapter is back. 😊 Fortunately, at least so far, SE FL has been very fortunate to avoid Hurricanes and Tropical Storms...very much unlike our friends and family who are enduring the wrath of Hurricane Florence up in the Carolinas right now as I write this news article. May our Prayers and Blessings be with them all. 😊 Our Hurricane Season here in FL lasts thru the end of November, so we still have 2½ months to go - let's hope that our good luck continues - PLEASE and Thank you Jesus.



Once again, the WX was quite nice at Shrimper's but we were only able to get 5 of us together. As you can see in the pix, L to -R: Dick Starita, Andy Lambert, Bob Langevin, Ted Osinski and Don Onofrio.

Although our #'s were low the subject matters that we discussed were high. (ie. Pass Travel, Health and Dr. issues, vacation experiences and preferences, ya know - the usual stuff.) Of course, once again, the view at Manatee Pocket was outstanding, the food and service (provided by Danielle) was excellent and we all had a GR8 time together. Needless to say, as our Snowbird Season arrives very soon.....we are looking forward to the return of our Winter Members returning!!! (Hey, John Pinter and Dick Baese to mention a few -- 'Come on Down') 😊

Speaking of 'Seasons'... in preparation for our SPECIAL RUPA Luncheons in December and February (when we invite our ladies to join us in celebration of the Holiday Season and Valentine's Day) - I have Reserved a PRIVATE ROOM for our Luncheons at The Prawnbroker (on E. Ocean Ave. in Stuart) on the 2nd Tuesday of each of those 2 months for our RUPA group. So, SAVE THE DATES of Dec. 11th and Feb. 12th so that you will be able to join us. We will meet at our usual time of 11:30 and will order off of the Menu. I'll provide everyone with more specific information as time gets closer.

Our Luncheon Meeting in October will be on the 9th at Shrimper's in Stuart starting at 11:30 - so if you happen to be in the area, plz stop in to join us, we'd love to have you. We certainly expect that a few of our Snowbird attendees will be back by then.....so we'll have a larger group to 'buddy up' with. Meanwhile, sit back, relax, grab an Adult Beverage or 2 and watch those College and Pro Football games (GO Dolphins and FSU - BTW) along with the start of the Pro Basketball and Hockey Seasons - as well as the Major League Baseball Playoffs and The World Series (Go Red Sox BTW - 😊). My motto has always been - "If you can't be an athlete, at least be an Athletic Supporter"!!!! :-/ That's about it for now, and we'll be back in touch in about a month or so.....🤔

Cheers and Best Regards, *Bob Langevin* (MIAFO, CLEFO and ORDFO)

The cardiologist's diet: if it tastes good, spit it out!

The Monterey Peninsula RUPA Lunch Bunch

Sixteen folks joined together for a lively luncheon at Edgar's at Quail Lodge hosted by Pete Walmsley. Steve Filson and Terry Huggins, Craig and Cindy Julsgard, Carlos and Judy Quintana, Diane Emerson, Diane Ellis, Brett Morris, Sunee Jines, Jack Cowles, Pete Walmsley, Phyllis Cleveland, Linda Mackie and Jane and Jon Rowbottom made up the group.

The conversations were lively and the food and service excellent. Sharon Nelson was in Hawaii with her daughter and son in law and sent an email and picture. Barrie passed away a year ago. He was part of the SFO group known as the Gliding Geezers who would regularly travel to Oahu to glide at Dillingham Airfield on the North Shore. The picture Sharon sent was in front of a glider. She talked to some of the pilots who remembered Barrie with some great stories. Sharon's email and picture were passed around the lunch table for all to see.

Following lunch, Pete announced the pairings for our Annual Golf Outing and off the golfers went to warm up and tee off. Jack Cowles was the winner with a low score of 91...not bad for not playing golf in a while. The rest of the scores were classified TOP SECRET! A fun day was had by all and we thank Pete for making all the arrangements and "Pilot Discounts"!

October 10th will be our next lunch. Please RSVP to Phyllis by noon on Tuesday the 9th. *Jon Rowbottom*

SAC Valley Gold Wingers RUPA Luncheon

Just a jaw dropping, great luncheon and just down right fun. We covered a host of topics with a fine turnout.



We had a new RUPA member and recent retiree with United Airlines, John Kallio, join us at our luncheon. He recently moved to the Sacramento area from the Bay area after being there his entire life. We welcome John and hope to see him at our future monthly luncheons.

I reported on the medical progress of Ed Akin. I spoke with his wife, Linda, and she indicated she would be willing to receive any phone calls for his medical updates. We, of course, spoke about the stolen Horizon Air Q-400 by a Horizon employee and the precise barrel roll he performed prior to impact.

A popular event that occurs in Northern CA is the Guppy Gathering in Sonoma. Many local RUPA members attend this annual event which will be the last time this event will be held. Other local events discussed were the California Capital Airshow held at Mather Airfield and the United Airlines Family Day at the SFO Maintenance Base to be held in early October.

There was some discussion of the new Employee Discount Program which will be located in one location on the Flying Together web site. Tom Wright discussed his software contained on his iPad that provides, amongst many things, navigational charts, approach charts, SIDS, etc. Shingles seems to be a prevalent medical condition with all ages of our population. Believe it or not, Shingles is not limited to just retired United Airline pilots. Anyhow, Bob Lynch has brought this into focus because of his recent encounter with the Shingles virus. His experience and resultant recovery is covered in detailed in this month's *RUPANEWS*. Our esteemed Goldwinger member, Jerry Blalock, talked about working in the local Air Force Museum located at McClellan Air Park. He is soliciting docent positions that would discuss aviation and the joy of flying. Kathy Lynch, the wife of Bob Lynch, discussed the integration of the two employee groups after the merger and what is happening at SFO. Needless to say, a good time was had by all at our monthly luncheon. Enjoy the Fall and football season. Still Flying High, *John Gorczyca*

Reno's Biggest Little RUPA Group Luncheon

Reno's Biggest Little Group met for lunch at the Flowing Tide Pub on the 4th Wednesday of August. For June and July, we gathered at the Bavarian World Restaurant here in Reno. Great German Beer brought back memories of all those trips to that part of Europe. Of course, back then we could only look at it.



In the picture standing from left to right are: Lyle U'Ren, Charlie Kettering, Jim Whiteley, Bill Shepherd, Captain Cort de Peyster, Patrick Walker, Tom Taber, and Len Bochicchio.

Sitting from left to right are Gary Dyer, Jim Nugent and Gene Lamski.

If you ever have the opportunity to be in Reno on the 4th Wednesday of any month, contact Gary or Lyle to get on the notification email list for time and place of the lunch meeting. *Lyle*

RUPA Goldwingers luncheon at the Dana Point Harbor

We had a nice group of nine people show up for our Tuesday luncheon at beautiful Dana Point Harbor. Rusty Aimer had talked to the proprietor of PROUD MARY'S, which is right next door to the WIND & SEA restaurant, and because they offered breakfast on their menu in addition to lunch items, we made the decision to eat there, and have the same great view of the harbor that we usually do.



The people in attendance were Bill Left to Right: Bill Rollins, Bruce Dunkle, Ross Rusty Aimer, Cheryl Arp, John Arp, Bob Fernham, Bill Stewart, and Joe Udovch.

John and Cheryl Arp just got back from 18 days in Europe. They took a Rhine and Mosel River cruise from Amsterdam to Basel Switzerland with many stops in Germany, Luxembourg, France and Switzerland. After the cruise they spent time in Basel, Lucerne and Zurich.

We talked about the many scams which are targeting seniors like us, and come on our computers, smart phones, and even TV, and seem to be phishing for Social Security numbers and other things which give entry to our personal and financial information.

On the day of our luncheon, the book FEAR by Bob Woodward, of Watergate fame, came out, and caused some discussion in our group.

Because our group leader, Ted Simmons, and his wife Gwynne didn't put in an appearance, we assumed that they were busy visiting family, after his heart attack last month. As a result, we only had one of the wives at our luncheon, Cheryl Arp, and she encourages more wives to come and take part. We have previously talked about wives and other family members who shared our lives on the airline, and we continue to desire their participation in our meetings. Cheers, from your occasional reporter: *Joe Udovch*

The Joe Carnes RUPA Luncheon

On this September date (9/11) made infamous by tragedy, our luncheon guest speaker was ORDFO Chief Pilot, Captain Bo Ellis, whose presentation began with a moment of silent remembrance followed by a great tribute to those lost that day. Bo then went on to brief us on the more recent changes to our airline and changes coming in the future as well. He shared the state of the industry and the state of United as his focal point. A lively Q-and-A session followed.

We were pleased to have three “now-retired but then-indispensible” members of the ORD Flight Office who served during our own careers: Ray Potsic and his wife Phyllis, Marj Nelson and her husband Howard, and Muriel Bergsma and her husband Ken. Also present were RUAEA outgoing President Diane Webb and her husband Mike, and President-Elect Jan Gawenda. RUAEA has organized some ongoing tours of interest to our RUPA community, one to the UAL Archives and an upcoming one to the Network Data Center which houses the technical brains of the airline’s operation, plus the old Underground Data Center in the lower levels of OPC (the former EXO).

Our host, the Golf Club Of Illinois, once again provided us with great food and great service. Hats off to Terri Boeckh and the staff for their hard work.



Besides our aforementioned luminaries, RUPArians and guests who were present included LeRoy & Eva Bair, Jim and Corrinne Boyer, George Bracke, Glynn Bradley, Ed Bristow, Sig Chrzanowski, Norm Clemetsen, Terry Cubberley, Barry Davidson, Bill Duzet, Carl Eberle, Walt and Jan Fink, Jay Friddell, Milt Gray, Don and Katie Gregg, Bob Hahn, Vince Hammond, Bob Helfferich, Tom Helms, Mike Hepperlen, Rob Holbrook, Denny Holman, Jim Kehoe, Dick and Maribeth Kuhn, Karol Marsh, George and Jacquie Mathes, Bob McCormick, Jim McCusker, Tom McFadden, Ken Miles, Don Mosack, Steen Munter, Warren Nelson, Jim and Jan Noble, John and Miriam O’Connell, Glen Peterson, Ted Riendeau, Resa Riess, Ron Rogers, Jim Rosater, Gene and Bonnie Ruder, Jay Santiago, Dick and Dave Schultz, Ole Sindberg, Gene Stepanovic, Dave and Linda Strohm, Bill Thompson, Gus Tuit, Ken Voelker, Wayne Walusiak, Gail Wood, Tom and Bev Workinger and Frank Zackary. A total of 75 folks---a great turnout on a beautiful late-summer day.

Our next luncheon will be Tuesday, January 8th, 2019, at the Golf Club of Illinois. All retirees, active pilots, spouses, and guests are invited to attend. Da’ Scribe, *Walt*

The Big Island Stargazers RUPA Luncheon

We had a small, but lively, group of members that met for our August luncheon on a gorgeous, blue-sky day.



Left to Right: Linde Rimkus, Linda Morley-Wells, Debbie Donald & Paul Uster, Don Diedrick, Walt Wells & Al Rimkus

The good news is Madame Pele has stopped (for now) producing lava from fissure #8 and our current weather and air quality are the best in over a decade. We are enjoying the beautiful blue skies and golden sunsets that The Big Island is famous for.

Regrets came from Gerry and Joan Baldwin who are on the mainland for medical purposes. We miss them and hope to have them back on island in the near future. Debbie Donald, who will be retiring in February next year, filled us in with the latest, but not so greatest, news at UAL. It appears that many of the same challenges with the company get recycled with every new generation of pilots.

There was a lot of talk about upcoming travel adventures, and several of us have plans for international trips next month. It's a great time to vacation on The Big Island, but do it soon before the word gets out about our fabulous weather and the loads increase.

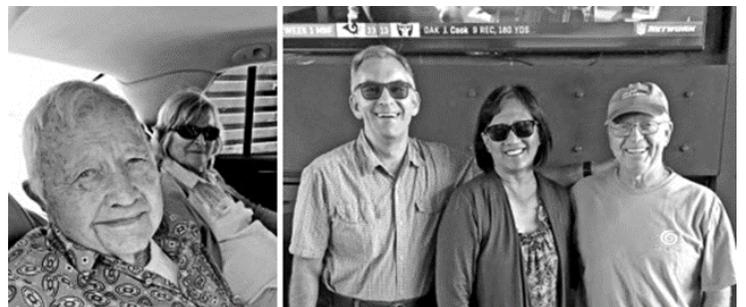
See you at The Fish Hopper restaurant on the waterfront in Kailua-Kona on the third Thursday of the month.
Linda Morley-Wells

San Diego North County RUPA Luncheon

Once again a small turnout but still a good time had by all!

In the picture L to R: Bob Bowman and Ruth in their car. Standing L to R: Scott Becker, Susan and Mark Mayer.

We brainstormed about how to get more pilots involved with our monthly meeting, but didn't come up with much. Scott did notice one of the local newspapers will run an ad for our group for free, but I wonder how many pilots read a newspaper. I know for myself now that I'm retired I'm reading travel brochures and newspapers are second.



Since Scott is new to the group, Bob Bowman retold some of his stories of the old days and what the interview process back in the 40's was like. He did tell of his brother who flew the mail in the day when a survival suit, rations and a gun were standard issue. When I flew airplanes in Alaska the other pilots and myself always said "you have to be tough to fly in Alaska" but after hearing the stories about Bob's brother we were just a bunch of wimps complaining about easy flying!!!

I have a hobby of "N Scale" model trains so I brought in a new train I got in the mail, the "UP City of Los Angeles" passenger train with 11 cars and 2 engines. I belong to a model train Club so plan to run the train there. I do see model trains as a dying hobby though, because most young persons would rather play with programs on the computer but no "hands on" experience. Computers are great but taking the time to build a model can be fun, too. Oh well.

That's about it for now. Talk to you again next month, *Mark*

The Columbia River Geezer's RUPA Luncheon

Seven Columbia River Geezers in good standing converged on The California Pizza kitchen Wednesday Sept 12, 2018.

There was plenty of discussion initiated by Tony, when he was seated at my end of the table, about his flying days as an engineer on the old United DC-6. We also came to the conclusion that United flew some DC-6s into 1969 or early 1970 as they did the B720s. "A long time ago in a Land Far Far Away."



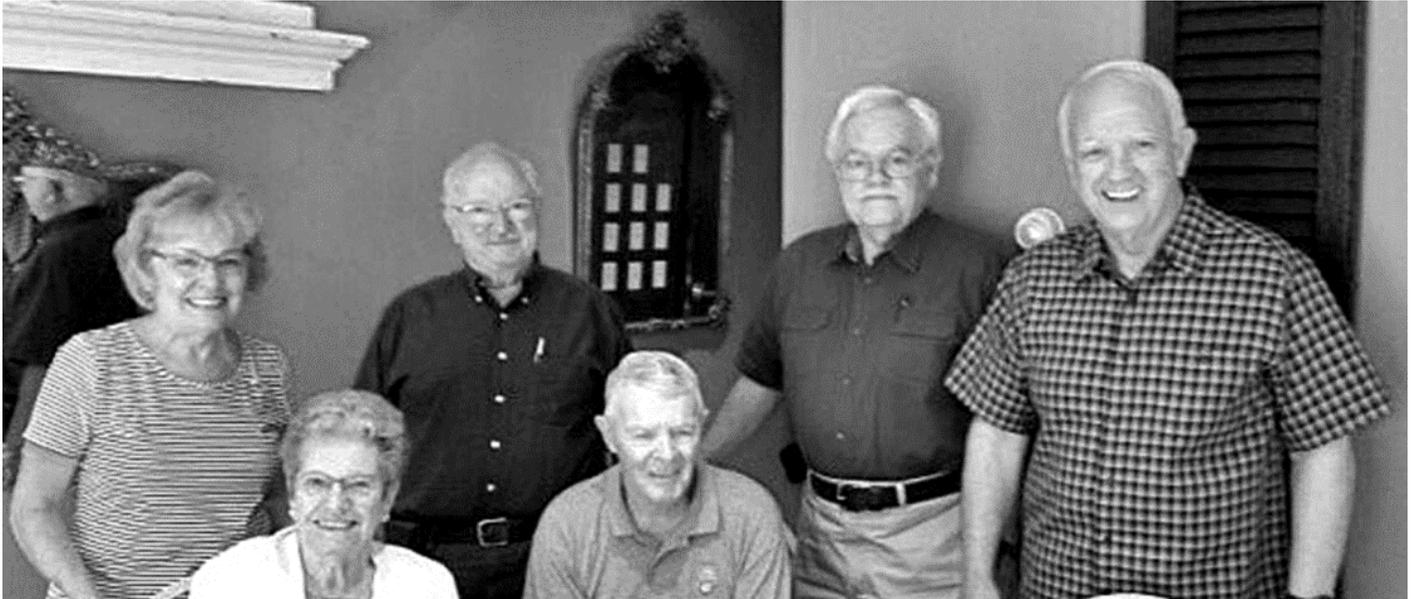
Left to right is Steve Barry former SFO 747-400 who retired in 2015. Steve was also fortunate enough to make the cut through to age 65 retirement. As some of you may remember (?) from a previous post, Steve was in transition training "Type Rating" in a local DC-3 as was his stick mate retired SFO 747-400, Rusty Harrison. Unfortunately, while out flying around the friendly skies of Oregon one afternoon an internal oil pump drive gear failed in one of the engines calling for an engine shut down resulting in a single engine approach to a safe landing. Unfortunately, the engine had to be removed and sent out for discovery and possible overhaul. Steve and his wife are leaving for Spain and Portugal this coming week apparently for a little R&R after a stressful DC-3 flight. Steve was quoted as saying he will be ready to get back into the left seat and finish his training as soon as he returns. Let's hope that the engine is rehung and up and running by then. Next retired Seattle DC-10 Jake Jacobsen. Jake sat down with his fellow Geezers for his second luncheon and is now the most senior of our group. Jake hired on in May of 1951 and retired in 1983. In the background is Tony Passannante. Tony Retired from the 747-400 in SFO. Some may have heard that Tony is upgrading to the left seat of an Embraer 145. Tony who retired from UAL in 2004 currently flies 3 to 4 days a week moving high level Intel employees down and up the west coast. Next the ever-present Lew Meyer. Lew is a solid Rotarian and is ever present at our meetings since he retired in 1994 in DCA/IAD and moved to the Great North West actually southern WA. Followed by Mac Mc Croskey who retired in 1991 and is currently the Captain of his own boat who harbors it in different ports up and down the West coast dependent of course on the season of the year. Next our "Happy Wanderer," Doug Howden former 727 Captain who retired out of SFO in 1993. Doug has just recently invested a down payment for a highly structured trip to Australia. Doug researches and researches his travels and gets it right. However, Doug spent much of his lunch time today having those of us who were lucky enough to have flown Sydney trips during our careers drawing maps for him of the Rocks, the Circular Quay, Sydney Opera House, Sydney harbor, Darling Harbor and of course Bondi Beach. Have a great time down under Doug and enjoy the warmth of Alice Springs. Next, your scribe, Ron Blash, who also retired off the 747-400 in HNL in 2003 and returned to Colorado and then back to the NW in late 2004. Our daughter just recently presented my wife Candy and me with a second grandson.... Avery. That was a very special day for both of us as Avery was born on Candy's birthday. What a wonderful Birthday gift.

We all hope to see more Geezers at our next RUPA luncheon which will be held on Tuesday October 9, 2018. Please keep in mind that all future Columbia River Geezer RUPA luncheon's going forward, will now be held on the SECOND TUESDAY of every consecutive month.

Regards, *Ron Blash Tony Passannante*

Williamsburg Patriots RUPA Luncheon

Four of our members met, in September at Victoria's restaurant in Williamsburg, VA at the usual time of 11am on the 2nd Saturday of the month. Remembering the magic ride with all the requisite embellishments and keeping up with each other's present is always good fun. We also got a look at Jim's new Tesla.



L to R Standing: beginning in the rear are JB Lynch, Jim Krasno, Vic Shumaker and G.S. Rockhill.

L to R Seated: We were pleased to be joined once again by former flight attendant Marilyn Pasley and husband, Dick Bowers.

All former flight crew members and spouses are welcome to join us each month. *Vic Shumaker*

Denver Good ol' Pilots' RUPA Luncheon

On September 11 twenty-eight Denver good ol' pilots and guests met at The Tin Cup Bar and Grill located on The Aurora Hills Golf Course in Aurora, CO for social/happy hour and lunch. The golf course was closed for maintenance so our group had the banquet room and bar to ourselves. It was as if we had reserved it for our exclusive use.

As usual, the social part began at 11 with a catered lunch served at noon. After lunch, Ted Wilkinson and Stanley Boehm regaled us with some fine humor. There was no news or business to report.

In remembrance of those killed in the hijacking on 9/11/2001, Ken Sobzack had thoughtfully printed up and placed on the dining tables some pages with all the flights involved in the hijacking on 9/11 as well as the names of the crew members lost on each flight.

We welcomed Mike Weidler who attended for the first time. He spoke briefly about his flying career. He served ten years active duty with The Air Force and twenty-five years at United retiring at age 65 as a B-777 Captain. We were glad to have active United Pilot, Sam Frey, attend for the second time. Sam was a member of the 570 group. He is a B-777 Captain with several years to go before he retires. He spoke briefly at our request. He said conditions are the best he has known at United.

Attending were: Darrel Ankeny, J R Ball, Rick Bebee, Stanley Boehm, Chris Bruce, Jon Carter and wife Kris, Jack & Angie Davis, Active Pilot Sam Frey, Denis Getman, Tom Gordon, Bill Hanson, Tom and Sue Johnston, Cliff Lawson, Jim Lee, George Maize, Bruce Munroe, Dave Murtha, Joe Rozic, Ken Sobzack, Rick Steele, Henry Suta, Tony Twardziak, Mike Weidler and Ted and Rose Wilkinson.

**Light travels faster than sound, so people may appear to be bright
Until you hear them speak.**

DCA Gary Cook RUPA Breakfast

A small remembrance of the monthly meeting in Leesburg, VA, at the Gary Cook Breakfast, held on the First Friday of every month...NOW, at the IHOP restaurant in Leesburg, VA. This was on Friday, September 7th, 2018.



Left to Right, clockwise (we are in the Northern Hemisphere!)..Fred Streb, Sim Stidham, Jim Turner, JC Black, Gary Cook (himself), Bill Davis, Gene Couvillion (the next host), Roy Liggett and Gill Coshland. Once again, your devoted correspondent, Stokes Tomlin, is behind the lens. (You might notice the reversed IHOPs in the windows to the rear...no pun intended!)

Most of us will gather again this Friday, September 14th, in Manassas, VA at the WONDERFUL Golden Corral, to once again relive all of the GREAT DAYS OF AVIATION! We really roast those old SOB's! Good Friends are fondly remembered! We really have a great time...and EVERYONE is INVITED...if not now.. next month!

Remember...keep the BLUE SIDE UP! (Green, beneath your feet, if you are speaking of grass!) *Stokes*

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

A couple of us had minor or major hospital stays and everybody appears to be on the mend now. We had a very festive lunch and pretty good considering we are looking at September with 13 people attending our lunch. It appears that the second Thursday in October will be October 11. Perhaps Ned and Lyn will be back to South Florida by then.



L to R: Mike Nelligan (active), Mike Warde, Ham Oldham, Bill Garrett, Gene Anderson, Bob Engelman, Joe Herrera, Rick Valdez, Art Jackson, Stan Baumwald (NWA retired), Jim Morehead, Dan Kurt, Bill Bonner.

San Francisco East Bay Ruparian's Luncheon

Today was a great day to go out for luncheon, the weather cooled off about ten degrees from the weeks before and the regular restaurant crowd left our favorite dining room just to us for us to enjoy.



LtoR: Jerry Udolhoven, Georgia & Rich Bouska, Dick and Marilyn Sperling, Neil Dahlstrom & B.S. Smith. We discussed the 13th Annual United Airlines Family Day at the San Francisco Maintenance Base to be held on October 7th. The event is open to employees, retirees, family members and friends. It will feature aircraft tours, displays, kids carnival, plane pull contest, and the 6-jet precision demonstration squadron, the Patriots Jet Team. This year's event will pay special tribute to the 70-year history of the Maintenance Base. RUPA will have a presence in the form of an information booth.

Neil "The Great" Dahlstrom announced that he became a Great Grandfather for the first time and expects another Great Grandchild will be arriving soon.

The Super Duper Guppy Gathering is approaching fast and surprisingly, some in our group have never flown the most popular plane ever built. There was a slight change in the itinerary to the 2019 RUPA cruise, check the article elsewhere in this issue.

As I write this, the day after 9-11, let us remember the events of 17 years ago, may we never forget. We meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon. Pay us a visit, all are welcome. *Rich*

San Francisco Bay-Siders' RUPA Luncheon

Our September attendance was much larger due to the impending departure of Cleve and Rose Spring to their new home at The Rogue Valley Manor in Medford, Oregon. Word was passed that this might be the last opportunity to express appreciation for all they have done, and do for RUPA and the Baysider's. As it turns out, they will be departing after our next luncheon so there is another opportunity for goodbyes. Stop in at Harry's Hofbrau on October 9th about 11 a.m. We'll be there.



Those attending were: Charlene Alfson, Rich & Georgia Bouska, Bob Callaghan, Larry Darnell, Bob & Jill Ebenhahn, Rich & Cyndi Erhardt, Barry & Ginny Hamley, Jeri Johnson, Bob Kallestad, Ed & Pat Manning, Barbara Marshall, Jan McNaughton, Bruce & Stephanie McLeod, George Mendonca, Bob Norris, Bill O'Connell, Cleve & Rose Spring, Bud Schwartz, Jerry & Krista Terstiege, Isabell Traube, Larry & Pat Wright.

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

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Greetings to all from a very smoke laden Rogue Valley. It all started mid July with thunderstorms that stayed awhile overhead. That has resulted in a lost month so far with suffocating smoke and more to come. The prognosis is that we may well have to wait until the Fall rains to finally settle it all. Not good. The fires are all around us and thus so difficult to get away from it...and...we are not alone. The fires and smoke range up and down the coast. Here in our beautiful Southern Oregon we're not able to do much to enjoy it.

Also, I'm sad to report we lost our Dan Kurtz recently. We had spoken not long before and his medics did not want him driving over the mountains. When next I sent a note, his son sent a nice note in reply that Dan had passed away. We will miss him.

On a happier note, the Intrepids gathered at our favorite haunt, The Pony Espresso in Jacksonville. Although we missed a couple of our group, it was good to have Michael Bennett back and better, and to have him bring his wife Carolyn.

It was a good table with laughs, stories (oh yes, all those 'famous names' from yesteryear) and fellowship with our United kin. We lingered long and, though reluctant to break up, we did so midafternoon.



Seated, L to R: Steve Fusco, Harvey Saylor, Drew and Banjo Bob Keasbey (Banjo Bob's other son. I hadn't seen him since he was a little shaver when Bob brought him to a gathering at our ranch on the Applegate some 20 or so years ago!), Buzz Florip (a QB buddy who was in the CAP with me for many years), LeeAnn Fusco, Carolyn and Michael Bennett. Note Michael's shoulder sling, the result of a wayward misstep....but now on the mend...yea! Standing, L to R: Bob Niccolls and Scot Lee.

And so, we close for the month. Till later, cheers, **Bob**....cough, cough, hack, hack.....



San Francisco North Bay RUPA Luncheon

Although some the group were missing due to work, vacation or recovery from illnesses, a good group still showed up to celebrate the End of Summer and the Welcoming of Fall. The weather cooperated nicely and hot temperatures moderated and it was a beautiful day.



L to R: Mike Tar, Don Madson and others.

The gathering opened with toast from Gardner Bride in memory of Senator John McCain, USN Retired. Followed by a very brief discussion regarding upcoming events such as Fleet Week, Guppy Gathering and the upcoming Air Show at Sonoma County Airport. Then the group settled down for some serious conversation and discussion before enjoying another nice meal served by Wendy our long time excellent waitress.

In attendance were: Rick Saber, Dick Hanna, Bill McGuire, Dick Lammerding, Bones Bride, Jules Lepkowsky, Larry Whyman, Bill Smith, Wayne Heyerly, Larry Darnell, Don Madson, Mike Tar, Bob and Doris Donegan.

Our group meets the first Wednesday of each month at the Petaluma Sheraton, stop in and visit if your in the area. *Bob Donegan*

United: 50% reduction in greenhouse gas emissions by 2050



It's a truly historic day for our airline and the industry, as we became the first U.S. airline to pledge to reduce emissions 50 percent by 2050.

At the Global Climate Action Summit in San Francisco, California President Janet Lamkin, speaking on behalf of United, announced our commitment to the public and to the media. We plan to meet this goal by continuing to invest in fuel-efficient aircraft, implementing conservation-minded operational changes and expanding our use of sustainable biofuels through our

partnerships with World Energy and Fulcrum BioEnergy.

To celebrate this milestone, Friday's Flight 44 from SFO to ZRH (Zurich) will run on 16,000 gallons of biofuel at a 30/70 blend with conventional jet fuel, representing the longest transatlantic flight to date – and longest by any U.S. airline – powered by significant volumes of biofuel. In 2016, we were the first airline globally to use sustainable aviation biofuel on an ongoing daily basis. Since then we've sourced more than 2 million gallons, more than any other airline in the world.

Oscar applauded the move and voiced his opinion that, in addition to being good for the planet, increasing our use of biofuels could help us weather some of the volatility in oil prices. Above all else, however, today he reiterated the fact that we want to be at the forefront of environmental consciousness in the airline industry.

"We believe there is no point in setting challenging and ambitious goals without also taking tangible steps toward achieving them, especially when it comes to securing the health of our communities and our planet," he said. "While we're proud to be the first U.S. carrier taking such an ambitious step; it's a distinction we look forward to sharing as the rest of the industry catches up and makes similar commitments to sustainability."

We're adjusting our checked baggage fees



Some of our competitors, as well as our partner airline, Air Canada, increased fees for checked bags both in domestic U.S. markets, and between the U.S. and Canada.

As we continue to make investments that make travel on United better, we, too, are adjusting checked bag fees on Caribbean, Central and North America United and United Express-operated flights.

The increased fees will be adjusted as follows:

Within the U.S., Puerto Rico, Virgin Islands, Caribbean and Central America ¹	Current: \$25 USD New: \$30	Current: \$35 USD New: \$40
Between Mexico and the U.S., Puerto Rico, Virgin Islands, Caribbean and Central America ¹	Current: \$25 USD New: \$30	No change
Between Canada and U.S., Puerto Rico, Virgin Islands, Caribbean, Mexico and Central America ¹	Current: \$25 USD/CAD New: \$30 USD/CAD	Current: \$35 USD/CAD New: \$50 USD/CAD

¹ Central America includes Costa Rica, Belize, Honduras, Guatemala and Nicaragua

This is the first time in eight years that we are increasing our checked bag fees for domestic flights and flights between the U.S. and Canada. The new fees will go into effect for all customers who have purchased tickets on and after Aug. 31, 2018. Customers with MileagePlus Premier status and customers who purchase their ticket with eligible MileagePlus credit cards will continue to receive complimentary checked luggage.

“These changes align with the competitive industry trends as well as allow us to continue investing in the overall customer experience,” said Digital Products and Analytics VP Praveen Sharma.

Our systems, including the baggage calculator on united.com, have been updated to reflect new pricing and tested to ensure accuracy.

Oscar talks “Year Up” on CNBC ‘Squawk Box’

Oscar appeared on CNBC’s “Squawk Box” alongside Year Up founder and CEO Gerald Chertavian to talk about our first year of involvement with the organization and how Year Up’s professional development programs could help us bridge the talent divide for years to come. Earlier this year, we announced support of Year Up in three of our hub markets – Chicago, New York and Washington, D.C. – as part of our Critical Needs Grant program.



During the segment, Chertavian outlined his vision for giving recent high school graduates who don’t have a four-year college degree the chance to get a foot in the door of some of the largest companies in the United States. By partnering with employers like United and offering job-skills training to meet demand, Year Up provides the path to sustainable careers in technology, finance and other high-growth sectors.

“Beyond the altruistic values of doing the right thing for our communities, it’s also really good for business,” Oscar said, referencing the fact that our need for skilled labor will only increase in the years to come, and we can’t limit our candidate pool to only college grads.

Our first Year Up participants joined us in late January, and of those 10 young men and women, eight were hired into full-time or contract roles at the conclusion of their six-month terms. A second group started with us in mid-August.

United to add fees for economy seats near front of the plane

By Dawn Gilbertson/USA Today



United Airlines plans to start charging passengers to reserve select seats near the front of the plane, a practice already in place at rivals American and Delta.

There's nothing special about the so-called "preferred" seats, no extra legroom or other perks as are offered to passengers buying premium seats in airlines' coach cabins, such as United's Economy Plus and American's Main Cabin Extra. They are just regular seats near the front of the main cabin, viewed as preferred because you don't have to traipse as far down the aisle to your seat and are among the first off the plane.

United said it will implement the change later this year but did not provide specifics beyond that, including pricing. The seats for sale will be just behind its Economy Plus rows. Certain United corporate clients will be able to reserve them for free, part of new corporate perks program United announced last week. Certain elite-level frequent fliers also are able to reserve the seats with no fee. Other passengers will have to pay a fee to reserve them unless they are available for free at check in.

Seat selection fees add up on other airlines. American's fee chart says preferred seat fees range from \$4 to \$139 one way depending on the flight.

On a non-stop flight from Chicago to New York in October, the airline is currently selling seat assignments for \$29 (middle seat) to \$35 (aisle or window) one way.

For a fall flight between Phoenix and Atlanta, Delta is asking \$60 one way to reserve a window or aisle seat in the rows behind its "Delta Comfort+" extra-legroom section.

Passengers don't have to pay for a seat assignment, of course. Major airlines generally offer a selection of free seat assignments when tickets are booked in advance, and they're not all middle seats. Seat choices often dwindle or dry up for last-minute bookers, but even then, travelers can bypass the pricey seat assignments and wait for a free seat assignment at check in.

FAA grants site operator license to Colorado Air and Space Port



The Federal Aviation Administration (FAA) has granted a site operator license to Colorado Air and Space Port after a 180-day review period, the 11th such license granted in the United States. Colorado Air and Space Port will serve as America's hub for commercial space transportation, research, and development. "Facilities like Colorado Air and Space Port will be developed around the country and the world," said Mary Hodge, chair of the Adams County Board of Commissioners. "We'll be building a hub that connects Colorado to commercial and research opportunities across the

globe." Colorado Air and Space Port will accommodate vehicles making horizontal takeoffs and landings. The vehicles will take off like traditional airplanes using jet fuel and fly to a special-use airspace where rocket boosters launch the craft into suborbital flight. To land, the craft drops out of suborbital flight and lands like a traditional airplane.

The spaceport will also provide a boost to the state's economy by keeping the nearly 200,000 jobs connected to the aerospace industry in Colorado as well as creating new employment opportunities. "This license supports the rapid pace of innovation of Colorado-based companies while inviting new investment to grow these 21st-century jobs throughout the state," said Governor John Hickenlooper. "Colorado welcomes the chance to write the next chapter in our country's space history."

Gaining a site operator's license is the first step in a layered process. A space company will have to apply to be licensed as an operator at the spaceport, and the vehicle that company employs for suborbital flight will also be approved and licensed. "The license from the FAA is an important step in the process, and we're looking forward to partnering with a company that shares our vision for the spaceport and the technological and commercial benefits it brings to Colorado," said Space Port Director Dave Ruppel.

Located at the former Front Range Airport, six miles from Denver International Airport and only 30 minutes east of downtown Denver, the spaceport site contains 3,200 acres and is surrounded by 7,000 more acres of privately owned industrial property.

“There are huge commercial development opportunities both on site and in the surrounding area,” said Adams County Manager Raymond H. Gonzales. “When combined with other developments planned for the area, this part of Adams County is poised to become a major international commercial hub.”

“I’m proud to have been a strong supporter of the Adams’ County Commissions effort to bring the spaceport designation to the Front Range Airport. I thank our Adams County Commissioners, and all those involved, in making their vision a reality,” said U.S. Representative Mike Coffman.

“Leaders across our state made the case that Colorado—with its robust aerospace and tech industries, strategic location, and highly skilled workforce—was uniquely positioned for a spaceport,” said Senator Michael Bennet. “We welcome this news and know that Spaceport Colorado will play a key role in the future of commercial space transportation around the country. I’ll continue supporting our state’s aerospace economy—the second-largest in the nation—as it boosts innovation and creates high-paying jobs for Coloradans.”

Upon getting the license from the FAA, the facility officially became known as Colorado Air and Space Port, retiring the Spaceport Colorado and Front Range Airport names.

FAA commemorates 60 years of safety



Past and present The Federal Aviation Administration of the United States (FAA) leaders and employees gathered in Washington, DC on August 30, 2018 to commemorate the FAA’s 60th Anniversary. The theme of the event was Remember, Respect, Renew.

U.S. Secretary of Transportation Elaine L. Chao kicked off the event and praised the FAA employees’ efforts over the past six decades. She expressed her support of FAA’s safety efforts by stating, “I stand with you today to renew our shared commitment to safety in the skies as our number one priority.”

FAA Acting Administrator Dan Elwell identified emerging safety and technological challenges faced by the Federal Aviation Administration of the United States, including drones, supersonic aircraft, and commercial space launches. He reaffirmed his confidence in FAA’s employees’ abilities to meet these challenges and further acknowledged employees’ efforts in continuous safety improvements. Elwell said, “I am especially proud that your exceptional skills and accomplishments will lead us well into the next generation.”

The Federal Aviation Administration of the United States is a national authority with powers to regulate all aspects of civil aviation. These include the construction and operation of airports, air traffic management, the certification of personnel and aircraft, and the protection of U.S. assets during the launch or re-entry of commercial space vehicles.

The FAA’s roles include:

Regulating U.S. commercial space transportation.

Regulating air navigation facilities’ geometric and flight inspection standards.

Encouraging and developing civil aeronautics, including new aviation technology.

Issuing, suspending, or revoking pilot certificates.

Regulating civil aviation to promote transportation safety in the United States, especially through local offices called Flight Standards District Offices.

Developing and operating a system of air traffic control and navigation for both civil and military aircraft.

Researching and developing the National Airspace System and civil aeronautics.

Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



As an increasing number of hardy souls proved "willingness to fly", United's predecessor companies separated them from mail sacks by introducing planes with cramped box-like cabins. (left) This Pacific Air Transport Boeing 40-B-4 carried four passengers at around 100 miles per hour. The pilots still rode in open cockpits.

In 1951, passengers accounted for 80 percent of United's revenue. The company had faster, more comfortable, more efficient planes, had introduced refinements such as Stewardess service and full-course hot meals. The DC-6 Mainliners carried 50 passengers at 300 mile-an-hour speeds.

In July 1931, Varney Air Lines, National Air Transport, Pacific Air Transport and Boeing Air Transport were joined to form United Air Lines. This date is accepted as the point at which air travel ceased to be a dubious upstart and became a permanent force in U.S. transportation.

Perhaps the Boeing Air Transport innovation which pleased passengers the most was when eight young nurses headed by Ellen Church were hired, beginning Stewardess service. This service was introduced between San Francisco and Chicago on May 15, 1930. By 1951, there were more than 600 "sky girls" serving United's passengers.

Advances were not limited to aircraft. In 1936 United opened a Flight Kitchen at Oakland. Flight Kitchens staffed by United Chefs soon operated in 12 cities along the Main Line. In 1937 United established the first fully-equipped Airline Medical Department. This Medical Department with three medical centers, not only conducted a program of preventative medical care for employees, but also made major contributions to passenger comfort and well-being.

In 1942 United assigned half of its fleet to the U.S. Army for World War II operations. United crews flying under contract for the Air Transport Command, logged more than 61,000,000 miles on Trans-Pacific, Alaskan and Domestic flights. During this time period the company also trained hundreds of ground and flight crews for military duty and its Cheyenne shops modified nearly 6,000 bombers for combat.

By 1951, United had expanded its routes from 460 to 13,250; its personnel from 10 to 10,000; its fleet from 6 single-engine Swallows to 133 multi-engine Airliners and all-cargo Airplanes. It had progressed from 90 mile-per-hour Biplanes to 300 mile-per-hour Douglas DC-6 Mainliners and Boeing Stratocruisers. By its 25th birthday, the "Silver Jubilee" in 1951, United Air Lines had direct service to 83 cities and 22 states, the District of Columbia and Hawaii.

By Marvin Berryman DENTK Retired, from the April 1951 "United Air Lines News" magazine. NOTICE: UAHF Will continue accepting your tax-deductible monetary (\$) contributions which can be mailed to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Please visit our website at www.uahf.org

Russian Airline to Produce Its Own Business Jets



A new project on assembling the ultra-light business jets ‘Victory’ has been presented by Russian S7 Airlines to the Governor of the Moscow region. According to his press service, the governor has visited the airlines’ aviation training center and met with its General Director Vladimir Obedkov, who told him the company plans to invest around 13 billion rubles (\$192.87 million) in the new enterprise. About 1,000 jobs will be created, he said, without specifying when the plant’s construction could start.

The prototype of the US Epic Victory aircraft, the new jets will be made of carbon composite materials. Their length will be about 10 meters, (33 feet) and the weight won’t exceed 3 tons. The planes’ maximum flight range is expected to be more than 2,000km, (1,242miles) and the speed about 600kph (373 mph). The crew will consist of one pilot while four or five passengers could be accommodated onboard.

Epic Victory jet was a single turbine light business plane developed by Epic Aircraft in the USA. When the company went bankrupt in 2009. Russia’s S7 bought the rights to the jets. S7 is the second largest aviation group in Russia, including Siberia Airlines and Globus Airlines, which fly under the S7 Airlines brand.

In 2017, S7 and Russia’s state space agency Roscosmos agreed to construct an orbital cosmodrome. The new complex is expected to be used to assemble and fuel space vehicles and launch them into near-Earth orbits as well as for Moon and Mars flights. The port is also planned as a refueling and supply point, and other functions related to space projects.

Russian tech city launches first self-driving taxi service in Europe



Russian internet company Yandex has announced the test launch of a new autonomous ride-hailing service in the special economic zone of Innopolis. Located in the Republic of Tatarstan, Innopolis was set up as a technology park in 2012, with a focus on supporting high-tech industries. It was later granted ‘town’ status. Around 100 people have signed up to participate in the driverless taxi trials, and they will be able to choose from a number of pre-set destinations, including the university, stadium, and apartment blocks. The service will first operate two vehicles in test mode with free rides to certain

destinations. It allows joint trips to be arranged as the cabin can accommodate up to three passengers.

“Our Yandex self-driving team plans to later expand the autonomous ride-hailing service to include more destinations, additional vehicles, and removing the safety driver, in addition to improving the service based on user feedback,” Yandex said. According to the company’s general director, Elena Bunina, the service will be offered for free.

Yandex first unveiled its autonomous car in 2017, saying it was entering the driverless technology market and intended to capitalize on its already existing online services like map navigation, traffic surveillance, and image recognition for its other major branch – an Uber-like taxi service.

Autonomous taxi services have already been tested in a number of markets around the world. In 2016, US-based autonomous car startup NuTonomy launched a self-driving car service in Singapore. Uber and Google’s sister company, Waymo, are continuing to trial similar services in various markets. In Asia, self-driving taxi trials kicked off in Tokyo this week; the service is expected to be launched ahead of the 2020 Olympic Games.



Is the Airbus 380 the future of air travel or a relic of the past?

By Ashley Halsey III/Transportation reporter



It was designed to become the grande dame of aviation, an enormous modern plane that could seat 544 passengers — 853 if you squeezed people in — on two decks, replacing the venerable Boeing 747 with a new standard of luxury in flight. Just 11 years later — almost a nanosecond in the life of a commercial airplane — two Airbus 380s can't find a home and are about to be broken up and sold for parts.

The A380 may still be the future of aviation — Airbus makes that argument — or it may be the relic of an era from which aviation has spun forward with startling speed. But there is no question that the giant aircraft is hanging by a thread after it was first delivered in 2007 with fanfare that suggested it was the Next Great Thing. Moreover, what happens to the largest commercial aircraft on Earth may reflect an evolution in air travel caused, to put it most simply, because smaller planes can fly longer distances.

If you live in a big city, which is pretty much any city that is home to two or more major professional sports franchises, it's a safe bet you're in a hub for at least one airline, and maybe several. Most of the rest of America is in a spoke city. The hub system is one reason a flight from Boston to Denver might go through Chicago on United Airlines, Dallas on American Airlines or Atlanta on Delta Air Lines. The hub-and-spoke system isn't going to evaporate from domestic travel anytime soon, but there are several signs that over time it may erode.

The chairman and chief executive of Southwest Airlines, Gary Kelly, likes to say that “point-to-point is a scheduling philosophy.” While Southwest has hubs in 10 big-city airports, its planes fly an average of six flights each day, so it also provides direct flights between a lot of cities that are spokes for the three other big U.S. airlines. The Boeing 737 has been Southwest's plane of choice since the outset, but today's Boeing 737 Max is a very different airplane from the one that first flew 51 years ago. Among the biggest changes, the 737 Max has more than doubled the distance it can fly. The plane that once had to make a refueling stop to get across the United States can fly from Philadelphia to Dublin. For Southwest, the range of the 737 means later this year or early next, there will be flights to Hawaii from four California cities that aren't San Francisco and Los Angeles, the state's two big airline hubs. “What the Max does for us,” Kelly said in an interview, “is it's 40 percent quieter, it burns 13 to 14 percent less fuel, so the range is extended from the current model by about 15 percent.”

Two other twin-engine, fuel-efficient, long-range planes have entered the commercial market recently. The Airbus A330 Neo (about 250 or more passengers with a range of 6,800 miles) and the Boeing 787 Dreamliner (upward of 240 passengers depending on seating configuration, and a range of more than 9,000 miles).

At a mega-airline show in Britain last month, Airbus sold 34 A330s to AirAsia, while Boeing signed orders for 52 of the 787 Dreamliners. Boeing says it has received 1,365 orders for the 787. Not a single A380 was purchased.

It costs more for airlines and passengers to land at a hub airport, with London's Heathrow setting a record a couple of years ago when a slot changed hands for \$75 million. It's generally cheaper, particularly for low-cost airlines, to fly to U.S. cities such as Austin; Hartford, Conn.; Tampa; or Oakland, Calif. Throw in Providence, R.I., and Fort Lauderdale, Fla., and that's what Norwegian Airlines is doing with a fleet of primarily Boeing 787s and the Boeing 737 Max.

Although foreign airlines fly dozens of A380s to hub airports in the United States each day, none of the three major U.S. carriers has bought one, even as they phase out their use of the Boeing 747, relying mostly on another Boeing, the 23-year-old 777, which can carry close to 400 passengers.

Delta, United and American own hundreds of other planes built by Airbus, a European multinational corporation with headquarters in Toulouse, France, so it's not an aversion to Airbus that keeps them from

buying the -A380. “It just doesn’t make sense to have a single big airplane as much as it does to have something like a 777 that’s a meaningfully large airplane without being a huge airplane like the 380,” said a spokesman for one of the big U.S. carriers who spoke on the condition of anonymity to talk candidly. “Taking an airplane like a 777 really would be too big to fill just on local demand alone, but when you collect people from spokes all over the place, you can run an airline.” He acknowledged, however, that foreign airlines are providing point-to-point service that “we have to compete with.”

The Boeing 747 and the A380 have three things in common: They can carry several hundred passengers, passenger volume demands that they fly to hubs rather than spokes, and they both are four-engine planes. Airlines total their profits based on a per-passenger yardstick, and by that margin the -A380 provides the best profit bang for the buck — if it is full.

“The most expensive part of the aircraft is the engine,” said Bijan Vasigh, a professor at Embry-Riddle Aeronautical University’s Daytona Beach, Fla., campus. “The Airbus 380 has four engines. If you don’t fill it up with 550 passengers, you may have lost your profit share.”

Emirates Airlines, the Dubai-based carrier that has bought 102 of the 222 A380s delivered thus far, cast Airbus a lifeline to keep the plane alive in January, when it placed a firm order for 20 more of the aircraft and an optional order for an additional 16. That will extend A380 production until about 2029.

Unless economic or global catastrophe of some sort intervenes, air travel is expected to increase exponentially in the next decade. By Airbus’s calculations there are 58 megacities with more than 50,000 long-haul daily passengers. By 2036, Airbus says, the globe will be dotted with 95 megacities, boosting the number in the United States to 16 from 11.

“The market is going to very much drive more customers to this aircraft,” said Frank Vermiere, the Airbus marketing chief for the A380. “If we look at [air] traffic worldwide, it usually doubles every 15 years. That certainly will continue going forward.” Vermiere says 80 percent of the current 58 megacities face stifling airport congestion. The solution for megacity airport congestion, he says, is the -A380’s ability to deliver more passengers than any commercial plane.

“The case is getting stronger and stronger for an A380-sized aircraft,” Vermiere said. “While we also see that there is a growth in point-to-point, the bulk of the market is still traveling through major hubs because, simply put, it’s the most efficient way to get people from A to B.”

Airbus Perlan Mission II soars to over 62,000 feet sets record



Airbus Perlan Mission II, the world’s first initiative to pilot an engineless aircraft to the edge of space, made history again in El Calafate, Argentina, by soaring in the stratosphere to a pressure altitude of over 62,000 feet (60,669 feet GPS altitude). This set a new gliding altitude world record, pending official validation.

The pressurized Perlan 2 glider, which is designed to soar up to 90,000 feet, passed the Armstrong Line, the point in the atmosphere above which an unprotected human’s blood will boil if an aircraft loses pressurization. This marks a second glider altitude world record for Jim Payne and Morgan Sandercock, the same two

Perlan Project pilots who soared the Perlan 2 to 52,221 feet GPS altitude on Sept. 3, 2017, in the same remote region of Argentine Patagonia. The 2017 record broke a previous record that was set in 2006, in the unpressurized Perlan 1, by Perlan Project founder Einar Enevoldson and Steve Fossett. “This is a tremendous moment for all the volunteers and sponsors of Airbus Perlan Mission II who have been so dedicated to making our nonprofit aerospace initiative a reality,” said Ed Warnock, CEO of The Perlan Project. “Our victory today, and whatever other milestones we achieve this year, are a testament to a pioneering spirit of exploration that runs through everyone on the project and through the organizations that support us.”

“Innovation is a buzzword in aerospace today, but Perlan truly embodies the kind of bold thinking and

creativity that are core Airbus values,” said Tom Enders, Airbus CEO. “Perlan Project is achieving the seemingly impossible, and our support for this endeavor sends a message to our employees, suppliers and competitors that we will not settle for being anything less than extraordinary.”

Another first-of-its kind achievement this year for the Perlan Project was the use of a special high-altitude tow plane rather than a conventional glider tow plane. During the flight, Perlan 2 was towed to the base of the stratosphere by a Grob Egrett G520 turboprop, a high-altitude reconnaissance plane that was modified for the task earlier this summer. Operated by AV Experts, LLC, and flown by chief pilot Arne Vasenden, the Egrett released Perlan 2 at around 42,000 feet, the approximate service ceiling of an Airbus A380.



To soar into the highest areas of Earth’s atmosphere, Perlan 2 pilots catch a ride on stratospheric mountain waves, a weather phenomenon created when rising air currents behind mountain ranges are significantly strengthened by the polar vortex. The phenomenon occurs only for a brief period each year in just a few places on earth. Nestled within the Andes Mountains in Argentina, the area around El Calafate is one of those rare locations where these rising air currents can reach to 100,000 feet or more.

Built in Oregon and home-based in Minden, Nevada, the Perlan 2 glider incorporates a number of unique innovations to enable its ambitious mission:

- A carbon-fiber capsule with a unique high-efficiency, passive cabin pressurization system that eliminates the need for heavy, power-hungry compressors.
- A unique closed-loop rebreather system, in which the only oxygen used is what the crew metabolizes. It is the lightest and most efficient system for a sealed cabin, and its design has applications for other high-altitude aircraft.
- An onboard in cockpits “wave visualization system” that graphically displays areas of rising and sinking air. For commercial flights, following lines of rising air would allow faster climbs and save fuel, while also helping aircraft avoid dangerous phenomena such as wind shear and severe downdrafts.

Unlike powered research aircraft, Perlan 2 does not affect the temperature or chemistry of the air around it, making it an ideal platform to study the atmosphere. The experiments carried aloft in its instrument bay are yielding new discoveries related to high-altitude flight, weather and climate change.

This season, Perlan 2 is flying with experiments developed by The Perlan Project’s science and research committee, as well as projects created in collaboration with organizations and schools in the U.S. and Argentina. Perlan 2 research projects currently include:

- An experiment measuring radiation effects at high altitudes, designed by students from Cazenovia Central School & Ashford School in Connecticut. This project is in coordination with Teachers in Space, Inc., a nonprofit educational organization that stimulates student interest in science, technology, engineering and mathematics;
- A flight data recorder, developed by Argentina’s Instituto de Investigaciones Científicas y Técnicas para la Defensa (CITEDEF);
- A second flight data recorder, designed by students at Argentina’s La Universidad Tecnológica Nacional (UTN);
- A space weather (radiation) instrument;
- An experiment titled “Marshmallows in Space,” developed by the Oregon Museum of Science & Discovery to teach the scientific process to preschoolers.
- Two new environmental sensors, developed by The Perlan Project.

The Perlan 2 will continue to pursue higher altitude flights and conduct research in the stratosphere as weather and winds permit through the middle of September.

State of Alabama, Airbus break ground for Flight Works Alabama

By Dmytro Makarov

Mobile, Ala., September 12, 2018 – Alabama Governor Kay Ivey on Wednesday joined Airbus executives, city and county leaders from Mobile, and industry and educational partners in breaking ground for Flight Works Alabama, the new aviation experience center to be built in Mobile.

In May 2017, Ivey announced plans to build the hands-on instructional facility, with the goal to bolster Alabama’s workforce development efforts and inspire young people to pursue careers in aerospace. This event officially launched construction of the facility, which is due to open in late 2019.



During the ceremony, Jeff Knittel, Airbus Americas Chairman and CEO, said, “Success for Airbus, and any company, means we can’t just look at what we’re doing now; we need to look at what we need later—whether it be next year, next decade, or the next five decades. What Airbus and other companies in our industry need to be successful in the future is a skilled, knowledgeable workforce that is ready for that future. Flight Works will help us create that workforce in a fun, creative way.”

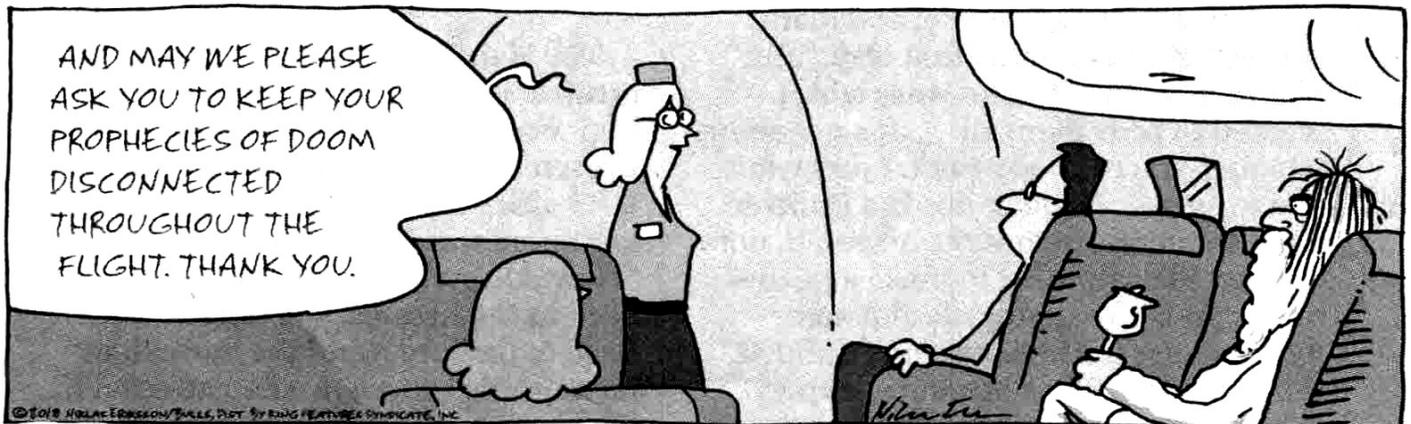
“Aerospace is a premier industry, filled with innovative developments and high demand jobs, which are sought after by every state,” Ivey said. “Flight Works Alabama will become a hub to explore the opportunities of this industry. As our state continues to grow this sector, we must show Alabamians all that the aerospace industry can offer them, today and in the years ahead.”

Flight Works Alabama will be an 18,000-square-foot experience center housing a large interactive exhibition area, classrooms, a collaboration room, a workshop, a restaurant and a gift shop. Located near the campus of Airbus’ aircraft manufacturing facility at the Mobile Aeroplex at Brookley, the center will also be a gateway for public tours of Airbus’ A320 family assembly line.

In addition to the experience center, the facility will host educational opportunities for adults seeking new or expanded skills in the industry. Nine education partners have signed on to provide these opportunities including Auburn University, Bishop State Community College, Coastal Alabama Community College, Embry-Riddle Aeronautical University, Troy University, Tuskegee University, University of South Alabama, University of Alabama and University of West Alabama.

Industry and community sponsors for the project were also named at the ceremony, including the Airbus Foundation, Alabama Power Foundation, Conde Systems, the Mobile County Commission, Mott MacDonald, Hoar Program Management, Johnson Controls, Mech-Net, Pratt & Whitney, Safran and Snap-On. Airbus said other sponsorships are in development.

Carpe Diem Niklas Eriksson



Silicon Valley Takes a (Careful) Step Toward Autonomous Flying

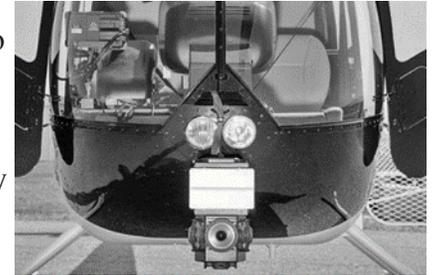
By Cade Metz



TRACY, Calif. — Last week, at a tiny airport in the dusty flatlands east of San Francisco, a red-and-white helicopter lifted gently into the air, hovering a few feet over the tarmac. It looked like any other helicopter, except for the small black cube attached to its nose.

Local officials spent the week testing this aircraft for a new emergency service, due for launch in January, that will respond to 911 calls via the air. But as this helicopter moves police officers and medical workers over the San Joaquin Valley, it will feed a more ambitious project. That black cube is part of a growing effort to build small passenger aircraft that can fly on their own.

Today, the helicopter is flown by seasoned pilots. But the new emergency service will be operated by SkyRyse, a Silicon Valley start-up that intends to augment small helicopters and other passenger aircraft with hardware and software that allow for autonomous flight, leaning on many of the same technologies that power driverless cars. These include the 360-degree cameras and radar sensors built into the nose of the aircraft. “There are many things that must come to fruition before autonomous aircraft start flying people,” said Mark Groden, a co-founder and the chief executive of SkyRyse. “But we are developing the technology that can take us there.”



Sikorsky, a subsidiary of the defense contractor Lockheed Martin, and Xwing, another Silicon Valley start-up, are fashioning similar technology. Others, including Aurora, a company now owned by Boeing, are exploring autonomous flight as they build a new kind of electrical aircraft for “flying taxi services.” The initial business plan for Uber’s air taxi service, which it hopes to start in five to 10 years, said it would eventually remove pilots from the aircraft.

The motivation is obvious: Pilots are expensive, and they need rest between flights. Autonomous flight can drive new kinds of passenger services or even change the economics of today’s airlines. As companies like Aurora build aircraft for autonomous flight, entrepreneurs like Mr. Groden believe that adapting existing aircraft is more realistic. But any path will take a while, for technical and cultural reasons. “This is not just about building something that can fly by itself,” said Dan Patt, the chief executive of the robotics company Vecna, who previously worked on autonomous flying with Sikorsky and other companies while he was at Darpa, a research arm of the Defense Department. “It is about building a body of evidence that this is a safe way to fly.”

Government and industry have long worked to automate portions of passenger flight — “autopilot” is part of the American vernacular — and in some ways, building an autonomous aircraft is easier than building driverless cars, which have long been tested on public roads. Aircraft operate in wide-open spaces, as opposed to narrow roads teeming with pedestrians and other vehicles. And piloting a plane or helicopter is the kind of highly procedural task that computers are typically good at. Tiny drones have already shown the possibilities of autonomous flight. Skydio, a Silicon Valley start-up founded by former Google engineers, sells a \$2,500 drone that can follow you through a forest as you bob and weave between the trees. Adam Bry, the company’s chief executive, who also worked on Google’s delivery drone project, said the same general technology — based on digital cameras and mathematical systems that analyze images in real time — was suited to passenger aircraft. “The technical challenge is simpler in a lot of ways,” Mr. Bry said. “Nobody wants these things whipping through the forest as fast as they can go. They just want them to fly reliably, carry people from point A to point B, and deal with takeoff and landing.” But dealing with the uncertainty that comes during takeoff and landing, not to mention the rare and random events that cause crashes in the middle of a flight, can be extremely difficult. Passenger flight is also highly regulated. Even if they build systems that fly reliably, companies may have trouble moving the technology into public airspace. That is why SkyRyse, backed by \$25 million in funding, including investments from the Silicon Valley venture firms Venrock and Eclipse, is working with the City of Tracy. The Tracy emergency service will operate under current federal rules, and it takes only a step toward autonomy.

The helicopter includes sensors that it would need for autonomous navigation. The radar, for example, is similar to the laser sensors on driverless cars, providing a detailed view of the surroundings even in heavy weather. But at this point, these sensors operate in tandem with pilots. Mr. Patt calls it “a way of building trust” with regulators. At the same time, these sensors capture enormous amounts of data describing what the helicopter encounters from takeoff to landing — and how the pilot responds. Using this data, engineers at SkyRyse are recreating flight conditions in a kind of virtual reality, and they’re fashioning systems that can navigate these simulations. Driverless carmakers rely on similar techniques. “We can simulate puffs of wind, engine failure, even birds digested into the tail rotor,” Mr. Groden said. But shifting this work into emergency services like the one in Tracy will take years. Moving it into flying taxi services may take even longer.



The helicopters used by SkyRyse — the four-seat Robinson R44 — are small and quiet by existing standards, and in relatively wide use (about 6,000 have been built). But if used in large numbers, they may not be suited to densely populated areas. This is why companies like Aurora and the Silicon Valley start-up Kitty Hawk are building a new kind of aircraft. Still, the biggest hurdle may be convincing regulators and the public that autonomous flight is safe.

“There are a lot of start-ups doing this,” Igor Cherepinsky, director of autonomy programs at Sikorsky, said. “Quite a few of them are naïve about what it will take.”

Brand New and Enhanced Employee Discounts Program

Below is information on a new discount program. It has discounts in one place, and I have found it to be user friendly. It has all of the United discounts we had before and many new ones. You can suggest businesses you’d like to see offer discounts and PerkSpot will contact them. They have their own customer service in case of questions or concerns.

United offers a lot of different reward programs, some of which you’re probably very familiar with – travel privileges, for example.

We’re announcing our brand new and enhanced employee discounts program, which is powered by PerkSpot. We’ve kept all the great discounts you’re currently familiar with and added many more. Our new program will include over 30,000 discounts from 550 brands, including companies like Target, Macy’s, Costco, Sam’s Club, Walt Disney World, Samsung, AT&T, DIRECTV, XFINITY, DISH, T-Mobile and Sprint. And in early 2019, we’ll start to offer local discounts for our international team members.

With the new program, you’ll also be able to customize your discount experience to fit your needs and interests. Here are a few of the new features:

- Design your home page to feature the categories that interest you.
- Access local discounts via an interactive map based on Zip Code.
- Receive optional weekly emails with the latest discounts.
- Recommend companies that you’d like to see added to the site.
- View offers in more than 100 different languages.
- Contact customer service for assistance locating discounts, maneuvering the site, checking the status of orders or following up on any issues/concerns.

You can add the new discounts site as a favorite on Flying Together. The path is:
Employee Services > My Rewards > Employee Discounts.

Once you register, you’ll start receiving weekly emails, which you can opt out of at any time. If you don’t interact with the employee discounts site, the emails will switch to monthly for six months and quarterly after that.

Best regards, Joan Smith Manager Benefits, Pilot Retirement Plans, United | Corporate Support Center

A Disaster Waiting to Happen at Major Airports Near Sea Level

By Hiroko Tabuchi/The New York Times

As a powerful typhoon tore through Japan this week, travelers at Kansai International Airport looked out on a terrifying void: Where there should have seen the runway, they saw only the sea.



They also saw what could be a perilous future for low-lying airports around the world, increasingly vulnerable to the rising sea levels and more extreme storms brought about by climate change. A quarter of the world's 100 busiest airports are less than 10 meters, or 32 feet, above sea level, according to an analysis from Airports Council International and OpenFlights. Twelve of those airports - including hubs in Shanghai, Rome, San Francisco and New York - are less than 5 meters above sea level.

"We were trapped," said Takayuki Kobata, a web entrepreneur who had hoped to board a Honolulu-bound plane from Kansai, a vast airport on an artificial island near Osaka. "We just had to wait for the storm to blow over." He spent close to 36 hours trying to find a way off the flooded island, a task further complicated by a ship that ripped from its moorings and crashed into the bridge from the airport to Osaka, severely damaging the roadway.

The threat from rising waters comes as a reckoning for an industry that ranks among the major contributors to climate change. Air travel accounts for about 3 percent of greenhouse gas emissions worldwide, but is one of the fastest-growing emissions sources. Given current trends, emissions from international air travel will triple by 2050, the International Civil Aviation Organization has predicted. As the aviation industry grapples with its carbon footprint, it has also started to feel the effects of global warming. Extreme heat can ground planes because hotter, lighter air makes achieving lift difficult. A changing climate can also increase turbulence.

Low-lying areas along the water have long been seen as ideal sites for building new runways and terminals, because there are fewer obstacles for the planes during takeoff and landing, and less potential for noise complaints. But coasts also provide few natural protections against flooding or high winds. All told, extreme weather and rising sea levels today pose one of the most urgent threats to many of the world's busiest airports, which often weren't designed with global warming in mind.

Hurricane Sandy in 2012 inundated all three airports that serve New York City, crippling travel for days.

Typhoon Goni closed runways at Hongqiao International Airport outside Shanghai in 2015, forcing passengers and crew members to teeter on improvised bridges of tables and chairs as they tried to reach dry ground. The worst floods in nearly a century in Kerala, India, killed more than 400 people last month, and the deluge caused Cochin Airport, a regional hub, to close for two weeks. "We know that there are going to be impacts. And we expect those impacts to become serious," said Michael Rossell, deputy director-general at Airports Council International, a group representing airports from across the world. "Recognizing the problem is the first step, and recognizing the severity is the second. The third is: What can we do about it?"

Many airports have started to bolster their defenses. St. Paul Downtown Airport in Minnesota, which has been frequently flooded by the Mississippi, now has a portable flood wall that can be erected if the river starts to overflow. With the help of a \$28 million federal grant, La Guardia Airport in New York is adding a flood wall, rainwater pumps and a new drainage system for the airfield, as well as upgrading its emergency electrical substations and generators.

Kansai airport, which serves the bustling cities of Osaka, Kyoto and Kobe and handled almost 28 million travelers last year, faces an additional predicament. A feat of modern engineering, Kansai sits on an island three miles offshore that was built over the course of a decade from two mountains' worth of gravel and sand. The airport, which opened in 1994, was built in Osaka Bay partly to minimize noise problems but also to avoid the violent protests over land rights that are the legacy of older airports in Japan, like Narita, which serves Tokyo. Signs of trouble came early. Engineers had expected the island to sink, on average, less than a foot a year over 50 years after the start of construction as the seabed settled under the airport's weight. But the island sank more than 30 feet in its first seven years and has continued to descend, now losing 43 feet in elevation at the last measurement. At that rate, at least one of the airport's two runways will slip under the waves completely by 2058, according to dire predictions made in a 2015 paper by Gholamreza Mesri, a civil engineering professor at the University of Illinois at Urbana-Champaign, and J.R. Funk, a geotechnical engineer. And with sea levels rising because of climate change, Professor Mesri added, the airport could be underwater even sooner. "You won't have an airport, you'll have a lake," he said.

The doomsday forecast from the American researchers has enraged some in the Japanese engineering community. "It's irresponsible," said Prof. Yoichi Watabe of the engineering faculty at Hokkaido University, who has researched Kansai airport's woes. He conceded, though, that the prediction was not entirely implausible. Even so, Professor Watabe said, the study assumed that Japan, a nation with a sterling reputation for advanced engineering, "will just watch it sink with our thumbs in our mouths."

"We will not," he said. To stay above the waves, Kansai airport is pumping water from the seabed beneath the island to speed up the settlement process. The main terminal rests on giant stilts that can be jacked up to keep the foundation level. The airport also uses giant pumps to drain its airfield after heavy rain, and has added to a series of sea walls on the island's perimeter. Engineers had boasted that the walls were tall enough to withstand storms as strong as a major 1961 typhoon that caused the sea to surge nine feet. But Typhoon Jebi, which killed 11 as it tore through west Japan last month, generated a storm surge that reached almost 11 feet, a record for Osaka Bay. Waves crashed over the airport's sea walls and swamped its pumps, officials said.

To make things worse, an oil tanker unmoored by the powerful typhoon's 130 mile-per-hour winds struck and damaged the only bridge to the mainland. With nowhere to go, 8,000 people huddled in darkened terminals overnight as waves lapped at the buildings' walls, before emergency ferries and buses found a way to navigate the mangled bridge and shuttled passengers to safety.

Poster found in a Church in France... (translated):

"When you enter this church it may be possible that you hear "the call of God". However, it is unlikely that He will call you on your mobile. Thank you for turning off your phones. If you want to talk to God, enter, choose a quiet place and talk to Him. If you want to see Him, send Him a text while driving."

Guadalcanal 76 Years Later

Dot Prose (U.S. Navy/RUPA)

I decided to take a trip to Guadalcanal in the Solomon Islands in August 2018 to continue my adventures into the Pacific WW2 history. Seventy-six years ago in May 1942 the Japanese invaded Guadalcanal in the order to continue their advance deep into the South Pacific for ultimate control of the sea lanes which sustained Australia and New Zealand. It was a touch and go situation for the United States and its Allies with serious consequences if allowed to happen. Starting from scratch the Americans began to piece together some strategy to preclude further advancement. The Japanese had to be stopped in the Solomon Islands where they were building an airfield on Guadalcanal island. The local population was horrified, not knowing what would happen to them, especially being completely vulnerable with no way of defense.

Our tour guide, Joe, was a retired U.S. Marine Corps Colonel, who had made Guadalcanal his passion of study with 17 trips to the islands since 1973. He was an infantry officer. Our small group of five, all pensioners except one from Iowa, were on a ten-day Military Historical Tour (MHT), solely focused on Guadalcanal. Joe told us ahead of time that this was not a vacation but an expedition. He was right. He also said that this was not the Hawaiian Islands and he was right again. We were on a mission which was to gain as much knowledge as possible of the six month Guadalcanal Campaign. My specific objective was to ascertain exactly what the status was of the main airfield, Henderson Field, as I had information that its long standing name was being changed from Henderson to Honiara International Airport, Honiara being the capital city of the islands. This change was going to be a major loss of recognition of the U.S. blocking the Japanese early in their tracks. It seemed to me tantamount (but in a much lesser way) to changing Chicago's Midway Airport back to Chicago Municipal Airport and O'Hare back to Orchard Field – a loss of two significant WW2 references. The reason for the change? Japanese funding with grant aid for major improvements to the airfield in the early 2000s to the tune of \$7 million.



Shortly after the Marines landed in 1942 the airfield was named Henderson in honor of Major Lofton Henderson, USMC, who was killed at the Battle of Midway on June 4, 1942.

Reaching the Solomons was not difficult, although each of us arrived via different stop overs. My journey took me from Sarasota, FL to Charlotte to LAX, then Qantas to Brisbane, Australia then Solomon Airlines to Honiara. The others flew through Hawaii on Fiji Airways. Not many hotels in Honiara but ours, the Kitano Mendana, was on the waterfront and we stayed there for our entire journey. The main street of the city was torn up due to construction and the outskirts of the city were dirt roads with potholes the size of craters. We had an SUV Toyota Land Cruiser Prado for the five of us which navigated OK to the east and west of the city through some difficult volcanic terrain. In spite of the poverty evident, the locals were incredibly friendly and happy. The kids spend a lot of time outdoors especially on the beach, running and jumping and cartwheeling into the water – no hypnotizing stares into cell phones. The islands have incredible pineapples, bananas, coconuts and their ice cream surpasses Ben & Jerry's and Haagen-Dazs. The adults spend a lot of time chewing betel nut, resulting in red teeth and lips, but they seem to like it!

August 7, 1942 was the date that the U.S. Marines landed near Henderson Field with the single objective to take and hold it which they did with participation of the Marine Corps, Army, and Navy fighters and bombers (we all remember the Black Sheep Squadron and Pappy Boyington), Naval action with many ships sunk in Iron Bottom Sound, PT boats, Higgins boats, tugs and the Navy SEABEES plus the islander Coastwatchers who provided much needed intelligence on Japanese movements. The Japanese eventually abandoned their objective in February 1943 due to severe losses and inability to resupply this remote

location.

One significant event which occurs every year on August 7 is a U.S. memorial service on top of Skyline Ridge close to the airport where wreaths are placed at the monument. It occurs at sunrise while the sun rises over the Pacific horizon. The U.S. Marine Corps sends its ceremonial band and a General plus others who place a wreath at the memorial. Both the U.S. and Solomons flags fly on this U.S. battlefield site. I was able to take some time to return to the airfield to talk to anyone who had some background on the name change, why it happened and what the future would bring for the airport. I lucked out with the equivalent of an assistant airport manager who was very open and candid.



In 2003 the US Marine Raider Association upon learning that Henderson Airfield's name might be changed, collected 8,000 signatures to not change it. This was shortly after the Japanese poured \$7 million funding into airport improvements. The Solomons Prime Minister said it would not be changed. However, in 2006 the name was changed to Honiara International Airport. Political demands seemed to override the status quo. The manager said that the Government has to act in its own best interests which is hard to argue with. The U.S. does not add much to their economic development.

However, there are many factors which still connect Henderson with the airfield. The locals still call the airfield Henderson. There is a Memorial Garden maintained by the U.S. right next to the parking lot with memorial statues to the Marine Corps. There are plaques in the arrivals area showing the naming of the airfield and the Medal of Honor recipients from that Campaign. However, there are also plaques in the same location in front of the passenger arrivals area dedicated to the joint efforts of both the Japanese and Solomons Government for peaceful joint projects. There is a Japanese propeller mounted to the wall in the departures check in lounge. Might be from a Zero.

The final most interesting input from the airport manager was what was in store for them. Construction is to begin in September 2018 for a brand new International terminal on a close by location, complete renovation of the Domestic terminal, an additional taxiway and control tower with completion due in 2020. All funded by the Japanese government. Currently four airlines fly into Honiara – Solomons Airline, Fiji Airways, Air Niugini and Virgin Australia. If it's anything like the brand new terminal in Fiji (1,325 miles southeast of Honiara) which opened in June 2018 it will be a godsend and winner. I went through this Fiji terminal on my way back to the U.S. for a few days R and R. It was modern, clean, state of the art, 8 gates and a duty free area as large as the concourse. It will be interesting to see if any of the U.S. plaques and memorabilia survives for placement in the new Honiara terminal when it opens.

One other point of interest was that President Kennedy lost his PT boat, PT-109, in 1943 off one of the islands in the Solomons. A Japanese destroyer cut it in half. He and 11 others from his crew were marooned on an isolated island but soon rescued with the help of the local islanders. This island is now called Kennedy Island and is very popular with both locals and all the scuba divers who are attracted to this location.

The significant infusion of both Japanese and Chinese funding into these Pacific Islands which is in their own backyard has slowly but surely changed the balance of power in the Pacific since the end of WW2. What the Japanese had lost in the war they are regaining through "soft power" not only for their own trade, investment and tourism benefit but to the local islanders for improvements needed for transport infrastructure and their tourism industry. It was an interesting trip!

RUPA Business Hours

We are open

We are open for business most days about 8:30 am. Some days as early as 6 or 7, but occasionally as late as 12:30 or 1, but usually around 9 unless it's later.

We are closed

We close at 5 or 6, sometimes at 4. If all hell breaks out at home we close at 3. Occasionally we're open as late as 11:30 or 12 am, depending. Some afternoons, mornings or entire days we aren't even here at all, but lately we've been open all the time, except when we're closed, really we should be here then too, unless we left early.

“Flight Zone” (FZ) simulators at the Aerospace Museum of CA

By Captain Jerry Blalock/RUPA Member

“This is an excellent program financed and developed by the Aerospace Museum of California. If you are ever in the Sacramento area stop by and be impressed. I know most of our members live well outside the bounds of Sacramento and even California, but if you perchance are close by, by all means visit the Museum and consider becoming a simulator instructor or a docent, etc., etc”

Dear Fellow Retirees,

Here’s a quick rundown on our “Flight Zone” (FZ) simulators located at the Aerospace Museum of CA, old McClellan AFB, north side, on Freedom Park Drive off Watt Ave. There are presently about 30 FZ instructors on our roster but only about 15 of these are really active and at times the FZ falls short of needed instructors for some events. We are always recruiting good experienced pilots for instructor positions and you guys are the best. There is no requirement for any kind of structured “duty” schedule on your part. The FZ staff will periodically send out an email for up-coming events stating how many instructors are needed for each event and you can sign up for those that fit your busy schedule - I can generally make it about once a week, sometimes less. You can also come in on your own and “tune-up” on a sim - fun!



We have 6 state-of-the-art “XPlane 11” 3-window all-axis simulators which duplicate actual flight to a tee. These sims, located in the FZ on the Museum's 2nd floor, have over 700 aircraft types in their data-bases as well as over 3,500 airports world-wide, and the graphics are exceptional. We can replicate many modes of flying to include carrier landings, bringing the space vehicle in for a landing from 80,000 feet plus, mountain flying, flying under the golden gate at 300 feet followed by a loop (my favorite), etc.

Grammar (5th grade and up), Middle and High School as well as ROTC units send classes to us and we usually give each student a half-hour session on what makes an airplane fly and how to control it. We make it interesting because they can fly into and out of any place of their choosing, e.g. Hawaii, SFO, New York, Cairo, etc., etc. If a student is bereft of any av knowledge we usually start them out in the C-172 and discuss/demo the basics; then they take the controls for TO and flight. More advanced folks can fly the Cirrus glass-cockpit business jet or any plane of their choosing. Can you imagine the good you are doing for our kids, many of whom never considered or knew of the advantages of a career in aviation - in the course of a flight I usually bring up the importance of good grades (this thrills the onlooking parents and teachers), the ROTC programs available at some high schools and universities (UCD and Sac State have great ones), military av training and the heavy demand for airline pilots (\$\$\$), etc.

Warren Searls (center in photo below) heads up the Flight Zone and can be found there most every Tues and Thurs and when we have events. Please come by and take a look when you can. Warren can be contacted at (C)916-533-3672 or w.searls@comcast.net; to contact his office at the Museum email him and his staff at flightzone@aerospacemuseum.org. If you’d like to meet me there or have some questions call me at (H)916-283-6616 or (C)916-607-6460 or email me at airbear@surewest.net.

Left photo: 3 “Big Wigs” flanked by 2 of our instructors: on the left is Phil Jarvinen (B-52 Nav, USAF, Ret.) and on the right is yours truly (USAF/UAL, Ret). 2nd from the left is Harrison Ford, an enthusiastic supporter of our Museum and the STEM program of which we’re a part; 3rd from left is Warren Searls (former USAF pilot and retired civil engineer) who heads up the Flight Zone, knows the Sims well and is easy to work with, good guy; 4th from left is Ken Lux, Chairman of the Museum's Board of Directors (great guy, CEO of Luxe Aviation). Note the Sim on the far left and several aerospace TV displays on the far right.

And note the dashing blue instructor uniform polo shirts we all wear.



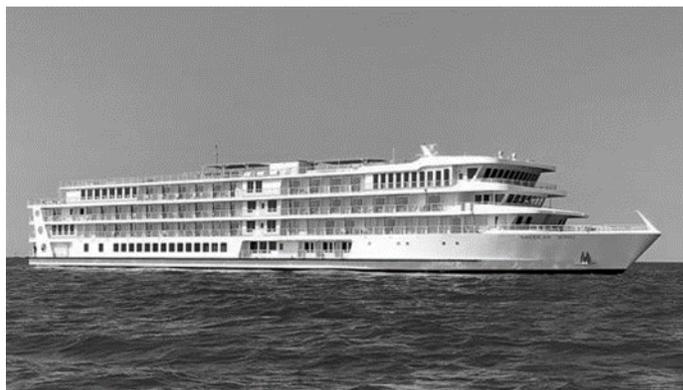
Right photo: With the kids and Harrison Ford, bearded up preparing for his next Star Wars movie. It's interesting that Mr. Ford interrupted a very busy schedule of filming for the up-coming Star Wars movie to attend this Museum function at the request of Mr. Bob Hoover. Photos were taken in 2015.

Best regards, *Jerry Blalock*

First modern riverboat in US history successfully passes Sea Trials

American Cruise Lines announced that brand new ship American Song has successfully passed Sea Trials and is now on its way to the "Big Easy." The first modern riverboat in U.S. history is expected to arrive in New Orleans the first week in September, 2018.

American Song passed Sea Trials with flying colors and is the second new vessel completed and delivered to American Cruise Lines by Chesapeake Shipbuilding this year. American Harmony, the second modern riverboat in the series, will be completed and delivered in the first quarter of next year.



Now that American Song's Sea Trials are completed, the American Cruise Lines is looking forward to the ship's inaugural cruise from New Orleans to Memphis, on October 6, 2018. American Song riverboat will cruise a full schedule of 8-day Lower Mississippi River cruises throughout the remainder of 2018 and then will reposition to the West Coast in 2019, for American's Columbia and Snake Rivers cruises beginning in March.

American Cruise Lines is proud of its commitment to building only new advanced ships. Every new ship in the Line's expanding fleet is built by Chesapeake Shipbuilding and showcases the finest American design and craftsmanship. American maintains the largest U.S. flag fleet and continues to expand year after year—offering guests the widest range of gracefully appointed and technically superior ships in the industry.

About American Cruise Lines: American Cruise Lines was recently awarded Cruise Critic's 2018 Cruisers' Choice Award for Best River Line in the U.S. & Canada. American operates the largest and newest fleet of authentic paddlewheelers, coastal cruise ships, and modern riverboats. With over 35 itineraries visiting 25 states, American cruises along the rivers, as well as the coastal and inland waterways of New England, Alaska, the Pacific Northwest, the Mississippi River system, and the Southeast.



USAF's largest plane is ready to stay up in the air for decades



Lockheed Martin said that the last of 52 upgraded C-5M Super Galaxy cargo planes had been delivered to the Air Force, finishing the nearly two-decade-long modernization of the service's largest plane. Lockheed began work on the Air Force's Reliability and Re-engineering Program (RERP) in 2001 and turned over the first operational C-5M Super Galaxy, as the latest version is called, on February 9, 2009. In the 17 years since the RERP effort started, 49 C-5Bs, two C-5Cs, and one C-5A were upgraded, according to a Lockheed release, first cited

by Air Force Times. The upgrades extend the aircraft's service life into the 2040s, the contractor said.

The program involved 70 modifications to improve the plane's reliability, efficiency, maintainability, and availability, including changes to the airframe; environmental, pneumatic, and hydraulic systems; landing gear, and flight controls. The main new feature is more powerful engines, upgraded from four General Electric TF-39 engines to General Electric F-138 engines. The new engines, which are also quieter, allow the C-5M to haul more cargo with less room needed for takeoff. "With the capability inherent in the C-5M, the Super Galaxy is more efficient and more reliable, and better able to do its job of truly global strategic airlift," Patricia Pagan, a senior program manager at Lockheed, said in the release. Altogether, the RERP upgrades yield "a 22 percent increase in thrust, a shorter takeoff roll; [and] a 58 percent improvement in climb rate," according to release, which said the modifications give the C-5M greater fuel efficiency and reduce its need for tanker support.

The C-5 stands 65 feet high with a length of 247 feet and a 223-foot wingspan. The upgraded C-5M can haul 120,000 pounds of cargo more than 5,500 miles — the distance from Dover Air Force base in Delaware to Incirlik airbase in Turkey — without refueling. Without cargo, that range jumps to more than 8,000 miles. The plane can carry up to 36 standard pallets and 81 troops at the same time or a wide variety of gear, including tanks, helicopters, submarines, equipment, and food and emergency supplies.

The first C-5A was delivered to the Air Force in 1970. By 1989, 50 C-5Bs had joined the 76 C-5As that were already in service. Two C-5Cs, modified to carry the space shuttle's large cargo container, were also delivered in 1989.

The Air Force began a C-5 modernization push in 1998, starting the RERP in 2001 with plans to deliver 52 upgraded planes by fiscal year 2018. The remainder of the C-5 fleet was to be retired by September 2017.

But the C-5 fleet has face administrative and operational issues in recent years. Due to budget sequestration, a number of C-5s were moved to backup status in over the past few years, meaning the Air Force still had the aircraft but no personnel or funding to operate them. In early 2017, Air Force officials said they wanted to move at least eight C-5s from backup status to active status. "I need them back because there's real-world things that we've got to move, and they give me that ... added assurance capability," then-Air Mobility Commander Gen. Carlton Everhart said at the time.

In the months since, the Air Force's C-5s have encountered maintenance issues that required stand-downs. In mid-July 2017, Air Mobility Command grounded the 18 C-5s — 12 primary and six backups — stationed at Dover Air Force Base after the nose landing-gear unit in one malfunctioned for the second time in 60 days. Days later, that order was extended to all of the Air Force's 56 C-5s, which had to undergo maintenance assessments.

The issue was with the ball-screw assembly, which hindered the extension and retraction of the landing gear. The parts needed to fix the problem were no longer in production, however, but the Air Force was able to get what it needed from the "boneyard" at Davis-Monthan Air Force Base, where unused or out-of-service aircraft are stored.

Earlier this year, the nose landing gear again caused problems when it failed to extend all the way for an Air Force Reserve C-5M landing at Joint Base San Antonio-Lackland. The plane landed on its nose and skidded about three-quarters of the way down the runway. The cause of the accident and extent of the damage were not immediately clear, but none of the 11 crew members on board were hurt.

Swan Song for N9019U

By Captain Joel A. Turpin, RUPA Member

On July 18, 1998, I had just finished an unusually easy day flying as Captain on the 737-200. My day consisting of just 4 legs, two or three fewer than a normal day flying the Guppy 200 out of ORD. However, the day was not finished for me and my First Officer, Eric Bury. We were both living in Ohio at the time and had volunteered to fly one of United's fantasy flights out of Dayton. After parking N1274U at the gate at ORD, we then boarded N9019U for the ferry to Dayton where we would take 86 terminally ill children for a short flight. Upon arrival at the gate in DAY, all of the kids were boarded, except for one. This young boy was in a wheelchair and breathing oxygen. I was standing in the cockpit door watching as an unexpected and dramatic event unfolded. His seat was 2A, in first class and nearest the 1L entry door. His doctor and others had the tricky task of disconnecting the oxygen mask for the bottle attached to his wheelchair and quickly transporting him to his seat, where a second oxygen tank and mask awaited. I watched as they removed the boy's mask, lifted him from his wheelchair, and placed him into his seat, all while he was unable to breathe. His helpers quickly placed the seat mounted oxygen mask on his face, and that is when the drama began, as oxygen would not flow to his mask! I watched in horror as his doctor frantically tried to get the O2 system to start flowing, but it was 2 long minutes before the problem was solved and the poor child could breathe again. That was scary!

After the fantasy flight, Eric and I flew back to O'Hare, landing on Runway 4R. Eric dutifully called ramp control to ask for a gate assignment and received a surprising reply. The gate controller said, with a touch of sadness in his voice, that there was no gate assigned, and that we were to park on the hangar ramp. When Eric asked for an explanation, the gate controller told him that we had just made N9019U's final flight as it was going to the boneyard the next day.

I commuted home to CMH and forgot about the flight until 2 or 3 years later when I was contacted by Nick Lewis, a retired B-727 Captain whom I had flown with as his engineer many times in the late 1980s. Nick was a very talented guy. Not only was he a top notch 727 Captain, but he wrote the scripts for a TV show called Hart to Hart, which paid him enough to allowed him to retire early from United. In his retirement, Nick formed The Airline Pilot's Historical Society. Nick would occasionally go to the desert with the mission of retrieving pieces of retired United airplanes that were about to be cut up, and selling them to

pilots who had flown that airplane. In about 2000 or 2001, I got a call from Nick informing me that his research showed that I was the last United Captain to have flown N9019U. He was going to the desert to retrieve parts from other United airplanes and wanted to know if there was anything from N9019U that I wanted. Naturally, I said that I wanted the entire forward instrument panel. A month or so later, the panel, along with the airplane log book, was delivered to my door. The panel was not free, as I paid Nick \$1,800 for it to cover his expenses, but it was money well spent!



So, N9019U faithfully flew for United Airlines for 30 years, from 1968, when it was factory fresh, to 1998 where it's final flight for us was a mercy mission taking 86 terminally ill children on a fantasy flight. I seem to recall that the airframe had over 68,000 hours on it and about that many cycles. *Joel*

Pizza, Chocolate, Donauts. Now that I have your attention. VOTE!



EWR CPO and ALPA Council 5 Holiday Party

Dear “Recent” United Retired Pilot, Congratulations on your retirement and for having completed a successful career at United! While we all took different roads to get to this auspicious achievement, we all spent the last few years and retired as one group – United pilots.

After a nearly two-year hiatus, we are once again honoring and celebrating our retired pilots in a proper fashion with a dinner and retirement party. This year, we are combining our retirement party with our annual Newark Flight Ops and Council 5 Holiday Party. This year’s gala is being held on Friday, December 7th at the Newark Airport Renaissance Hotel.

As our honored guest, you and your spouse or significant other are our guest with two comped admission tickets to the party! If you’re spending the night, the room is on you, but we got a discounted rate of \$115 per room plus tax with free parking.

Here is what we need from you IF you are planning on attending and being recognized at the evening’s event:

1. Please go to www.newarkholidayparty.com and register on the website. Click on the “retiree ticket” button and fill out the registration.
2. We need a short biography about your career that we can read at the party. See the outline below. Please email us your bio (no later than October 31st) to newarkholidayparty@united.com
3. We also need a picture for our program book, again, electronic preferred. Preferably a picture in uniform or at work sometime, anytime during your career. It can be funny or serious, whatever you like within the bounds of decorum! Please email the picture (again, no later than October 31st) to newarkholidayparty@united.com

If you are unable to attend the party, but would still like your picture and bio in the dinner program, please still email us your bio and picture at newarkholidayparty@united.com no later than October 31st.

At the dinner we will read your bio and ask you to come to the front of the ballroom with your fellow retirees to be recognized and for a group photo and be given a plaque. Due to the large number of honored retirees, we are unable to have individual speeches by the pilots.

Celebrating and recognizing our honored retirees is a tradition for both former legacies here in New York / Newark, and it is an important one to perpetuate. We sincerely hope you and your family will attend and add to the celebration of the evening and the holidays. All the information regarding the party and other events that evening are on the website.

If you have any questions, please email newarkholidayparty@united.com. We look forward to celebrating your successful career with you.

Captain Fabian Garcia Captain Glenn Johnson

Chief Pilot, Newark Flight Ops Chairman, ALPA Council 5

BIOGRAPHY SHEET INFORMATION OUTLINE

- Year and place of birth
- Date of Hire
- Which former legacy airline (in its genealogy) were you FIRST hired at
- Are you a veteran? If so, which branch, what did you fly, special ops, combat theatres, awards
- Before you were hired here, where did you fly
- Aircraft flew here since new hire
- Union volunteer positions or elected positions
- Spouse’s name, number of years married if you want, number of kids & grandkids
- A one-line statement to share with everyone at the party (“thanks to all the great co-pilots who kept me safe” or “I won’t miss the 4am wakeup calls” – please be tasteful!)

THANK YOU!

How Singapore Airlines handles flight delays

By Chris Matyszczyk



When it comes to flight delays, airlines in the U.S. tend to respond with the minimum of care, because their organizational structures are based on tight margins and giving (for free) only when it's absolutely unavoidable. Passengers sometimes sit in gate areas, as their flight delay moves from one hour to three -- or five -- and wonder whether it has to be this way.

Well, here's a recent example that might make U.S. passengers weep.

Marvin Tomandao, an Economy Class passenger, was stuck at Singapore's Changi Airport, undone by a Xiamen Airlines plane that had overshot the runway at Ninoy Aquino Airport in Manila. His Singapore Airlines flight to Manila was delayed twice.

Yet listen to Tomandao's description, posted to Facebook, of how the airline reacted. There are 10 stages:

1. Singapore Airlines Manager Haziq Sulaiman would go to the mic every so often, to deliver clear updates about our flight and the situation in Manila. He would apologize at the start of every announcement, as if the NAIA runway overshoot was his fault.
2. Right after the first announcement of delay was made, SQ rolled out unlimited sandwiches, muffins and drinks.
3. A little later, we were all instructed to line up for a one-by-one instruction about our accommodation for the night.
4. We were all given five-star hotel rooms, buffet dinner and limo cab service to and from the hotel.
5. Three SQ Managers were at the hotel lobby, early in the morning, to facilitate our swift checkout and made sure we get cabs to the airport.
6. When we arrived back at the airport, they provided special lanes for the cancelled Manila flights, making sure we checked in the fastest.
7. Back at the boarding gate, again, unlimited sandwiches, muffins and drinks.
8. An announcement about another hour and a half delay was made. Right after the announcement, we were given a \$15SG voucher each for breakfast at specifically appointed restaurants.
9. Before flying, all passengers were given a flight delay survey, to help the airline assess how they handled the situation.

10. Upon clearance to fly, a number of SQ Managers lined up on our way to the plane to apologize for the last time and wish us all a pleasant flight. Singapore Airlines has a long history of customer service. It can be meticulous to the point of neurosis.

It seems, though, that the airline bothers to spend money on something that doesn't have an immediate return.

Tomandao put it like this, when talking to the Straits Times:

Take out all the 'excesses' provided by SQ... it's the compassion for inconvenienced passengers that was truly outstanding. If you treat people beyond their expectations, you might just build up a loyalty. But you have to want to do that. You have to want your customer service to be a genuine differentiator. Many U.S. airlines don't think it's worth it. It's a business decision. And then they wonder why, all too often, every little mistake they make gets magnified by unhappy passengers going to the media.

CAT III Landing



Children of The Greatest Generation

Born in the 1930s and early 40s, we exist as a very special age group.

We are the smallest group of children born since the early 1900s.

We are the last generation, climbing out of the depression, who can remember the winds of war and the impact of a world at war which rattled the structure of our daily lives for years.

We are the last to remember ration books for everything from gas to sugar to shoes to stoves.

We saved tin foil and poured fat into tin cans.

We saw cars up on blocks because tires weren't available.

We can remember milk being delivered to our house early in the morning and placed in the "milk box" on the porch.

We are the last to see the gold stars in the front windows of our grieving neighbors whose sons died in the War.

We saw the 'boys' home from the war, build their little houses.

We are the last generation who spent childhood without TV; instead, we imagined what we heard on the radio. As we all like to brag, with no TV, we spent our childhood "playing outside." There was no little league. There was no city playground for kids. The lack of television in our early years meant, for most of us, that we had little real understanding of what the world was like. On Saturday afternoons, the movies, gave us newsreels sandwiched in between westerns and cartoons.

Telephones were one to a house, often shared (party Lines) and hung on the wall in the kitchen (no cares about privacy).

Computers were called calculators, they were hand cranked; typewriters were driven by pounding fingers, throwing the carriage, and changing the ribbon. The 'INTERNET' and 'GOOGLE' were words that did not exist. Newspapers and magazines were written for adults and the news was broadcast on our radio in the evening by Gabriel Heatter and later Paul Harvey. As we grew up, the country was exploding with growth.

The G.I. Bill gave returning veterans the means to get an education and spurred colleges to grow. VA loans fanned a housing boom. Pent up demand coupled with new installment payment plans opened many factories for work. New highways would bring jobs and mobility. The veterans joined civic clubs and became active in politics. The radio network expanded from 3 stations to thousands.

Our parents were suddenly free from the confines of the depression and the war, and they threw themselves into exploring opportunities they had never imagined. We weren't neglected, but we weren't today's all-consuming family focus. They were glad we played by ourselves until the street lights came on. They were busy discovering the post war world

We entered a world of overflowing plenty and opportunity; a world where we were welcomed, enjoyed ourselves and felt secure in our future. Although depression poverty was deeply remembered. Polio was still acripler.

We came of age in the 50s and 60s.

The Korean War was a dark passage in the early 50s and by mid-decade school children were ducking under desks for Air-Raid training. Russia built the "Iron Curtain" and China became Red China.

Eisenhower sent the first 'Army Advisers' to Vietnam. Castro took over in Cuba and Khrushchev came to power.

We are the last generation to experience an interlude when there were no threats to our homeland. The war was over and the cold war, terrorism, "global warming", and perpetual economic insecurity had yet to haunt life with unease. Only our generation can remember both a time of great war, and a time when our world was secure and full of bright promise and plenty. lived through both.

We grew up at the best possible time, a time when the world was getting better. not worse.

We are "The Last Ones"

More than 99 % of us are either retired or deceased, and we feel privileged to have "lived in the best of times"!

The Oil Patch Warriors of World War II



Seventy-five years ago, a Band of Roughnecks went abroad on a top secret mission into Robin Hood's stomping grounds to punch oil wells to help fuel England's war machines. It's a story that should make any oilman or woman proud.

The year was 1943 and England was mired in World War II. U-boats attacked supply vessels, choking off badly needed supplies to the island nation. But oil was the commodity they needed the most as they warred with Germany.

A book "The Secret of Sherwood Forest: Oil Production in England During World War II" written by Guy Woodward and Grace Steele Woodward was published in 1973, and tells the obscure story of the American oil men who went to England to bore wells in a top secret mission in March 1943.

England had but one oil field, in Sherwood Forest of all places. Its meager output of 300 barrels a day was literally a drop in the bucket of their requirement of 150,000 barrels a day to fuel their war machines.

Then a top-secret plan was devised: to send some Americans and their expertise to assist in developing the field. Oklahoma based Noble Drilling Company, along with Fain-Porter signed a one-year contract to drill 100 wells for England, merely for costs and expenses. 42 drillers and roughnecks from Texas and Oklahoma, most in their teens and early twenties volunteered for the mission to go abroad. The hands embarked for England in March 1943 aboard the HMS Queen Elizabeth. Four National 50 drilling rigs were loaded onto ships but only three of them made landfall; the Nazi U-boats sank one of the rigs enroute to the UK.

The Brits' jaws dropped as the Yanks began punching the wells in a week, compared to five to eight weeks for their British counterparts. They worked 12-hour tours, 7 days a week and within a year, the Americans had drilled 106 wells and England oil production shot up from 300 barrels a day to over 300,000.

The contract fulfilled, the American oil men departed England in late March 1944. But only 41 hands were on board the return voyage. Herman Douthit, a Texan derrick-hand was killed during the operation. He was laid to rest with full military honors, and remains the only civilian to be buried at The American Military Cemetery in Cambridge.

"The Oil Patch Warrior," a seven-foot bronze statue of a roughneck holding a four-foot pipe wrench stands near Nottingham England to honor the American oil men's assistance and sacrifice in the war. A replica was placed in Ardmore Oklahoma in 2001.

Flyer beware: Is travel insurance worth it?

A new report on an investigation into the travel insurance industry reveals that air travelers are subject to heavy pressure to purchase travel insurance that offers minimal coverage despite extensive promises. After reviewing the websites of nine major airlines and seven frequently-visited online travel agencies (OTAs), it was found that travel insurance is being aggressively pushed onto customers, that offered travel insurance fails to provide promised coverage, and that the airline industry is exploiting travel insurance as an easy revenue generator.

In the report, "Flyer Beware: Is Travel Insurance Worth It?", it was explained that some travel insurance policies are so deficient that if a traveler had postponed a trip due to the recent Zika virus scare in the Caribbean or the flu virus in the United States, the traveler would not have coverage.

Major findings of the report "Flyer Beware: Is Travel Insurance Worth It?" include:

- Travelers spent \$2.8 billion on travel protection in 2016, 2.5 times more than they spent in 2004, with airlines and OTAs earning an undisclosed fee on every policy sold.
- The airline and OTA online-ticketing process encourages and pressures travelers to buy travel insurance, with 15 of the 16 companies evaluated not allowing travelers to purchase airplane tickets without buying or declining to buy recommended travel insurance.

- Airline and OTA websites offer only bare-bones travel insurance plans with little coverage and a long list of exclusions that leave customers stranded.
- The airline and OTA websites commonly overstate policies' flexibility and bury the details of coverage limitations in fine print.
- Only two travel insurance companies provide 93 percent of the policies offered on airline and OTA websites.

The report also makes a series of recommendations as a result of the investigation, including calling on customers to know the risk against which they want to be insured and to carefully read the terms and conditions of any travel insurance policy before purchase. It also recommends that airlines return to charging fair prices for services such as ticket changes and cancellations, as well as to be more transparent in the sale of travel insurance policies.

Tourism becomes world's third-largest export sector



The international tourism sector has seen uninterrupted growth in arrivals for eight straight years, with 2017's growth being the highest since 2010; with a record performance of US\$ 1.6 trillion. This represents an increase of 7%, according to the World Tourism Organization (UNWTO).

Additionally, travel industry generated another US\$ 240 billion from international passenger transport taken by non-residents. Europe and Africa led the growth, with increases in arrivals of 8% and 9%, respectively.

The UN body, in its latest collection of travel industry highlights, further notes that the strong results were driven by sustained travel demand for destinations across all world regions, including a firm recovery by those that have suffered from security challenges in recent years.

89 percent of American flyers DON'T want cell phone service in-flight



According to a new Nielsen survey, more American travelers want to keep air travel cell phone service free and hope to keep air travel as one of the few places to be actually disconnected. The study dives into current attitudes and perceptions before, during and after a trip revealed the majority of U.S. travelers oppose the use of cell phone calls on board and cite "nuisance, disturbance" as the main reason (89%). As technology has improved to allow charging and more online connectivity, that opposition to cell coverage has continued to grow

since 2015.

PICKLES | Brian Crane





Pass Travel UPDATE

September 12, 2018

1) Better Boarding launches Sept 18th

New boarding procedures launch systemwide Sept 18th. Say goodbye to five different lines in the boarding area; there will only be two: One blue line, one green line.

Boarding group 1 will use the blue line; groups 2-5 will use the green line. Digital signage and instant updates on the UA app will keep customers apprised of when to board. Keep in mind, there is no change to how pass riders are boarded - we still board in group 3.

Read more info: <https://ft.ual.com/our-airline/better-boarding> and read the [United News article \(9/7/18\)](#).

2) New Flights on United announced

Have fun exploring these new trips on standby or with myUADiscount:

SFO-PPT (Tahiti) begins Oct 31, 2018

SFO-AMS (Amsterdam) begins Mar 30, 2019

EWR-NAP (Naples) begins May 22, 2019

EWR-PRG (Prague) begins June 6, 2019

<https://ft.ual.com/news/2018/08/29/new-routes-to-europe>

Note: Some summer 2018 seasonal flights will end in October; read this:

<https://ft.ual.com/news/2018/04/26/summer-schedule>

3) New Discounts on Flying Together & Perkspot

“Welcome” emails retirees received in late August from United Airlines (cs@Perkspot.com) are legitimate. United has reworked rewards/discounts for employees/retirees and has partnered with Perkspot. Read the story on Flying Together: <https://ft.ual.com/news/2018/08/24/myrewards-page>

To access all the discounts, use this page on Flying Together:

FT> Employee Services > My Rewards > Employee Discounts

<https://ft.ual.com/employee-services/mydiscounts>

REGISTER and then scroll down the page (or use Search) to see all offerings.

Once you arrive at the MyDiscounts page powered by Perkspot, read the FAQs by clicking on “Your Profile” in upper right side of page. Note: Retirees may not be eligible for discounts on some cell phone or automotive services, Microsoft Home Use program and the United Explorer card. Read the small print on every offer.

4) Pay imputed taxes! “Your Document is available”

If your taxable pass riders flew last quarter (May 1st- July 31st) you should have recently received an email from “United Airlines Benefits Center” with the subject line: “Your Document is available”.

You should also receive your Travel Liability Statement via U.S. Mail.

Do NOT ignore it! Withholding taxes are due by Oct 15, 2018.

To access “Your Document” visit the mailbox on Your Benefits Resources (YBR):

A) Visit ft.ual.com > EmployeeServices > Health&Insurance (YBR). OR....

B) Log in directly to YBR with this link: www.ybr.com/united. Using the direct link requires a user ID and password...this is NOT your Flying Together file number and password. Create a new user ID and password by clicking “Are you a new user?”

Once you arrive on the YBR homepage, open your mail (upper right side of page) to retrieve “Your Document”, which is a “Travel Liability Statement”. Print the PDF and send a check or money order to the address provided. If you receive the email first you may pay before the letter comes via US Mail. If you do not receive both the email and the letter, make sure your contact information is correct at United Airlines! How? Read item #1 in RAFA’s July Pass Travel UPDATE.

Travel Liability invoices and History may also be accessed on the YBR homepage by clicking the tile “Pass Travel Tax Withholdings” (scroll down find it).

Explanations for RETIREES about pass travel taxes and W-2 tax reporting, FAQs and several user guides are on the Flying Together website here: <https://ft.ual.com/travel/w2passtraveltaxreporting>

5) Retirees’ Open Enrollment for 2019 Healthcare preview

Retirees’ Open Enrollment for 2019 Healthcare will be October 29th-Nov 9th. Read the preview now and then check out all your options after Sept 26th online.

Go to YBR (Your Benefits Resources) on Flying Together > Employee Services > Health & Insurance (YBR)... then click on the tile that says “**2019 Benefits Preview Guide.**”

Retirees are eligible for FREE FLU SHOTS at CVS/Caremark clinics by downloading a form from the YBR tiles titled “LEARN about pre-65 annual enrollment” or “LEARN about post-65 annual enrollment.”

6) Travel with Friends on Other Airlines (again)

This is additional information to item #3 in RAFA’s JULY Pass Travel UPDATE.

1) When buying “Star Companion” tickets for your friends on myIDTravel you must purchase them at the same time you are buying your own tickets (Remember, the retiree must accompany Star Companions on all segments).

2) A single Star Companion ticket can be valid for stop-overs (A>B>C) and for round-trip flights. There is no time-limit for staying at stop-overs. However, if you buy the return trip separately then another pass is used from your 8 pass-per-year allotment.

Read item #3 in [RAFA’s July Pass Travel UPDATE](#).

For a step-by-step guide for buying tickets, visit [RAFA’s Other Airline travel](#) page.

7) More Other Airlines for us to try out!

United recently signed agreements with six Other Airlines for ZED travel; employees/retirees can now fly standby on these carriers:

Air Malta (ZED Medium) flies from European cities to the island of Malta

Air Tahiti (ZED Low) flies within French Polynesia

Air Tahiti Nui (ZED Medium) flying long haul international from Papeete, Tahiti

Mandarin Airlines (ZED Medium) flies domestic & international from Taiwan

Vueling Airways (ZED Low) a low-cost carrier in Spain

XL Airways (ZED Medium) flies internationally from CDG in France

Read each airline’s agreement with United for more information! Visit the interline agreements page on FT > Travel > Other Airlines > In this section > Other Airlines. Note: None of these six airlines are Star Alliance carriers so they will not accept Star Companions mentioned in #4 above.

How do Interline Travel Agreements work? Good question!

Read [Capt Pat Palazzolo’s excellent article from the September RUPANEWS](#) Thanks, Pat!

What is ZED travel and how do I standby on Other Airlines? READ this RAFA step-by-step webpage: [Other Airline travel](#)

8) UA Stations in Central/South America are cashless

Posted on employeeRES -- Cashless Stations in Central and South America Aug. 13, 2018

Effective August 13, the following stations will no longer accept cash as a form of payment. Only credit and debit cards will be accepted as forms of payment for departure taxes and other applicable fees: BZE (Belize City), BOG (Bogota), EZE (Buenos Aires), GUA (Guatemala City), LIM (Lima), MGA (Managua), UIO (Quito), SJO (San Jose), SAP (San Pedro Sula), SAL (San Salvador), SCL (Santiago), TGU (Tegucigalpa). LIR (Liberia), PTY (Panama City) and RTB (Roatan) transitioned to cashless stations earlier this year. Due to local government regulations we are still required to accept cash in GIG (Rio de Janeiro) and GRU (Sao Paulo).

9) Have you seen our RAFA website? Check out the Travel Benefits: <http://www.rafa-cwa.org>

Compiled by Kirk Moore, RAFA Travel Benefits Committee

September 12, 2018

New Alzheimer's Drug Slows Memory Loss in Early Trial Results

By Pam Belluck/The New York Times



The long, discouraging quest for a medication that works to treat Alzheimer's reached a potentially promising milestone. For the first time in a large clinical trial, a drug was able to both reduce the plaques in the brains of patients and slow the progression of dementia. More extensive trials will be needed to know if the new drug is truly effective, but if the results, presented at the Alzheimer's Association International Conference in Chicago, are borne out, the drug may be the first to successfully attack both the brain changes and the symptoms of Alzheimer's.

"This trial shows you can both clear plaque and change cognition," said Dr. Reisa Sperling, director of the Center for Alzheimer Research and Treatment at Brigham and Women's Hospital in Boston, who was not involved in the study. "I don't know that we've hit a home run yet. It's important not to over-conclude on the data. But as a proof of concept, I feel like this is very encouraging."

Aside from a couple of medications that can slow memory decline for a few months, there is no effective treatment for Alzheimer's, which affects about 44 million people worldwide, including 5.5 million Americans. It is estimated that those numbers will triple by 2050.

The trial involved 856 patients from the United States, Europe and Japan with early symptoms of cognitive decline. They were diagnosed with either mild cognitive impairment or mild Alzheimer's dementia, and all had significant accumulations of the amyloid protein that clumps into plaques in people with the disease, said Dr. Lynn Kramer, chief medical officer of Eisai, a Japan-based company that developed the drug, known as BAN2401, along with Biogen, based in Cambridge, Mass.

Many other drugs have managed to reduce amyloid levels but they did not ease memory decline or other cognitive difficulties. In the data presented, the highest of the five doses of the new drug — an injection every two weeks of 10 milligrams per kilogram of a patient's weight — both reduced amyloid levels and slowed cognitive decline when compared to patients who received placebo.

Of the 161 patients in the group taking the highest dose, 81 percent showed such significant drops in amyloid levels that they "converted from amyloid positive to amyloid negative," Dr. Kramer said in an interview, meaning that the patients' amyloid levels dropped from being considered high enough to correlate to dementia to a level below that dementia threshold. And on a battery of cognitive and functional tests measuring memory and skills like planning and reasoning, the performance of the high-dose group declined at a rate that was 30 percent slower than the rate of decline in the placebo group.

Dr. Sperling, who briefly advised Eisai last year on a different drug, called the reductions in amyloid "dramatic," but said the cognitive results were less momentous. Still, she said, "If you could really slow decline by 30 percent for people who are still normal or very mildly impaired, that would be clinically important."

Dr. Samuel Gandy, associate director of the Mount Sinai Alzheimer's Disease Research Center, said that for the drug to really be effective, it would have to allow patients to function longer independently without needing caregivers to help them with basic daily activities. That kind of practical application was not reflected in the data presented. "I wouldn't say this is a quantum leap," he said. "It is a convincing moving of the needle. But it's not clear that the needle has moved far enough to make a difference in people's lives."

Dr. Kramer said the results were statistically significant 18 months after patients began taking the drug, but improvement began to be noticed after about six months. The 253 patients in the group receiving the second-highest dose also had amyloid and cognitive results that followed a similar trend.

In December 2017, the companies reported that a statistical analysis of the trial at the 12-month mark projected that the drug would not result in a statistically significant slowing of dementia. That meant that the trial did not meet its primary benchmark, which caused some experts and investors to voice skepticism about the drug. The 18-month results allayed some of that skepticism, although the Alzheimer's Association issued a statement expressing caution and saying the results were "not large enough to definitely demonstrate

cognitive efficacy.”

The results came from a Phase 2 trial, which measures both the safety and the efficacy of a drug, but is typically considered an intermediate step to larger and more extensive Phase 3 trials. Other drugs have shown promise in Phase 2, only to disappoint in Phase 3.

In this trial, patients were randomized into six groups, with 247 patients receiving placebo injections while the other five groups received varying doses of the drug.

One unusual aspect of the trial raised questions for some experts. Eisai and Biogen used a cognitive assessment they devised. Called the Alzheimer’s Disease Composite Score (Adcoms), it draws on elements from three other, more established cognitive tests.

Dr. Kramer said Adcoms was developed to compile the measures from those three tests that were sensitive enough to measure change at such an early stage of dementia. The data presented indicated that the patients also showed positive results on two of the three established tests, when those were looked at separately.

Some potential Alzheimer’s treatments have resulted in serious side effects that may cause dangerous swelling or bleeding in the brain. Fewer than 10 percent of the patients taking the new drug experienced such effects, the companies reported, making it relatively safe.

The drug works by attacking the stringy amyloid tendrils that form before they begin sticking together into plaques. The results of the trial add evidence to the idea that treatment for Alzheimer’s is most likely to succeed if it starts early in the disease process, because the brain begins to deteriorate years or even decades before full-blown dementia occurs. Some other drugs have failed because they were tried on patients with more advanced Alzheimer’s; others attacked the amyloid at later points in its progression.

Even if study results continue to be positive, making the drug widely available to patients could take years. Dr. Kramer and Ivan Cheung, the chairman and chief executive of Eisai, said that the companies recently submitted a request to meet with the Food and Drug Administration to learn what steps they need to get the drug approved. “It’s a bit premature to talk about at this point, but our goal is to bring BAN2401 to patients and families as soon as possible,” Mr. Cheung said.

The F.D.A. typically requires Phase 3 clinical trial data to demonstrate safety and effectiveness. However, the agency does have processes for expediting the review of drugs, said a spokeswoman, who declined to comment on this drug or on conditions that would be taken into consideration for an Alzheimer’s drug.

Eisai is the maker of Aricept, which is one of the few drugs that can help slow early memory decline, but which is effective for only about six to nine months. Biogen is the maker of another Alzheimer’s treatment, aducanumab, that has shown early promise in a small Phase 1 trial in both reducing amyloid and slowing cognitive decline. Many in the Alzheimer’s field are intently anticipating the outcome of two large clinical trials of aducanumab, expected to be able to report results in 2020.

Dr. Gandy said the BAN2401 results were encouraging for the prospects of aducanumab because it suggests that there are at least two compounds that may be able to attack both amyloid buildup and cognitive decline.

Why Sitting May Be Bad for Your Brain

By Gretchen Reynolds/The New York Times



Sitting for hours without moving can slow the flow of blood to our brains, according to a cautionary new study of office workers, a finding that could have implications for long-term brain health. But getting up and strolling for just two minutes every half-hour seems to stave off this decline in brain blood flow and may even increase it. Delivering blood to our brains is one of those automatic internal processes that most of us seldom consider, although it is essential for life and cognition. Brain cells need the oxygen and nutrients that blood contains, and several large arteries constantly shuttle blood up to our skulls. Because this flow is so necessary, the brain tightly regulates it, tracking a variety of physiological signals, including the levels of carbon dioxide in our blood, to keep the flow rate within a very narrow range. But small fluctuations do occur, both sudden and lingering,

and may have repercussions.

Past studies in people and animals indicate that slight, short-term drops in brain blood flow can temporarily cloud thinking and memory, while longer-term declines are linked to higher risks for some neurodegenerative diseases, including dementia. Other research has shown that uninterrupted sitting dampens blood flow to various parts of the body. Most of those studies looked at the legs, which are affected the most by our postures, upright or not. Stay seated for several hours, and blood flow within the many blood vessels of the legs can slacken. Whether a similar decline might occur in the arteries carrying blood to our brains was not known, however.

So for the new study, which was published in June in the *Journal of Applied Physiology*, researchers at Liverpool John Moores University in England gathered 15 healthy, adult, male and female office workers. The scientists wanted to recruit people who habitually spent time at a desk since, for them, long hours of sitting would be normal. The researchers asked these men and women to visit the university's performance lab on three separate occasions. During each, they were fitted with specialized headbands containing ultrasound probes that would track blood flow through their middle cerebral arteries, one of the main vessels supplying blood to the brain. They also breathed briefly into masks that measured their carbon dioxide levels at the start of the session, so that scientists could see whether levels of that gas might be driving changes in brain blood flow. Blood carbon dioxide levels can be altered by changes in breathing, among many other factors. Then the men and women spent four hours simulating office time, sitting at a desk and reading or working at a computer. During one of these sessions, they never rose unless they had to visit the bathroom, which was close by.

During another visit, they were directed to get up every 30 minutes and move onto a treadmill set up next to their desks. They then walked for two minutes at whatever pace felt comfortable, with an average, leisurely speed of about two miles an hour.

In a final session, they left their chairs only after two hours, but then walked on the treadmills for eight minutes at the same gentle pace. Scientists tracked the blood flow to their brains just before and during each walking break, as well as immediately after the four hours were over. They also rechecked people's carbon dioxide levels during those times. As they had expected, brain blood flow dropped when people sat for four continuous hours. The decline was small but noticeable by the end of the session.

It was equally apparent when people broke up their sitting after two hours, although blood flow rose during the actual walking break. It soon sank again, the ultrasound probes showed, and was lower at the end of that session than at its start. But brain blood flow rose slightly when the four hours included frequent, two-minute walking breaks, the scientists found.

Interestingly, none of these changes in brain blood flow were dictated by alterations in breathing and carbon dioxide levels, the scientists also determined. Carbon dioxide levels had remained steady before and after each session. So something else about sitting and moving was affecting the movement of blood to the brain.

Of course, this study was small and short-term and did not look into whether the small declines in blood flow to people's brains while they sat impaired their ability to think. It also was not designed to tell us whether any impacts on the brain from hours of sitting could accumulate over time or if they are transitory and wiped away once we finally do get up from our desks for the day.

But the results do provide one more reason to avoid sitting for long, uninterrupted stretches of time, says Sophie Carter, a doctoral student at Liverpool John Moores University, who led the study. They also offer the helpful information that breaks can be short but should be recurrent. "Only the frequent two-minute walking breaks had an overall effect of preventing a decline in brain blood flow," she says.

So, consider setting your computer or phone to beep at you every half-hour and get up then, she suggests. Stroll down the hall, take the stairs to visit a restroom a floor above or below your own, or complete a few easy laps around your office. Your brain just might thank you years from now, when you're no longer tied to that office chair.

Medical articles are published for informational purposes only. You are advised to consult your personal physician before following any advice contained in these articles. Ed

LETTERS

MRS LAURIE ANDERSON—Seattle, WA
Seems like only yesterday that Dick and I were on the Crystal Serenity sailing from SF around the Hawaiian Islands. He was so mentally alert and so in love with life. Too bad that he was taken away. I miss him every day! And, I miss our trips on United even though that, too has changed. I must talk to someone about getting myself "authorized to fly" but I wonder if it is worth the effort. The direct flights to Maui are handy, albeit expensive. However, I do go a few times each year to be with dear friends.

I love reading the *RUPANEWS* and seeing the photos of the various groups at their luncheons. And I will really miss Cleve Spring when he "passes the baton" to the next Editor. Thanks, Cleve, for all you have done for RUPA! *Laurie*

BARRY BICKLE—Sanford, FL
Birthday 78 has passed so it's time for an update.

The great news is that wife, Dianne, who had major surgery to remove a brain tumor in March '16 and January '17 is still clean. Follow up MRI's every 90 days and the last one the end of June showed no re-

Bizarro Wayno and Piraro



turn of the tumor. 18 months since the last surgery and still clean. Bottom line here is go for treatment to the people who specialize in your problem. Also, 2nd opinions are very wise. Don't be afraid to hurt someone's feelings, after all its your skin in the game. Me, still Cancer free 10 years after my kidney surgery.

Travel. After traveling every month from Orlando to Pittsburgh and back through most of 2016 & 2017 for treatment this year has been quiet except for a trip to California over Memorial Day to attend 4 graduations. We flew to Chicago and then rode the train from Chicago to the Central Valley of California and back. Because of our other travel we had some credit on SWA and AMTRAK. Train is great. Seat are comfortable and as large as first class on the airplane. Very relaxing and the food is included if you purchase sleeping car accommodations. Interesting problem with TSA however, when going thru screening in Orlando. 3 agents on the receiving end of the X-ray machine when we arrived. My wife was in a wheel chair, being pushed by an airport employee and I was in charge of 2 carryon bags, her purse and a jacket. I watched ALL of our carryon's go into the X-ray so we went through the magnetometer and I went to retrieve our bags. No TSA agents on our end of the machine. My carryon bag was missing. Down on the other end I see my bag being placed on the belt again, OK, no problem. My bag arrives and off we go to the gate. No conversation with any TSA people. We arrive in Chicago and I find my carryon bag a mess and my laptop missing. 10:30 on a Sunday night and no one to talk to. Next morning, I call OIA lost and found, yup, we have your computer. I'm glad you do but how did you get it? "Oh, TSA dropped it off here last night." Now what? You can come get it, or have someone pick it up or we will send it to you. Great, I'm going to be in California for 2 plus weeks, send it. OK, several questions later he says what if your credit card number? WHAT??? OK, I give up. 2 days later, when we arrive in California so does my laptop, for the tidy little sum of \$171.00. File a claim with TSA and to my surprise, a check for the full amount arrived yesterday.

Really enjoy most of the RUPA magazine every month. Couple of issues. The Chairmans welcome to new retirees, I rarely know any and the OBITs, I know too many of them. Also, the pictures of the different group meetings, all those guys look a lot

like the guy I see in the mirror every morning. What happened to all those steely eyed, square jawed lady killers who we used to be?

One of those pictured is Capt. Steve Fusco. Flew with Steve on the tri-motor in the early '70s. First time together so Steve flew the first leg. Right after T/O and approaching the first turn point, I look down at the radio panel to change frequency and look back up wondering why we haven't turned and then realize the turn has been completed. Talk about SMMOOOOOTH!! Thanks, Captain Steve, for the lesson in smooth.

Thanks to all the volunteers for your hard work in making this organization a success.

Barry, ORD '64-'67, SFO '68-2000

HAL CAMPBELL—Weaverville, NC

It's been awhile since I penned a letter and a long while since I retired! I'll be 88 shortly, and I've been retired as long as I worked for United! Doesn't seem possible. However, when I think about how long ago I played tournament golf (1996 last time I qualified for the USGA Seniors Championship) and the last time I played golf, 2002, it seems another lifetime. Pat had to give up tennis a few years later because of two foot surgeries, neither of which worked very well. Turns out it wasn't a bone problem, but a nerve problem in her brain, the name of which escapes me (another problem of growing old, memory isn't what it used to be).

There wasn't really any reason to remain in the country club after that, so we resigned and took up duplicate bridge. We've taken lessons and played in a few tournaments plus being regulars in the local bridge group. We've done well and enjoy the new people we meet. We don't travel much anymore, not worth the effort, although we did attend our first granddaughter's fancy wedding earlier this month, the first of several! Between our son and daughter, we have 8 grandchildren, 6 and 2 ranging in age from 23 to 7 years old.

Our townhome association was finally completed at 130 units and I resigned from the board of directors in 2015 after 10 years as President, 19 years on the board with most of that other time as treasurer. We've been here longer than two other members and celebrated our 24th year here; longer than I've lived anywhere else including growing up.

Whoever coined the phrase, "getting old isn't for sissies", knew what they were talking about. Pat has had her foot operations, cataracts removed, hip replacement and I've my long-term problems with injury-related spine problems, atrial fibrillation, autonomic peripheral neuropathy affecting both feet and finally now I have age related macular degeneration. However, I can still walk, read, drive a car, and think straight while most of my friends have passed on so we're doing OK. *Hal*

KENNY DANIELSON—Harrison, ID

After this era of great pilots is gone, as the era of great sea captains has gone -- each nudged aside by the march of inventive genius, by steel cogs and copper discs and hair-thin wires on white faces that are dumb, but speak -- it will be found, I think, that all the science of flying has been captured in the breadth of an instrument board, but not the religion of it.

One day the stars will be as familiar to each man as the landmarks, the curves, and the hills on the road that leads to his door, and one day this will be an airborne life. But by then men will have forgotten how to fly; they will be passengers on machines whose conductors are carefully promoted to a familiarity with labeled buttons, and in whose mind's knowledge of the sky and the wind and the way of weather will be extraneous as passing fiction. And the days of the clipper ships will be recalled again -- and people will wonder if clipper means ancients of the sea or ancients of the air.

- Beryl Markham West with the Night written/
published in 1942.

BARRY DAVIDSON—Lincolnshire, IL

A busy year since last year's letter. Still highly involved in various volunteering efforts. We have two RUPA lunch groups in the ORD area that are good gatherings and well done by our local leaders. We had some travels to family and friends that included weddings, confirmations and graduations. Two other trips were special this year. We checked one off our bucket list with the RUPA river cruise from Paris to Normandy on the Seine. Rich Bouska did another fabulous job with this cruise. Uniworld was a first-class operation with great food, staff and well organized tours. Another check-off on the list was Thanksgiving at the Biltmore Estate in Asheville, NC. It allowed us to see the estate in its

Christmas finery and they, also, have great food and staff.

After 19 years into retirement, it is truly amazing how good those in their 80's and 90's are looking. I think there is hope for the future.

As always, many thanks to our RUPA leadership that keeps our group going strong. **Barry** '66 – '99

DON DIEDRICK—Kailua-Kona, HI

Greeting John & all the fine volunteers at RUPA who keep our group together.

While I likely missed the cutoff date for the September magazine on this beautiful, sunny, breezy day, I am 76 and keeping well. Kids in D.C., Illinois, and Kansas have visited us on the Big Island without the vog/hurricane inconveniences. We have a small but friendly RUPA group meeting in Kona monthly, sometimes with visitors too.

Jen still works while I take care of things at home. Looking forward to our Mediterranean cruise coming up in three weeks as travel infrequently.

Your routine emailed monthly magazine, along with travel information via eblasts are punctual and well appreciated-like the photos and varied articles included. (Dues just sent online-convenient).

Thanks for keeping us well informed and best wishes to all. Regards—**Don** (ORD)

CHUCK KETTERING—Reno, NV

I had the pleasure of visiting retired Captain John Barlow today at his home in Carson City, NV. John joined United in 1943 and flew DC-4's on United's wartime Pacific operation. He remembered tasking a group of airborne troops into Tokyo as some of the first occupying soldiers on mainland Japan. This was in 1945 before the truce was signed on the Missouri by McArthur and staff.

John was originally from Kansas City, MO and learned to fly in a J-3 Cub at old Richards Field in

the 30's. He joined the Army Air Corps and was made an instructor at a field south of Dallas (couldn't remember the name). At some point he joined United to fly the Pacific. After the war ended, John was domiciled in DEN, PDX, SEA and finally SFO where he spent the rest of his United career. He was married to his hometown sweetheart and had five children. He said he had too many grandchildren to count.

John lives in Carson City in his long-time home alone. His youngest son, James, lives nearby and stops in daily. John's still driving with a current driver's license, but quite choosy when and where his drives. His office is loaded with many airplane pictures and other flying memorabilia. He said he has many snapshots taken thru out his life, and one of these days he'll get them organized.

John is very gregarious and would love to hear from any United pilot or retiree. It was a pleasure to visit John after last flying with him in 1958 or '59!

Chuck, SFO, ORD, SFO '53 -'95

DON WEBER—Federal Way, WA

Hi Cleve; another year has flown past. The old age 60 rule now seems like a part of another century. I hope 80 is the new 60.

Vicki and I are doing just great. As a part of passing 80, I was informed during my yearly eye exam, that I had cataracts in both eyes. Since things looked normal to me, I had no idea that the bright world was now a dull dark world to me. Went in for my first Laser surgery yesterday and it was very easy. No pain and it was over in 15 minutes. One more eye to go.

Only one cruise this past year. It was a 15-day travel on Oceania Cruise lines from Montreal to Southampton, England. We left in May, during the rainy season and could not board the ship in Montreal since the Saint Lawrence river had risen so high that the ship could not get under the bridge. We were bused for 2 hours to the ship. Other than that, the cruise was great. Very interesting ports. We visited Newfoundland, where I spent some time in the Navy flying the Atlantic barrier, guess not much is the same as it was in 1960. Across the North Atlantic, thru Wales and Ireland and on to England. Every stop was enjoyable. The white cliffs of Dover looked the same as I remembered seeing them in old WWII films. Oceania is a fine cruise line and we think it has the best food on any ship we sailed on.



Vicki has recovered from her last foot surgery and hopefully, it will be her last.

We enjoyed visits from our daughter and clan from Minnesota and our son and wife from California. Spending all my aviation time as a volunteer at the Seattle Museum of Flight. When visiting Seattle, it should be on your must-see list.

Thanks for publishing our monthly news. Its sad to read about our flying partners flying west, but it's equally nice to read about other friends I haven't seen in years. My old buddy, Bob Niccolls, in Oregon, for example, looks exactly like he did the last time I was fortunate enough to be his co-pilot.

Keep up your fine work, *Don & Vicki*

DAVE WHITE—Plano, TX

After retirement from UAL, and suffering from an advanced case of the flying bug, I'm now flying a bizjet. On a recent layover in Heber City, UT, I wandered to a CAF open house at the airport. I discovered that the airport is named after a retired United pilot, Russ McDonald. I was looking at the memorabilia when I noticed the brown and gray airline pilot uniforms. Taking a closer look, I realized that they were old United uniforms. Thought your readers might know Capt. McDonald and would be interested in some photos.



JOE WILDBERGER—San Francisco, CA
Hi Cleve and all: Another year has slipped away and I'm approaching the big 80. This year I get to join the medical comments group instead of the travel group. No real big trips this year - just a couple of trips to New York.

A couple of months ago I experienced what they're calling a TIA - a period of about 10-15 seconds when the words out of my mouth made no sense and then back to normal. After an overnight at the hospital, a CAT scan of the brain, an ultrasound of the neck arteries, wearing a heart monitor for two weeks and an MRI of the brain, we have come up with nothing. So, I'm now on statins and baby aspirin and we'll wait and see if anything else happens. Other than that, it's been a quiet year.

United seems to be doing well - at least if you use the stock price as a judge. Hope that continues.

Thanks for all you do to keep us up to date.

Best, *Joe*

IN MEMORIAM

THEODORE E. KRYDER

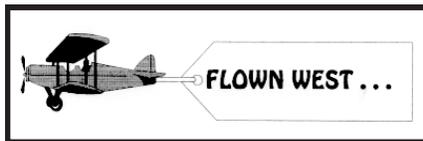
Ted Kryder passed away June 14, 2018. He had a great career with UAL and never "worked" a day in his life! He had a life well lived and well loved. He will be missed forever. We thank God every day when we remember him.

MILTON M. REEL

Milton M. Reel passed away on June 20, 2018. He was born on August 16, 1932 in Los Angeles, CA. Milton joined United on March 21, 1966 and his last flight was on March 23, 1989, his last base was at Stapleton Int'l Airport, Denver, CO.

Milton is survived by his wife of 53 years, Caroline, three children, his grandchildren and great grandchildren.

Cancer took Milton's life and our family will dearly miss him, but knowing he is in Heaven and that we will be together one day makes it all much easier to live each day. It is suspected he is having a super time flying around with the Angels, as he so loved to fly and there is nothing to hold him back now.



Theodore E. Kryder	Jun. 14, 2018
Dan R. Kurtz	Jul. 29, 2018
*Harold H. Meyer	Sep. 03, 2018
Richard P. Munger	Sep. 12, 2018
Milton M. Reed	Jun. 20, 2018

**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 Ridge Road, Crystal Lake, IL 60014 (Website: uaprf.com)

October, 2018 Edition

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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 (2nd Tuesday 11:30AM)—*The Tin Cup Bar & Grill, Aurora, CO*—Tom Johnston 303-979-7272

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

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*—psfoman@gmail.com

Ohio

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

Oregon

The Columbia River Geezers (2nd Tuesday, 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