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# rupanews



**Journal of the Retired United Pilots Association**

**Merry Christmas  
and a  
Happy New Year**



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## President's Letter

Season's Greetings to all! I hope that everyone has dodged another of Mother Nature's bullets, this time more wildfires in California. It's been nonstop this year. My daughter lives in the Los Angeles area, so my wife and I have been concerned, and we talked her into putting a "go bag" together in case of any need to quickly evacuate. That's something we all should do, no matter where we live. Catastrophes on the west coast, the volcano on the Big Island, hurricanes and flooding in Texas and points east, tornados in our midsection, they all require us to have a plan. Always have a plan.

Open enrollment for the United retiree health plans is over, and Medicare supplement or advantage plans will be soon, so I hope you've all done your homework. I spent days going over all the possibilities. One good piece of advice I got from an agent at USAA is to check all the plans each year since there frequently are changes.

I watch "American Pickers" on the History Channel on TV. If you haven't seen it, it's about two "pickers" from Le Clair, Iowa, who travel the country looking for, as they call it, rusty gold. That can mean old automotive parts, antique bicycles, vintage home accessories, old signs and things they can sell in their two stores. Last week I saw an episode when they picked a large building in Virginia that contained a lot of old aircraft components. Then came the "paper trainer" for the 727 and some photos of the owner, John King, a member of the famed Flying Circus in that area, in the cockpit of a United aircraft.

I wrote an enote to OUR John King to ask if that was him. He quickly replied that it was, and that he hoped he didn't look too silly. I assured him he did not. It was a great episode, which I really enjoyed, and John was outstanding! It also gave me a chance to connect with one of our members. I know the other officers feel the same as I do. When we get a phone call, or enote, from either someone we haven't seen in a long time, or from someone we've never met, it's always enjoyable to make that connection. The same goes for attending the local RUPA luncheons all around the country.

Speaking of which, one of our members who lives in Colorado, told us that it's a long drive to attend the luncheon in the Denver area, in Aurora. He said he'd be interested in starting a luncheon group closer to where he lives. Secretary/Treasurer John Rains and VP John Gorczyca will be working with him to try to make this happen. Watch for more info soon.

VP John Gorczyca's letter mentions that we need someone to take the reins from Cleve Spring as our editor. It will be a paid position, so please consider it. Cleve and the rest of us will help all we can to make the transition a smooth one.

And now, this: Welcome aboard to our newest members.

Capt. Sandy Heely (DEN) Auburn, AL      Capt Gary Hrobuchak (DCA) Richmond, VA

Capt Sal Salazar (ORD) Owasso, OK      Capt Keltie Morris (SFO) San Francisco, CA

Capt Herb Fischer (IAD) Gamaliel, AZ      Capt Willard Bowman (SFO) San Jose, CA

Capt Rich Kuiper (ORD) Racine, WI      Capt Ben Kalom (ORD) Park Ridge, IL

Capt Jon Moench (EWR) St. Petersburg, FL      Capt Abbas Reza (EWR) Medford, NJ

Capt Ross Miller (IAH) Point Blank, TX

I also want to extend our sincere welcome to a retired United Flight Attendant who has joined our ranks in RUPA. You'd think she'd have had enough of us pilots! Now it's our turn to say "Welcome aboard" to Trudy Engeldinger (SFOSW) Rocklin, CA.

I hope you all have safe, healthy, happy holidays. As my wife's favorite talk show host, Ellen Degeneres says when she signs off, "Be kind to each other." *Bob*

### **How to pay your RUPA dues**

**Go to our website [www.rupa.org](http://www.rupa.org) and pay your dues there with your credit card (Easy for you and for the Secretary Treasurer)**

**Or send your check to:**

**RUPA  
PO Box 757  
Stowe, VT 05672-0757**

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## Vice President's Letter

It seems just like yesterday that I was wishing everyone a Merry Holiday season. And, here we are again in the midst of Christmas and the Holiday season. And, the Holiday Season is more than a time of festivities, family, and friends; it is the season of generosity, gladness and gratitude- William Ward.

I certainly do not like to beat a dead horse but there are two very important events in the future that are worth mentioning once again. The RUPA cruise is being planned by Rich Bouska and is scheduled for July 7, 2019. There cannot be a better cruise planned than traveling through the ancient Mediterranean countries. The travel agent we have is Jerry Poulin who is very adept and helpful in planning the cruise of your life. He is the owner of Jerry's Travel Service and can be reached at 1-800-309-2023 ext. 33 or 508-829-3068. There are three possible options for travel. You may cruise eastbound through the Greek Isles from Rome, cruise westbound to the Gibraltar British territory with many stops along the way from Rome or you may cruise both directions. We will be traveling on MS Koningsdam, which is one of the newer ships of the Holland America Line. So, pack your bags now and enjoy all the fun with us. It will be the trip of a lifetime for you.

Secondly, with regard to events, I would like to express the great reunion RUPA will be having in Dayton, Ohio next year. It is scheduled on Oct 1 thru Oct 4, 2019. Again, we will be staying at the Holiday Inn in Fairborn for the duration of the reunion. The tours include the Wright Brothers Facilities which encompasses the Wright Cycle Company, the Wright-Dunbar Interpretive Center and Aviation Trail Visitor Center, the Huffman Prairie Flying Field and, of course, the Air Force Museum. The highlight of the week will be the gathering of the RUPA aviators and their spouses at the reunion dinner. There should be much magic in the air and more camaraderie planned for that evening event. Rich Bouska and I are coordinating this event and if you have any input or comments please advise us in advance. So, start saving those retirement bucks for your trip to Dayton, Ohio.

I am very happy to report that United now has a new state of the art training center which is reported to be the largest flight training facility in the world. One of the things I get highly excited about with United is the announcement of new routes being added. What an opportunity for us retiree types to get out and fly to some destinations we have never been, albeit as a passenger not as a pilot. Also, I was very happy to see the new employeeRES web site improvements. A few of the cool features include Flight Watch, Open Search, Potential Misconnects and the myUAdiscount program.

I would like to recognize RUPA member, Rusty Aimer. He has been top notch in detailing the possible reasons for the Lion Air flight crash off the coast of Jakarta where 189 perished on a new B-737-Max8. He explains that it may have been caused by a "runaway stab trim" situation. It makes sense to me. Anyhow, Rusty has been featured on NBC News and other programs explaining the horrific accident that occurred recently. Good job Rusty with informing the public!

RUPA member, Don Wolfe, recommended to me to go see the movie, "First Man" starring Ryan Gosling as astronaut Neil Armstrong. The movie focuses on the riveting story of NASA's mission to land a man on the moon during the years of 1961 thru 1969. It is a must see for any aviation and space enthusiast.

Lastly, I am asking a RUPA member to step up and help us replace the retiring Cleve Spring as our RUPA editor. He has done such a fantastic job with our organization. I promise the transition to becoming the future editor will be a simple process. We are all here to help and assist in any way possible. Did I mention, RUPA is willing to pay the editor \$1,000 per month for editing and publishing the *RUPANEWS* magazine. What an opportunity!

I am always sad to read about some of the great pilots we are losing through my years with RUPA. Every one of these aviators were successful in their own right and most have left an everlasting legacy to their family and friends. Albert Einstein once said "Strive not to be a success, but rather to be of value." Still Flying High Here and Happy Holidays, *John Gorczyca*

**Ignorance or Apathy?  
don't know, and I don't care which is worse.**

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## Secretary Treasurer's Report

### Use of Credit Card for Paying Dues

I want to thank the many of you who are paying your dues using the online credit card system. I'd like to encourage those who haven't used it to give it a try. We have worked to make it easy and convenient.

Go to [www.rupa.org](http://www.rupa.org) and select the "Join Rupa page." Once there you can select "Pay dues online." The usual boxes you see when you use your credit card online for other things are there. At the end of the page is a check box to select "automatically repeat this same payment once a year." If you check that box, then your next year's payment will be done on your birthday and from then on annually. You can relax and just enjoy the *RUPANEWS* and the benefits of membership in this world class organization.

In addition, I will send you an email at the beginning of your birth month to remind you that the payment is going to be automatically made. If the card that you used last time is about to expire, I will give you a heads up so you can send me an email with the revised expiration date or if you would like to use a different card. Over 190 fellow pilots have signed up for this service.

Of course, you can always send a check but it's time consuming both for you and for me. Some of you are still sending your dues to the wrong address (believe it or not it still happens. AND checks are a pain for your humble servant.

One of the most common notes I get with checks is "Sorry I'm late"! When you pay dues thru [www.rupa.org](http://www.rupa.org) and select recurring payments those days are gone! AND, you don't need an envelope, a check, or a stamp. How cool is that! Give it a try. *John Rain*

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### San Francisco East Bay Ruparian's Luncheon

We had a good turnout for this month's luncheon.



Attending this month clockwise: Lee and Shirley Francis, Georgia and Rich Bouska, B.S. Smith, Steve Kesinger, Neil and Tammy Dahlstrom, and Marilyn and Richard Sperling.

We covered all the usual topics again; we never seem to get enough of our time with United. I think the general consensus is we were lucky to have flown during some pretty good times. We didn't seem to have enough information about the Lion Max 8 accident and the fact that Boeing withheld information about a new safety feature implicated in the crash. I'm sure more information will be forthcoming soon.

B. S. just returned from two long trips back to back; one to Luxor Egypt and another to China. He says never to Egypt again, though Egypt Air was good and the people in China took very good care of him. I wasn't able to hear much from the other end of the table, but there was a lot going on there.

We meet at 1:00 PM on the 2<sup>nd</sup> Wednesday of every month at the Primavera Restaurant in San Ramon. Pay us a visit, all are welcome. *Rich*

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## SAC Valley Gold Wingers RUPA Luncheon

Fall is upon us and what a beautiful day we had in Northern California. We had some new guests today. Bruce Milan who came to us from the Bay Area. Holly Hilton who was a long time United employee and was with Pan Am prior to United. And, and the last guest and soon to be permanent member of the Goldwinger group was Don Wolfe also known as Wolfman. Don is a well know person within the United community who just recently retired after being based in San Francisco flying the B-747. Don was recognized for having flown in the airshows at San Francisco during Fleet Week in the 747 for many years. It is very nice to have him with us now and look forward to many more good times together.

Our turnout was fabulous today and the word must be getting around about the great camaraderie and food we have to offer. Now there is a dose of gloating for you.



Left to Right: John Gorczyca, Bill Authier, Bruce Milan, Holly Hilton, Andy Fossgreen, Gary Redmann, Wayne and Joanie Mooneyham, Sharon Gorczyca, Don Wolfe, Bob Lynch, Steve McBride, Barbara Fossgreen, Chuck Kolesar, Viv Stolp, Dave Ulm, Lori Muir, Kathy Lynch, John Kallio, Trudy Engeldinger, Mary Harty, John Petts, Deb Leippe, Ken Ledwith, Jim Harty and Dave Leippe.

We discussed the Goldwinger Holiday/Christmas party we will be having next month which should be a barnburner. Just an expression folks!

We talked about the priorities United advanced before Congress this past Fall and how they are doing in the political climate. I was happy to report that United now has the largest state of the art training facility in the world. Further, I passed on some of the new routes we can expect to see as we are traveling around the world while utilizing our space available privileges. United is attempting to improve the employeeRES web site which I think will be an improvement. It was reported that an ex-United employee is headed to the "Big House" after stealing nearly \$600,000 in meal vouchers. Needless to say, there were no Goldwingers that admitted to this fraud. There was light discussion on the Lion Air accident and the possible theories advanced for the accident.

Bob Lynch once again professed the need for all of us to receive our Shingles shots.

My wife and I took our shots recently and the shot hurt for 4 days. Boohoo! That is much better than the alternative.

Good luck to all as we progress through this year. Still Flying High, *John Gorczyca*



Captain Lori Muir with her MEOW tee shirt

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## Eddie O'Donnell RUPA DCA Luncheon

27 gathered for lunch at JR's Stockyard Inn on Wednesday October 17th. In the hour before the meal was served there was lots of remembrances, stories, catching-up and joking. In particular, the Pan-Am guys were trading stories of Africa flying. We were especially pleased to welcome Jim Krasno from the Williamsburg Lunch Group. Jim was instrumental in securing our Luncheon Speaker.

Prior to sitting down to lunch, we did take time to remember those who had Flown West since our last gathering. We welcomed our speaker Tom Culbert, author and Air Force pilot retiree. Tom flew 5 years as an Accredited Diplomatic pilot in Africa and was intrigued by the history of those remote airfields all across the Sahara and thru Egypt. After retirement his research led him to co-author "*PanAfrica: Across the Sahara in 1941*" an account of Pan American Airways, LTD. PanAm had a secret contract with the British, using civilian crews and ground staff to move aircraft and supplies across the South Atlantic, through mid-

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Africa and up to Cairo, Egypt. Later in 1942 their reach extended across the Hump to resupply Gen. Chennault's Flying Tigers. They even transported Doolittle and some of his crews from China back to the U.S. There was much more to the story than can be related here.

Take note, please, our next gathering will be for members only on January 16th. Mark your calendar.

Attending were; Al Badrow, Jon Beckett, Hal Cockerill, Gil Coshland, Pat Coshland, our speaker Tom Culbert and his wife Margaret, Mike Frank, Paul Gilson, Tony Keffer, Fred Keister and Camille Moore, Jim Krasno (Williamsburg Lunch Leader), Dolores Miller, Ed Miller, John Morgan, Bill Nolan, Edna Nolan, Catherine Reinhard, Don Reinhard, Barb Ryan, Charles Schwab, Fred Streb, Dave Strider, Stokes Tomlin, Betty Williams, E.K. Williams.

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## Western, West Virginia RUPA Dinner

Victor and Pam Lorentz (left) visit Larry Nikolaus and Valerie Roach while passing through the hills of West Virginia. The Lorentz's were heading home to Orlando after a 90-day East Coast tour in their motorhome.



Larry played tour guide to the local attraction, Blenko Glass in Milton, West Virginia. The tour continued to Larry's hangar in Ona, West Virginia to see his Cessna 190. Dinner later that evening at "The Main on Central" in Barboursville, West Virginia. An enjoyable day with friends.

Victor 767 ORD, TK. Larry A320 LAX, ORD. *Larry*

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## The Williamsburg Patriots RUPA Luncheon

It was a beautiful sunny fall day in the Tidewater Area to join up with fellow comrades. Many stories, updates and laughter to go around.



L to R sitting: Jim Krasno, JoBeth Lynch and Marilyn Pasley.

L to R Standing: Tom Galayda, Gean Rockhill and Richard Bowers.

All former crew members are welcome to join us on the 2nd Saturday each month at 11:00am at Victoria's in Williamsburg. **JB** RSVP [krasnojm@earthlink.net](mailto:krasnojm@earthlink.net)

## Seattle Gooney Bird RUPA (October) Luncheon

14 Gooney Birds gathered for our October feast at the Sea-Tac Airport Marriott. Weather was a beautiful sunny 68 degrees and we reflected on the record rainfall of the past winter followed by a record dry summer which has persisted into fall. Several of the group had recently toured the area around Mount Rainier and the High-Country east of the Cascade Crest and were rewarded with a grand display of fall colors.



L to R: Jack Brown Alan Black Larry Knechtel Rob Robison Herb Marks, Mark Gilkey, Dave Mosby, George Compton, Denny Narog and Jim Barber. Not shown Hank Kerr.

It is good to report that both George Compton and Jack Brown were present and are making progress in recovery following their recent surgeries.

Beginning November our lunch date will shift from the 3rd to the second Thursday of each month. This will result in a more timely report to the *RUPANEWS* relative to the 15th of the month publication deadline.

We intend to include an extra picture each month from our early career days along with a brief write-up of explanation. Dave Mosby has kindly provided the first of these. *Hank*



## Seattle Gooney Birds RUPA (November) Luncheon

Fifteen Gooney Birds flocked to the Seattle Airport Marriott on this cool and sunny November day. The folks at Marriott again provided us with a private dining room along with their excellent fare and service.



L to R: Larry Knechtel, Alan Black, George Brown, Fred Hope, Bob Reid, Chuck Westpfahl, Bill Records, Hank Kerr



L to R: Jack Brown, Alex Dunn, Bud Granley, Herb Marks, Jim Barber, Jerry Akerson, Kathy Dickin, Carol, Granley, Diane Hope.

In short order conversation centered on the Lion Air 737 tragedy including comments and questions regarding automation dependency in general and more specifically those AOA functions unique to the 737 Max.

Chuck Westpfahl was asked about his B-29 experience during the Korean war of the early 1950's. He told of flying the tanker version of the B-29 which refueled the B-50, a modified B-29 which was used to monitor

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Russian activities along the western Pacific coast. Chuck later flew the Boeing KC-97 tanker out of Goose Bay, Labrador providing refueling service for the B-47 bomber.

Bob Reid reminded the group that we are again invited to the United Pilot Wives' annual December luncheon. This is always a first-class event and will once again be held at the Seattle Yacht Club on Portage Bay. Details will be available shortly.

Another bit of good news is that Bill and Kathy Sanford plan to make their Oktoberfest an annual event. It will continue to be celebrated at their beautiful country manor on the peninsula near Olalla. To improve the weather odds, the date will be moved up to the 3rd Saturday in September. There was a large turnout for last month's Fest, which was tops in every way.

Loose ends: Herb Marks, Jerry Ackerson and Larry Knechtel led the joke parade. It was good to see Bill Brett again. He had done a lot for our G-B group for many years and we thanked him for his service. Mark Gilkey, one of our most senior members and rarely absent, missed the lunch due to a Dr.'s appointment. We hope to see him again next month.

And thanks to Bud Granley for handling the photographic duties today. *Hank Kerr*

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## Dana Point RUPA Luncheon

Sixteen people showed up on another beautiful California day. I came in a little late and the group was already seated in Proud Mary's. Steve, the owner, who is a personal friend of Rusty Aimer, again has poached our group from the Wind & Sea next door because he likes to have pilots in his restaurant, and has given us an incentive to do so, which is a 15% discount on our meals. You don't see pilots turning down an offer like that very often. Also, Proud Mary's offers breakfast until noon, and early birds can take advantage of that. Personally, I miss some of the unique and excellent seafood items at Wind & Sea, such as the very tasty Calamari strips, and the rest of the various great tasting fish and soups and chowders. Proud Mary's is not quite as well stocked with seafood.



The group in our picture from left to right in the rear are Brian Kenney, Joe Udovch, Gary Pacheco, Bill Lucius, Roger Parsons, Mike Brueggeman, , Rico Santamaria, (still active), and Butch Trembly, and front row right to left, Merle Santamaria, spouse to Rico, Bill Stewart, Bob Fuhrmann, Denny Giese, Cheryl Arp, Rusty Aimer, and John Arp. Missing from the picture was Park Ames, who checks in with the group, but usually has to leave early to go home to care for his son, who has ALS.

The nice thing about this day's attendees was that we had two spouses who came to join us. I had a brief phone conversation with Gwynne Simmons who filled me in on Ted (our Fearless Leader) Simmons current health status, and she said he had his back thrown out while going through rehab exercises at the hospital, after his heart attack. It seems, when it rains, it pours, i.e. going from one bad experience to another. I mention Gwynne, because she has said more than once that it is great to participate in conversations with pilots without understanding all the finer points of flying. Cheryl Arp can testify to that, and I hope that Merle Santamaria, who was carrying on an animated conversation can also agree. We certainly hope she returns often, with other female family members, as I have had my daughters and granddaughters along with me. After all, they lived through the airline experience along with us.

A brief BTW: Corey Ferguson, who just retired from United a month ago, missed our meeting because he was in flight training with an FAR135 carrier, JETSUITE, flying an Embraer 135. Apparently, they are looking for pilots with experience, but we will have to question him when he returns to us on what kind of duty rigs and salary they offer. Your default sometime correspondent, *Joe Udovch*

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## Monterey Peninsula RUPA Lunch Bunch

Our gracious hosts Pete and Donna Walmsley had 20 places set up at Edgar's for our November luncheon.



L to R: Cheryl Bohrman, Linda Mackie, Pete Walmsley, Ken Bohrman, Jane Rowbottom, Donna Walmsley, Judy & Carlos Quintana, Pat & Phil McClain.



L to R: Sharon Nelson, Mary & Mike Donnelly, Terry Huggins & Steve Folsom, Gary & Diane Brauch, Brett Morris & Diane Ellis. No Picture photographer, Jon Rowbottom.

There were lots of aviation stories including one from Carlos Quintana when he flew the McDonnell F2H Banshee on a late day hop and developed an unsafe landing gear. It began to get dark as he worked through his problem. When he went to turn on his instrument lighting it did not work. So, there he was flying with no visible instruments making an emergency landing. All worked out in the end when he landed and stopped on the runway. After pinning the gear, he was towed to the gate. During his low pass by the tower for a visual gear check he flew directly over the O'Club at a very low altitude. There was a General inside who wanted that pilot arrested!

As a reminder, next month our Christmas Luncheon will be on December 12th at 1130 at the Monterey Peninsula Country Club Beach House. Checks with your choice of entrée and number of drink tickets should be sent to Judy Quintana ASAP to reserve your seat.

Our best wishes to all our RUPA Family for the holidays. *Jon Rowbottom*

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## San Francisco North Bay RUPA Luncheon

The North Bay group once more met at our favorite digs, Tolay Restaurant at the Petaluma Sheraton. A small but lively bunch, all in good spirits, and the table chatter was at its usual high level. It is always great fun to rehash events of the past with the caveat "probably can't do that anymore."



L to R: Bill Greene, Larry Whyman, Dick Hanna, Wayne Heyerly, "Bones" Bride, Bill McGuire, Jules Lepkowsky, Don Madson, and once more out of sight but never out of mind, photographer and scribe, *Barney Hagen*.

We meet the first Wed. of the month at 12:00 with a sit down at 12:30 so if you are in the area, come join us.

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## Columbia River Geezers RUPA Luncheon

It was Tuesday November 13, 2018 and 9 Columbia River Geezers showed up at our second Tuesday of the month Geezer Luncheon.



Starting left to right is Ray Reed. Many of you may remember Ray from the LAXFO crew desk? Ray worked in LAX for many years until United (Clark Luther) centralized the crew desk at EXO. When that happened Ray transferred to PDX and retired there as an FOSR. Ray is probably the most senior retired employee in our group. Doug Howden followed by Bill Englund had a table conversation about Carrier takeoffs and landing mostly centered around Hydraulic versus steam catapults. Doug flew the A-4 and Bill Flew the Sky Raider. Next is Tony Passannante, Glen Cory, Steve Barry, John Cooper (US Air Retired) John who flew the airbus for a while explained to some degree how the fly by wire control sticks operated in the airbus....Interesting. Next, Lew Myer, who provided us with a report on Dick Ionata a fellow RUPA member informing us that Dick is doing much better with his road to recovery and lastly, Ron Blash.

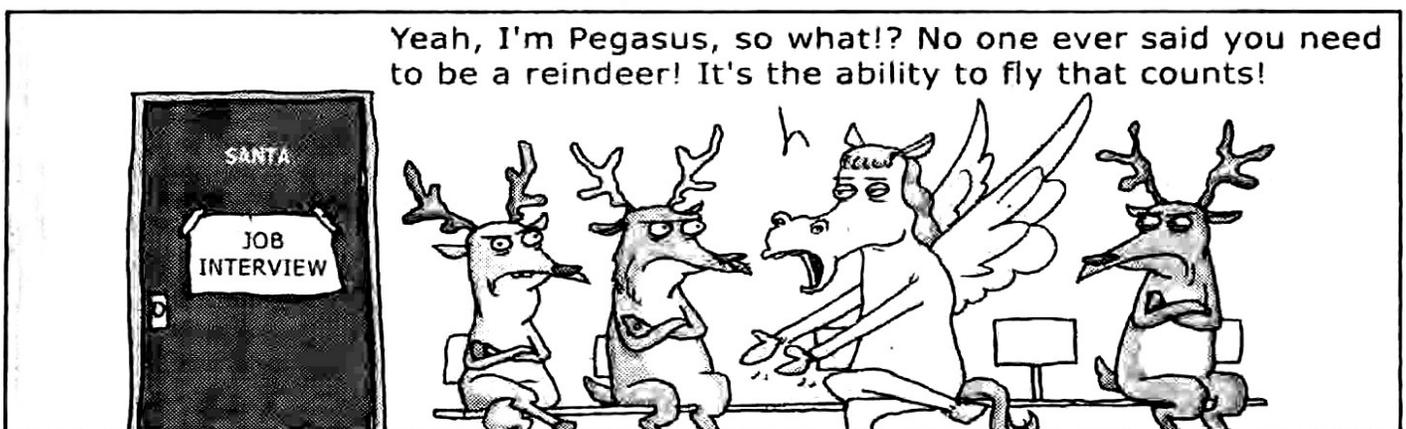
Lunch lasted approximately 3 hours and all of us had a great time. Much of the conversation revolved around the recent Lion Air's upset and crash in the 737 Max. Our happy wanderer, Doug Howden, just returned from Singapore and Kuala Lumpur. "What a great trip he had." Doug also commented, "I only wish I could have had one more day." Doug had purchased a round trip 20% employee discounted Business Class ticket, Positive Space, (ahhhh the only way to fly) and flew non-stop on United's 787. Another world traveler Steve Barry just returned with his wife from a three-week trip to Spain. They are leaving for Singapore during the first of 2019.

Tony arrive a little late as he flew an early morning departure to San Jose and back to Hillsborough Oregon. Lot of chatter at his end of the table regarding operational restraints at the company which Tony flies for. John Cooper also flies corporate. After the meeting was over and outside the restaurant a discussion occurred between Steve Barry, John Cooper (US Air Captain retired) and myself about flying light airplanes into, out of and over Canada to get up to Alaska from the Pacific North West. Apparently, this type of flying typically runs smoothly, however a sometime big issue is getting back into the USA because of US customs not Canadian customs?

That's it. Hope to see you all on the second Tuesday in December. *Ron Blash*

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**WUMO** | Mikael Wulff and Anders Morgenthaler



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## Southwest Florida RUPA Luncheon

Our November 5, 2018 luncheon at the Fort Myers, FL Olive Garden restaurant had 8 attendees. Our hard working server, Jason, as our first time server, provided us first class service and attention. Much of the construction on I-75 in our area seems to have been completed with traffic moving smoothly, for the most part.



L to R: Gary Crittenden, Janice Crittenden, Gene Chapman and Jim Sutton, Wallis Alves, Rip Curtiss, Shirley Curtiss and Dot Prose.

It seems like there are more get well and sympathy cards being circulated in our recent meetings. Long time RUPA member and attendees, Will Collins and Ray White, flew West in the last two months. Will Collins attended our luncheons right up until our last one in March. Buzz Osterbusch also sadly passed away. Our group remembered all of them with flying stories from the past and all fond memories. Also, Don Sullivan, had been admitted to the hospital but can't seem to get out, as the latest setback was hospital induced by a gash in the leg which won't heal. A hospital can be a very dangerous place!

This particular luncheon had to be held one week early due to a conflict with scheduling over the next week Veteran's Day. The next luncheon in January will revert to the usual second Monday of the month (Jan 14).

Some of our group have attended the luncheons of the local Retired United Airlines Employees Association (RUAEA) in Fort Myers, which encompasses other United employees. Their last meeting had as guest speaker the UAL airport manager at RSW (Southwest Florida Fort Myers airport) who provided a very positive picture of the future of United operations, especially domestically. Wallis Alves, Shirley and Rip Curtiss attended the last one.

With only eight at one long table it was easy to have some entertaining conversation where everyone heard each other and could join in. Jim Sutton had very good things to say about his experiences flying the F-86 in Korea during the Korean War, meeting up with a North Korean defector and encountering MIG-15s near the Yalu River. The MIGs fortunately passed under his flight at a much lower altitude and did not encounter any dogfight. The only politics discussed was the Florida mid-terms the following day, but it was a short discussion.

Everyone has been encouraged to look at their memorabilia and share it with the group. For show and tell today Dot Prose brought in a few things which she inherited from her dad (Ed Prose UAL 1940-1976) and all stored in file cabinets in the garage. One shoebox held several insignia from the Air Transport Command days during World War II where the ATC contracted the airlines for military transport operations. The uniforms were drab olive green and, as shown in the photo, included special ATC hat device and wings. Clearance badges from the Army Air Corps at Lowry Field were also required. The ATC eventually evolved into the Military Airlift Command (MAC) and now Air Mobility Command (AMC).

Attendees were reminded of the 2019 RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL on Thursday, April 4. The fly-in runs from 2-7 April 2019.

The next luncheon is the second Monday in January on January 14, 2019 at 1130 at the Olive Garden in Fort Myers. All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring are especially welcomed.

Yours truly, *Gary Crittenden and Dot Prose.*



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## The Greater Chicago Group RUPA Luncheon

The alien invaders of “stomach bug” in this area not killed off by the hard freeze of the last few days caused a couple of our regular attendees to stay home with their bathrooms close at hand. However, 44 hardy souls defied the viruses, braved the elements and enjoyed Nick’s Pizza & Pub’s warm surroundings, good food, and camaraderie.

Fred Hunter, one of our more-distant members, drove up from Sandwich, IL, to join in with us, and we had some first-timers present as well. Phyllis Capuzelo from the ORD Flight Office attended with her husband Phil, and Captain Ben Kalom attended his first RUPA luncheon today, with his countdown-to-retirement clock at about 8 months and change. Ted Jung, Treasurer-Elect of the Chicago Skyliners chapter of RUAEA paid us a visit too.



We reprised our Salute To Veterans from last year’s November luncheon. Those vets who could still fit into any of our old military gear were encouraged to wear it, and about twenty of us posed for a portrait, twice last year’s number. Appears we’ve got a tradition going here: the return of The Pizza Warriors.



The full lunch roster included Ken & Muriel Bergsma, George Bracke, Ed Bristow, Larry Cabeen, Phil and Phyllis Capuzelo, Bill Cherwin, Tom and Barb Conley, Jim Downing, Carl Eberle, Walt & Jan Fink, Jan Gawenda, Bob Helfferich, Mike Hepperlen, Denny Holman, Fred Hunter, Scott Joseph, Ted Jung, Bob and Carolyn Kelly, Ben Kalom, Dick Kane, Tom Loftus, Wes Lundsberg, Rick Miller, Jack Mumaw, Steen Munter, Dick Murdock, Glen Peterson, Dave Runyan, Dave Schultz, Ole Sindberg, Gene Stepanovic, Dave & Linda Strohm, Bill Thompson, Jim Trosky, Ken Voelker, Tom Wedel, Paul Wember and Tom Workerger. Big thanks to Tammie, our server again this time, and to Nick’s manager Monica who took great care of us all.

Our next luncheon will be at Nick’s on Tuesday, March 12<sup>th</sup>, 2019. RUPA members, active pilots, spouses, significant others, and guests are more than welcome. El Scribo, *Walt*

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## San Diego North County RUPA Luncheon

We added a couple retired pilots in the last 6 months so our total for this luncheon was 5. Not a bad turnout. Scott Becker, our newest member, thought a Model Train Club would be a good way to spend time so, after seeing the Model Train Club I belong to, he decided to join. The size of the layout and the detail of the scenery is very intimidating for a new guy so mostly I just run my trains and Scott decided that's for him, too. More involvement with the construction will come later.



L to R: Rhoda and Brad Green, Scott Becker, Colin Winfield, Scott Herman, Mark and Susan Mayer. Being just like the rest of us, Scott Herman missed a few meetings, so he had to catch up with the new guy Scott Becker's flying history and any other UAL related stories. Wanting to know what airplanes a pilot flew, and which domiciles they were based is a good way to get to know a pilot.

Colin and I talked about an upcoming camping trip I'm going on, and I gave him the info how to get a campsite, so he thinks he might make it. My wife and I like to camp in the desert, so we will be camping in Borrego Springs State Park for a week in February. Susan and I hope Colin can make it.

Rhoda and Brad have been away for quite a few trips during the last few months, so they'll be in town for the winter. It's a rough life in La Jolla, Ca for the winter!!

Bob and Ruth Bowman didn't make it for lunch but maybe the next time.

Here's a nice "Hello" to Evelyn and Bill and also Bob. Miss you folks. Until next month, *Mark*

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## The San Francisco Bay-Siders Luncheon

We had a smoky day for our luncheon due to the fires NE of us that destroyed 99% of the homes in the town of Paradise and, at the time of this writing, has killed 63 people, 600+ missing and destroyed 15,500 structures. One of our members, Dick Hooning, lives there. Fortunately, he had driven to Chico, not far from his home, to have his car worked on. He was unable to return to his home and doesn't know if it is still standing.

We only had 17 members attend our meeting, but we did have three visiting from out of town. Phyllis Cleveland and Jon Rowbottom from Monterey, and Sam Wilson from the Big Island.

Larry and Pat Wright were out of town for our Luncheon, so asked me to fill-in for them. This may be Rose and my last meeting, as we hope to be in our new home in Medford, OR in December, so will be attending the luncheons up there.

In attendance were: Rich & Georgia Bouska, Phyllis Cleveland, Gerry Delisle, Barry Hamley, Jeri Johnson, Bob Kallestad, Bill Klett, Bob Norris, Craig Norris, Jon Rowbottom, Cleve & Rose Spring, Jerry Terstiege, Isabell Traube, Gene Walter and Sam Wilson. Cheers, *Cleve*

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

### THE BIG ISLAND STARGAZERS ANNUAL CHRISTMAS PARTY ON DECEMBER 13TH

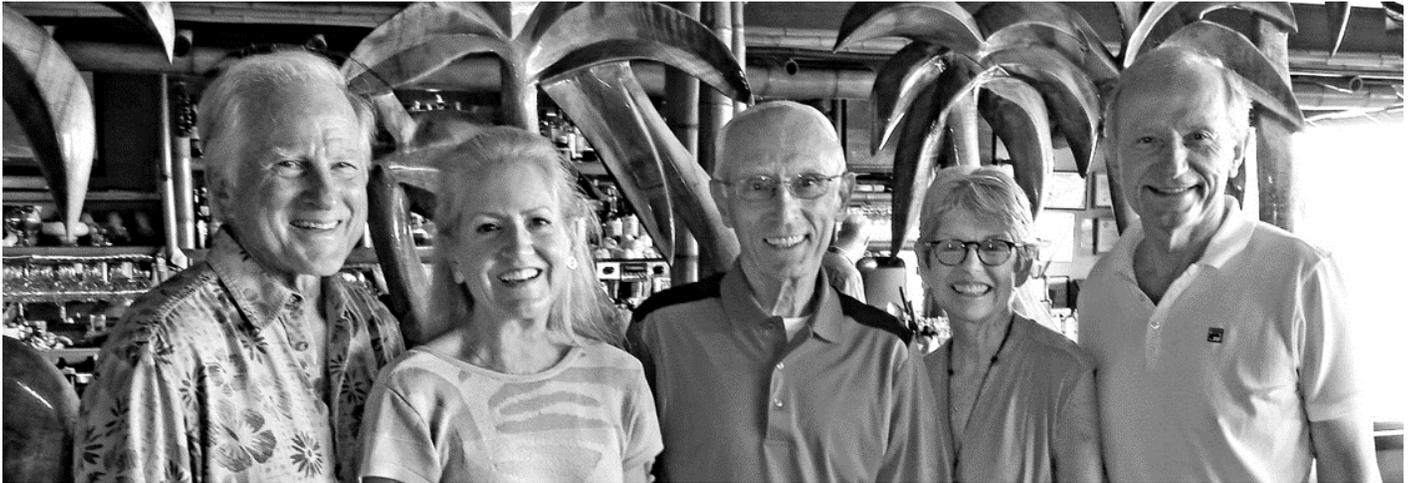


The Big Island Stargazers will be celebrating their annual Christmas party on Dec. 13th. This will be in lieu of our regular monthly meeting. For information contact Linda Morley-Wells at [lmwjet@earthlink.net](mailto:lmwjet@earthlink.net) or 808-315-7912.

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## The Big Island Stargazers RUPA Luncheon

We had a small gathering for our October luncheon, but we shared an abundance of comradery. It turned out we were a well-travelled group, and talk story centered around Gerry and Joan Baldwin's recent trip to the mainland, Don Diedrick's Mediterranean cruise aboard Celebrity Cruise Line, and yours truly along with husband Walt enjoyed a vacation in Iceland. Beth Raphael sent word that she and Roger will be on the mainland for a year, but they promised to fly back often to visit. The Ironman World Championship Triathlon came to a close the previous weekend and our town has returned to a quieter pace. The event brought thousands of international participants and their guests to our slice of paradise for a couple of weeks, and it was great for our island economy.



Left to Right: Walt Wells, Linda Morley-Wells, Don Diedrick, Joan and Gerry Baldwin  
Plans were made for our annual Christmas party that will be held on December 13th, and it will be in lieu of our regular monthly meeting. If you are on island for the holidays, please contact us and join the festivities. We send warm wishes to our mainland Ruparians for a happy holiday season.  
Mele Kalikimaka! *Linda Morley-Wells*

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## Ohio Cleveland Crazies RUPA Luncheon

On a cool but beautiful fall day in Northern Ohio the Cleveland Crazies met at TJ's in Wooster for October meeting. We had twelve members wives and family attending for a wonderful lunch, great stories, and fun together.



Left to Right standing are: Phil Jach, John Hochmann, Rich McMakin, Joe Getz, George Bleyle, Dawn Lang, Bob Lang, John Alden, Bob Olsen, Jim Burrell and our Server Shalya Salmons.  
Seated are Ken Wheeler and his daughter Beth Wheeler.

We had several updates on personal family matters from individuals. We learned that one of the Cleveland Flight Attendants lost everything in fire but escaped without any injury. And we had several jokes to keep us all laughing before heading home.

Our members also agreed to move our December meeting to the second Thursday (December 13, 2018) because the regular Third Thursday meeting was too close to Christmas. Cheers, *Phil*

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## The Intrepid Aviators of Southern Oregon RUPA Luncheon

Ah, the seasonal change here in the Rogue Valley...beautiful. Changes in weather, temps, Fall color in the foliage,,,,,nice. Nice also was our gathering of the 'Intrepid' group at 'The Pony' in Jacksonville.



Seated left to right: Michael Bennett (so long Michael...see you in the Spring!), Harvey Saylor, Scot Lee and Jim and Cheryl Jaeger. Standing are: Bill Monfort, Marty and Bob Niccolls.

We missed some and others will soon be missing as they run for Winter homes. But for now, it's time to enjoy and partake in the seasons of the year....as the seasons of life....always changes, always interesting.

Lunch at the Pony has fun as a constant with tales of your and fore along the way. And, this time, as we have before, we tasked a young lady waiting to be our photographer. They always seem to have the 'what the h---' look when asked, but soon become one with us. Cheers till next time, *Bob*

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## DCA RUPA Boy's Nite-Out, Hagerstown, Md

A good time was had by all.



L to R: Bernie Schwartzman, Dave Strider, Pierre Ney, EK Williams, John King and Gary Cook Charlie Schwab (PAA) and John Gallagher. Your resident photographer, Stokes Tomlin, did not do a selfie.

Our next gathering will be held on the 2nd Wednesday of February 13<sup>th</sup>, just before Valentine's Day (weather permitting!). *Stokes Tomlin*

**Would you like to receive the RUPANEWS by E-Mail?**

**If so—Please send an email to our Secretary/Treasurer  
[rupasectr@rupa.org](mailto:rupasectr@rupa.org)**

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## United Airlines CEO: 'We need to de-stress the travel lifestyle'



As United Continental Holdings turns its business around after a host of public relations issues crippled the airline giant's stock, its CEO is trying to heighten United's focus on the customer, he told CNBC on Wednesday.

"We need to de-stress the travel lifestyle," United Continental CEO Oscar Munoz told "Mad Money" host Jim Cramer in an exclusive interview.

"How do we keep you informed? How do we keep you focused and directed when something goes wrong?" he continued. "But, more importantly, before you even leave your house, you know your flight's on time, you know where you're headed."

Admitting that there has been "a whole host of communicative issues" around how United has handled issues like these in the past, Munoz said policies like raising customers' baggage fees will help the airline operator achieve these customer-oriented goals. "It's important to reinvest in the business," he told Cramer. "I think it's one of the things about this industry that people, our customers, don't always understand. All that money that we're getting back is being piled back into the business."

Still, United's leaders are "always mindful" of the rocky history in the airline space, which has, in the past, faced bankruptcies, problems with poor products and services and some safety issues, the CEO said. "We're not about that. We pile that money back into the business for the right things," Munoz said. "We want to make you, as our customer, feel good about flying us. And so our customer-centricity, our customer properties, are something we really want to sort of engage." Those properties will come into play over the next year, during which United will roll out a new customer engagement initiative almost every week, the CEO said.

Munoz added that since he became CEO in 2015, his central focus has been on regaining trust among his employees and building the motivation that's required for the company to move forward. "Trust is the underpinning of a lot of things that we do and that doesn't compute, as you know, on spreadsheets. But it's such an important part and foundation for everything we've been able to do," he told Cramer. "It's a never-ending project with keeping them engaged and motivated, but we're doing a good job."

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## We've said goodbye to United Polaris® first class



As we continue to move from three-cabin to two-cabin layouts across our entire fleet, the seat maps on our remaining three-cabin Boeing 777-200 and 767-300 aircraft now show a single premium cabin — United Polaris® business class — which includes what was the old United Global First/United Polaris first class cabin. Here is some useful information to clarify a few points about revenue and pass travel:

There will be an interim period when these aircraft will still have the United Global First seats, which will be sold and served as United Polaris business class. Currently only certain MileagePlus® Premier® members confirmed in United Polaris business class, including companions on the same PNR, can select these seats as early as time of booking, if available. During the check-in window, all customers ticketed in business class, including positive space travelers, will be eligible to choose these seats if available.

Once all confirmed customers are accommodated, standby travelers listed in United Polaris business class will be cleared into the remaining available seats — including any remaining former Global First/United Polaris first class seats.

Currently, when you're creating a booking in employeeRES, the cabin dropdown only shows Business and Economy, regardless of the route. Selecting Business will list you for either domestic first or United Polaris business class, depending on the flight. We will soon update the dropdown to show either Business or First along with Economy, as appropriate for the route.



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## United Airlines welcomes Boeing 787-10 to its fleet



United took delivery of its first Boeing 787-10 at Boeing's 787 Dreamliner delivery center in Charleston, S.C. United is the first North American airline to take delivery of the 787-10, and the first airline in the world to have the entire family of 787-8, 787-9 and 787-10 Dreamliners in its fleet. "The 787-10 is an excellent addition to United's fleet. It offers superior fuel efficiency while providing a more comfortable customer experience onboard that allows passengers to arrive at their destinations feeling more

refreshed," said Gerry Laderman, chief financial officer at United, who was at the Boeing facility for the delivery celebrations.

Boeing's latest Dreamliner model is 18 feet longer than the 787-9, and can carry more passengers and cargo than previous 787 aircraft and uses 20 percent less fuel than older generation airplanes. United's 787-10 will feature 44 United Polaris® business class seats, 21 United® Premium Plus seats, 54 Economy Plus seats and 199 standard Economy seats.

"The United Airlines team is raising the bar again. With the new 787-10, United will fly the most fuel efficient widebody jet in commercial aviation today. The larger airplane comes with more seats, more cargo capacity, and the same Dreamliner comforts that passengers prefer," said Ihssane Mounir, senior vice president of Commercial Sales and Marketing for The Boeing Company. "We are honored that United, a leading global carrier, has placed its trust in the 787 family, carefully optimizing their network with all three Dreamliner models."

United is investing in advancements onboard the new Dreamliner. The 787-10 is the first aircraft to be delivered with United's signature all aisle access Polaris business class and United® Premium Plus seats already installed. Updated lighting patterns that mimic sunrise and sunset colors will help customers in each cabin fall asleep and wake up more adjusted to new time zones. The airline is also installing a brand new seatback entertainment system that features:

- Split screen capabilities that allow customers to watch a movie and view the flight map simultaneously.
- A relax mode that lets customers customize a selection of soothing videos and relaxing audio playlists.
- The world's most extensive suite of accessibility features on a seatback entertainment system, which accommodates any level of vision, as well as provides support for customers with hearing and mobility issues.
- Movie and television recommendations based on remaining flight time, previously watched content and movies and shows that have been added to a customer's favorites list.

The aircraft is expected to enter service between United's Los Angeles and Newark/New York hubs on January 7. The airline expects to take delivery of 14 787-10 aircraft.

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## New UAL 787-10 flights starting on 3/30/2019

The newest member of our fleet, the Boeing 787-10 Dreamliner, will operate six trans-Atlantic routes from EWR beginning in March 2019, we announced on Wednesday.

We are the North American launch customer of the 787-10 and also the first airline in the world to have all three variants of the Dreamliner in its fleet.

Our 787-10s will feature 44 United Polaris business class seats, 21 United® Premium Plus seats, 54 Economy Plus seats and 199 standard United Economy seats.

"United is proud to offer more seats between New York and Europe than any other carrier, and our Boeing 787-10 aircraft based in New York/Newark will enable us to connect even more New York City customers to Europe and beyond," said International Network VP Patrick Quayle. "We are thrilled to announce six international cities that will be served with this aircraft, and we look forward to offering our customers all of the comforts and services of our most advanced aircraft."

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## Boeing 787-10 International Schedule

Start	UA Flight	Depart	Time	Arrive	Time
March 30	UA 960	EWR	7:50 p.m.	FRA (Frankfurt)	9:20 a.m.
March 30	UA 84	EWR	4:55 p.m.	TLV (Tel Aviv)	10:15 a.m.
April 29	UA 57	EWR	6:40 p.m.	CDG (Paris)	7:45 a.m.
April 29	UA 120	EWR	7:30 p.m.	BCN (Barcelona)	9:00 a.m.
May 22	UA 999	EWR	6:30 p.m.	BRU (Brussels)	7:45 a.m.
May 22	UA 23	EWR	7:25 p.m.	DUB (Dublin)	7:05 a.m.

Tickets will be available for purchase on December 3, for travel beginning March 30, 2019.

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### New employeeRES this fall: Investing in you



Our travel privileges are some of the most exciting and most valuable rewards we have as United employees. All together, employees, retirees and their pass riders travel an average of 385,000 flight segments per month covering 547 million miles to 287 unique destinations. What if we made all those trips even better, with a tool for booking and managing travel that makes it easier to get where you want to go and includes features you asked for?

Now we're making that happen: A redesigned employeeRES is coming later this fall. You might be asking, "If it was still working, why did we change it?" The tool was due for an overhaul to bring us up to date with modern technology, and since we needed to make major changes, we took the opportunity to go above and beyond. We saw this as another opportunity to invest in improving the employee experience – which isn't just about work, it's also about the amazing experiences we get to enjoy because we're United employees.

The new eRES has a similar look and feel to united.com, offers a mobile-friendly experience, and includes exciting new features. And it wasn't designed by a few people huddled in a meeting room – we worked with front-line employees and teams from across the airline, getting input all along the way. Over the last few weeks, we've invited a few thousand employees to beta test the new employeeRES and provide feedback, so we could do some fine-tuning before launch. We wanted to provide a tool that truly meets employees' needs and helps make the most of our travel privileges.

Here are a few cool new features you'll be able to start using when we launch the new eRES:

**Flight Watch** – Monitor up to 10 different flight segments to multiple destinations without creating a listing. You can customize notifications, so you get updated passenger boarding totals (PBTs) when you want them.

**Open Search** – Find the flights with the most available seats from the origin of your choice or to the destination of your choice.

**Potential Misconnects** – Within 24 hours of your flight, you can get an idea of the number of revenue customers who may miss their connecting flights.

**myUADiscount** – Employee-exclusive discount prices are shown right in employeeRES, so you can easily stay up to date on the best rates available.

Look for the launch date and more details about the new employeeRES in United Daily over the coming weeks. And you can learn more about all the rewards United employees have access to on the My Rewards page.

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# United and American flight attendants talk merger

By Lewis Lazare



Talk is heating up about a potentially historic merger of two of the nation's largest flight attendant unions — the Association of Flight Attendants (AFA) and the Association of Professional Flight Attendants (APFA). AFA, headed by a forceful leader in Sara Nelson, represents some 24,000 United Airlines (NASDAQ: UAL) flight attendants, as well as flight attendants at 19 smaller airlines. APFA, headed by president Lori Bassani, represents more than 27,000 flight attendants at American Airlines (NASDAQ: AAL), the world's largest airline.

A merger of the two FA unions would create one mega-union that conceivably could wield incredible power and influence at two of the nation's largest airlines, both of which became behemoths in the airline industry due to mergers — United with Continental Airlines and American Airlines with U.S. Airways.

Nelson, who is known as a high-profile, action-oriented leader, has been in the forefront of pushing for a merger of the two big flight attendant unions for the past couple of years, sources said. In a video Nelson posted to YouTube early in 2017, she talked then of the possibility of AFA and APFA joining forces. She noted at the time it would take all flight attendants “working together to defend our careers.” Nelson became the international president of AFA in 2014, and was enthusiastically re-elected to the job for another four-year term earlier this year.

The job of flight attendant has taken on added stress and difficulty in recent years as airlines have merged. Carriers such as United and American now fly increasingly packed airplanes even as they push for ever-greater efficiencies from employees and fatter bottom lines.

Nelson's urge to merge has been gathering more support within the ranks of American Airlines flight attendants in recent months as FAs at the world's largest airline have grown increasingly agitated about various issues, including Twin Hill uniforms still in the workplace that many believe to be toxic and a new attendance policy instituted on Oct. 1 that AA flight attendant veterans believe is unnecessarily punitive.

Nelson, perhaps sensing the time is right to finally get a merger done, has been communicating directly with various AA flight attendants in recent days. In one message from Nelson to an AA flight attendant that was obtained by the Chicago Business Journal, Nelson wrote: “We need to build power by joining together. It's important to recognize there are many hardworking activists at APFA who want good representation for flight attendants. The only way to build the power and resources necessary to take on a merged industry is to join together.”

According to sources, the board of directors at APFA first would have to greenlight talks with representatives from AFA for any merger to happen. That has not yet happened, according to sources.

Late Tuesday, October 23, APFA leader Lori Bassani in an interview said of the possible merger: “There are no talks happening now and none on our radar screen.” Bassani, however, predicted all flight attendant unions would come together in what she called “a coalition” to effect change in the flight attendant profession.

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## Ex-United Employee Headed to Prison for Stealing



A United employee was fired two years ago but kept his uniform and airline ID. He spent over a year logging into United terminals inside airports around the country and printing meal vouchers. A lot of them. He created tens of thousands of meal vouchers, intended for distressed passengers, worth \$20 – \$30 each. He wasn't really hungry, and he didn't order up a ton of food using OTG iPads. Instead he turned them into cash, redeeming the vouchers “through a food truck company that he owned” for a total of \$559,345.67.

The scam involved printed vouchers at airports in Boston, Miami, Peoria, Milwaukee, and Harrisburg, Pennsylvania. He was caught when airport security at the Peoria airport noticed “an unauthorized man using one of the computer terminals at the United Airlines ticket counter.” When confronted he claimed to work for United in IT. Lesson: at small stations everyone knows everyone.

The 37-year-old entered a guilty plea and will serve 33 months for bank fraud and has to pay United back the money he stole.

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## Airbus ready to begin construction of new US production facility



Airbus named HPM as its program manager for planning, design and construction of its new A220 assembly line in Mobile, AL. In this role, HPM will be responsible for managing all aspects of the design and construction of the new facility, as well as expansion of Airbus' current facilities to accommodate increased A320 family production on the site.

As program managers, HPM's responsibilities include procurement of construction service providers and supplies in collaboration with the Mobile Airport Authority and Airbus. Construction on facilities to accommodate

A320 expansion and new A220 production has begun, and construction for a main A220 flow line building is expected to begin next year.

HPM currently has offices in Birmingham, Huntsville, Auburn and Mobile, AL.; Atlanta, GA; Dallas, TX; and Tampa, FL. The company's history with Airbus in Mobile dates back to the completion of the Airbus Engineering Center in 2007 and its role as program manager for the A320 Family production facility, which was completed in 2015. In addition, HPM currently serves as the owner's representative for Airbus Helicopters in Grand Prairie, Texas.

On July 1, 2018, the partnership between Airbus and Bombardier to build A220 aircraft was finalized. The A220 production facility will be located at the Brookley Aeroplex in Mobile, Alabama, adjacent to Airbus' A320 Family production lines and will build aircraft for U.S.-based customers. The assembly line, which will create more jobs and further strengthen the aerospace industry, is part of Airbus' strategy to enhance its global competitiveness by meeting the growing needs of its customers in the United States and elsewhere.

A220 aircraft assembly is planned to start in 2019, using a combination of the existing and expanded Airbus facilities at Brookley to enable the first A220 delivery from Mobile to take place in 2020. A permanent production process will be established upon completion of an A220 final assembly line building in 2020.

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## China and Russia to take on Boeing and Airbus with new wide-body jet



Russia's United Aircraft Corporation (UAC) has revealed a prototype of a wide-body long-haul airplane that has been developed in cooperation with the Commercial Aircraft Corporation of China, a state-owned aerospace manufacturer.

A model of the CR929, a jointly designed jet, was demonstrated at the opening of China's largest airshow, which began in the coastal city of Zhuhai on November 6 and is set to last until the end of the week. The plane, which is set to make its maiden flight in 2023, is expected to eventually compete with the Airbus A350 and the Boeing 787. "Our program is making progress and is on schedule," UAC President Yury Slyusar said, as quoted by CNBC. "It is currently in the preliminary design phase and we are also in the supplier and equipment selection phase, which will finish by the end of 2019."

The prototype fuselage, which was 22 meters long, 6.5 meters tall and 5.9 meters wide, revealed a spacious interior with nine-abreast basic seating in economy class. The salon is equipped with two rows of first-class seats, three rows of business-class seats, and four rows of economy-class seats. The CR929's cockpit is equipped with dummy instruments, as the actual systems are yet to be chosen.

The basic version CR929-600 is projected to carry 280 passengers over a distance of up to 7,500 miles. The aircraft family will reportedly include a modification with an extended fuselage (CR929-700) and a shortened fuselage (CR929-500). The aircraft length will be 63.25 meters, with a wingspan of 58-61 meters and height of 17.9 meters.

The partners announced plans to work on a wide-body jet program four years ago. The joint venture, dubbed the China-Russia Commercial Aircraft International Corporation (CRAIC), was formed in 2017. The \$20-billion program has reportedly sought proposals for the plane's engine and landing gear.

The engineering center for the development of the aircraft will be located in Russia, according to the chief designer of the CR929 program from the Russian side, Maxim Litvinov.

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## Southwest Airlines will Start Flying to Hawaii

By Hugo Martin/Los Angeles Times



Southwest Airlines, the nation's most popular domestic carrier, plans to begin selling tickets to Hawaii as soon as the end of this year, with flights taking off next year. That was one of the takeaways from a conference call between executives of the Dallas-based airline and analysts during a discussion of third-quarter earnings.

During the Thursday call, analysts were anxious to get details about the timing of ticket sales to the Aloha State by the low-cost carrier. For good reason: The more competition on a route, the lower airfares will drop. "Our goal continues still to be to sell tickets at the end of this year and operate flights early next year," said Michael G. Van de Ven, chief operating officer at Southwest Airlines.

The delay has to do with a certificate needed from the Federal Aviation Administration called ETOPS, which stands for Extended-range Twin-engine Operational Performance Standards. Planes that are ETOPS certified are tested to operate safely for extended periods of time — at least 60 minutes — away from an airfield or airport even after an engine failure. Flights from California to Hawaii can take up to six hours. Van de Ven said the review process began about 12 months ago, when Southwest Airlines announced its plans to fly to Hawaii, and the FAA process typically takes between 12 and 18 months to complete.

Southwest Airlines has said that it plans to fly to four airports in Hawaii from Oakland Metropolitan Airport, San Diego International Airport, Mineta San Jose International Airport and Sacramento International Airport. Flights from Los Angeles International Airport may be added later, airline officials said.

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## The United Kingdom's First Spaceport

By Stuart Clarke

If you were asked to think of the ideal site for launching rockets into space, chances are your first thought



would be of Cape Canaveral in Florida, where NASA's famous moonshots began their epic journeys. Or possibly the similarly historic Russian site in Baikonur, Kazakhstan, where the launch of the world's first artificial satellite Sputnik 1 kick-started the space race and cosmonaut Yuri Gagarin blasted off to become the first human being in space. But chances are that Sutherland, a remote, rural county on the coast of northern Scotland, would be pretty far from your mind. But that is exactly the spot that the UK Space Agency (UKSA) has chosen to build the UK's first vertical-launch spaceport.

Look beyond first impressions, however, and it turns out Northern Scotland is actually a near-perfect location to build a spaceport. And being in the north it is ideally placed for launching satellites into polar orbit – an increasingly popular practice as this allows satellites to synchronise their orbits with the Sun so that the amount of shadows in any images they take are significantly reduced. Also, the Sutherland site has the added benefit that any rockets launched there would be able to fly straight over the sea rather than over populated areas where they may potentially cause problems.

The idea of placing a spaceport in Scotland dates back at least 15 years when it was suggested that the decommissioned Dounreay nuclear power plant in neighbouring Caithness would make the ideal location for a rocket launch pad. Plans for a Scottish spaceport were revived again in 2014 when the UKSA suggested the slightly altered location of the A'Mhoine peninsula, in Sutherland. But it wasn't until July this year that Business Secretary Greg Clark, announced that the government was stumping up £2.5 million to make the plans a reality.

If all goes to plan, Roy Kirk from Highlands and Islands Enterprise, who is leading the project, says the first launch from British soil will take place sometime in 2021. Early estimates suggest that the site will initially see somewhere between five to 10 launches a year but after that, it's anyone's guess. The UKSA has big plans for the site and hopes to secure a large chunk of the global space market by targeting an emerging technology: small satellites.



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# Air Force Considering Rocket Launches to Move Cargo Around the Globe

By Joe Pappalardo



The United States already uses its unmatched fleet of cargo planes to project its influence and move its forces across the globe. But what if they did the same thing with rockets? Thanks to the emergence of the American private space industry, the United States Air Force can consider a wild-sounding possibility: rocket launches that blast cargo into space to land anywhere in the world within half an hour.

Recently, at a military conference outside Dallas, Air Force officials confirmed that the service has met with private space companies to discuss the possibility.

“They have talked about moving cargo in space, and we’ve sat down with SpaceX and had that discussion,” Gen. Maryanne Miller, the commander of Air Force Material Command, told reporters. Apparently sensing the joy she’d stirred in our hearts, she immediately added, “but it’s really just discussion at this point.” She also pointed out that the Pentagon hasn’t yet put any money on the table. “We won’t commit any resources,” she said. “But we’ve committed to work with them to see how quickly they progress.”

With Blue Origin and Virgin Orbital also discussing the militarization of their suborbital launch hardware, the possibility of this idea making it to reality is legitimate. And that’s exciting. Virgin head Richard Branson even made an appearance at the conference. The argument for cargo delivery by space starts with speed. A C-5 aircraft can carry 150 tons of supplies to the other side of the globe in ten hours, which is pretty impressive. But a rocket could launch a capsule that delivers the same amount in half an hour. In cases of extreme emergencies. For example, moving antidotes for toxic weapons, replacements for damaged gear, or a fresh load of ammunition—speed equals saved lives and successful missions.

The U.S. Air Force already has the relevant experience. It manages not only satellite launches and orbital traffic, but also the American arsenal of nuclear ICBMs. While you may not immediately think of them this way, intercontinental ballistic missiles are spacecraft. They cruise along a ballistic trajectory higher than the International Space Station that can drop them anywhere in the world in a half hour, and they can be reprogrammed to hit new targets in minutes. So delivering supplies by rocket is actually just a small twist on what the Air Force can do now—albeit without the nuclear warheads.

The cargo rockets would be larger than ICBMs to carry heavier loads. The Air Force has said the SpaceX Big Falcon Rocket, currently in development, would be one option to replace a C-5 mission. In theory, the U.S. could eventually create a network of prepositioned supplies at spaceports, ready for quick packaging into a spacecraft.

As for recovery, the math of a ballistic launch can already place capsules and warheads with dependable accuracy. The new craft would maneuver in atmosphere to make a pinpoint landing from space. This could take the form of capsules fixed with flight control surfaces for precision glides or steerable parachutes for more pinpoint landings.

While the cost of launching rockets is daunting, so is the cost of running fleets of sophisticated cargo planes. With launch prices falling, particularly with air-launched rockets such as the ones Virgin offers, space delivery could be an emergency option that pays off. Miller’s predecessor, Gen. Carlton Everhart, said earlier this year that the cost estimates he had heard were in line with using and flying a C-5 Galaxy aircraft.

From Commercial to Military: The Pentagon traditionally issues its requirements for a system and then buys the hardware from the private space industry as exclusive operators. This is a more off-the-shelf approach to acquisition, one that leverages the creativity of the surging commercial launch industry to dominate space.

So if this doesn’t happen, we can take out our disappointment on private space company engineers. Whatever future exists for these systems seems to rest in their hands, says Todd Harrison, the director of the Aerospace Security Project at the think tank CSIS. And the possibilities don’t end with cargo. “Companies like Blue Origin, SpaceX and Virgin are already developing suborbital spacecraft for commercial passengers,” Harrison says. “It’s not too much of a stretch to think that in 10 to 15 years, the military could ask these companies to adapt what they have already developed to serve military missions.” One day, deployment could mean boarding a rocket.

**Experience is something you don’t get until just after you need it.**

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## Supersonic commercial travel begins to take shape



Lockheed Martin Skunk Works began manufacturing the first part for the X-59 Quiet Supersonic Technology aircraft,

“The start of manufacturing on the project marks a great leap forward for the X-59 and the future of quiet supersonic commercial travel,” said Peter Iosifidis, Low Boom Flight Demonstrator program manager Lockheed Martin Skunk Works. “The long, slender design of the aircraft is the key to achieving a low sonic boom. As we enter into the manufacturing phase, the aircraft structure begins to take shape, bringing us one step closer to enabling

supersonic travel for passengers around the world.”

Earlier this year, NASA selected Lockheed Martin to design, build and flight test the Low Boom Flight Demonstrator. The X-59 will conduct its first flight in 2021. It will be used to collect community response data on the acceptability of the quiet sonic boom generated by the aircraft, helping NASA establish an acceptable commercial supersonic noise standard to overturn current regulations banning supersonic travel over land.

X-59 is designed to cruise at 55,000 feet at a speed of about 940 mph and create a sound about as loud as a car door closing, 75 Perceived Level decibel (PLdB), instead of a sonic boom.

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## And they were just kids



Tom Neil and Prince Harry, 75<sup>th</sup> Anniversary Battle of Britain

Tom Neil, one of the last surviving RAF ace from the Battle of Britain, flies west, 3 days shy of 98.

Tom Neil reveals what a day in the life of a fighter pilot in a group that Winston Churchill nicknamed The Few - actually entailed.

RAF North Weald in Essex, the day began at 3:30am, with the noise of the plane engines being warmed up. In the nearby huts, 12 pilots would be lying in bed – sometimes in pajamas, some still in uniform – one ear listening for the telephone.

“We’d start getting information via the radar systems,” says Wing Commander Tom Neil, one of the last of the Few, the 3,000

young Allied Forces pilots who took part in the Battle of Britain between July and October 1940. There are less than 20 of them left, but Tom Neil is the last remaining Ace: a pilot who claimed five confirmed kills. Over the course of his dozens of missions, Tom brought down 14 enemy planes.

“The picture would be building up,” he continues. “Fifty bombers were taking off in Germany, they were being joined by fighter planes, there were 100, 200, 300. My God, they are coming in our direction.” And then, as the young pilots started to eat breakfast, “invariably as the first morsel reached your lips the scramble would begin. The bell would sound, and you had three minutes to get to your aircraft, get in and take off.”

His mind will go back to those adrenalin-fueled flights, the subject of his latest book, *Scramble*, a collection of his writings on his wartime career.

“You didn’t pay a great deal of attention to wind,” he goes on, “you didn’t have time. But you always had to consider the cloud – there’s always cloud above Britain. So you’d get into close formation, the closer, the better, and by the time you reach the Thames, you are at 12,000 feet, 13,000 feet. London drifts by on the right-hand side. Then you’re off towards Maidstone, climbing to 14, 15, 16,000 feet, and you get directed towards the centre of Kent, and begin to look for the enemy. But you don’t see them. Too far away.

“Instead, you look for the black puffs of smoke caused by the anti-aircraft fire below. Then you’d turn your plane towards them, and eventually among the smoke, you’d suddenly see 30 to 40 bombers, and you’d be surrounded by fighters, perhaps more than 100 German planes in all. Look to your side, and there would be just 11 other chaps beside you.”

At this point, incredibly, says Wing Commander Neil, there is no apprehension or fear. “You are eager to see

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him and fight with him. You are not frightened, but exhilarated: let's do it. So you launch at them, fire, break away, or dive, and reform to come back."

Look to your side, and there would be just 11 other chaps beside you."

The pilots named the Few had to be incredibly efficient with their guns.

"We only had 15 seconds' worth of fire, which we deliver in three-second bursts. Then you would turn and go home."

All the time, they would be attacked and harried by the enemy, in front and behind. "You see tracer bullets and cannon shells; sometimes you are hit. You don't hear anything above the roar of your engine, but you feel the knock if a bullet hits home. It might even be from your own anti-aircraft flak. You get home and in 20 minutes the plane is rearmed and ready to fly again if the scramble sounds."

Planes were taking off up to five times a day at the height of the battle in September 1940. Wing Commander Neil flew 20 days out of 31, 65 times in total that month. In the 16 weeks of the Battle of Britain, he took off 157 times.

Some had to bail out; he only parachuted once, when the rear section of his Hurricane was knocked off in a mid-air collision with another Englishman. "The plane was spinning out of control. At 1,500 feet, I got out with great difficulty" – he is 6' 4" – "and was in my parachute for about two to three minutes, falling into a wood close to Maidstone. I came to in the mud, with two women and two men deciding what to do with me as they thought I was German. The men wanted to string me up; they were from the East End and weren't friendly. But some army officers turned up and recognized I was British."

Back at base, the beds in the officers' hut would empty out constantly, but there was little time for grief. "You hardly knew anyone, there was no time to become close, and men wouldn't come back for all kinds of reasons. They might just have bailed out and taken a few days to get back to base. And we never saw the gory ends.

"Everybody had a different view; I was never terribly upset. When you are aged between 19 and 25, the body and mind can put up with anything."

He recalls only two fears – being burned in his plane (Hurricanes were notorious, as the petrol tanks were situated just below the pilot so if hit, a blaze would engulf the cockpit immediately), and of drowning. "If you were hit over water, the Hurricane would sink like a stone. Even if you bailed out, you wouldn't get picked up, so would drown nonetheless."

Wing Commander Neil ended up training the Americans, and took part in D-Day. He met his wife, WAAF officer Eileen Hampton, at Biggin Hill and they married in June 1945. Eileen, with whom he had three sons, two of whom went on to become pilots, died last year. ("We had 70 years of happy marriage..." he says, with pride.)

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## Reykjavik bars go into 'emergency' mode after US soldiers drink all the beer



It was only supposed to be a pit stop, but some 7,000 US troops taking part in mass NATO drills nonetheless managed to deplete some bars and restaurants, in Iceland's capital Reykjavik, of all their beer.

The troops stopped in Iceland over the weekend while on their way to Sweden and Finland for a 300,000-strong NATO exercise. In total, some 50,000 of the forces participating are US troops. But, apparently unconcerned about moderating their intake of booze just before Trident Juncture 18, thought to be NATO's biggest military exercise since the Cold

War, the troops plunged several bars in downtown Reykjavik into a state of emergency as they went nuts on their beer. US soldiers were not satisfied with just any beer and specifically requested the local one. So, Brewery Olgerð Egils Skallagrímssonar, which makes the popular Icelandic Gull, had to send emergency supplies to various bars, according to local news site Visir.

The NATO exercise is intended to send "a clear message" to residents within its member states, as well as opposing countries, that it is "ready to defend all allies against any threat," its secretary-General Jens Stoltenberg told Radio Free Europe on Wednesday. Drills will include roughly 65 naval ships, 10,000 vehicles and 250 aircraft.



# United Airlines Historical Foundation

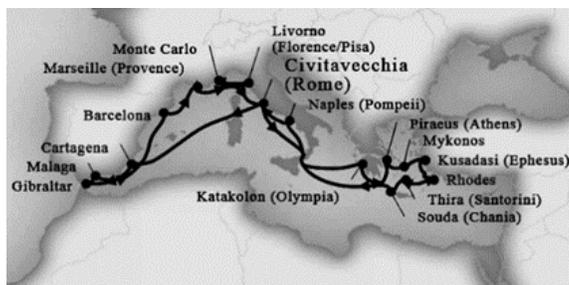
*"Preserve the Past, Inspire the Future"*



## **Boeing 747 Pilot Cockpit Evacuation.**

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.

## 2019 RUPA Cruise



The next RUPA cruise will go around the Mediterranean in July of 2019. We did a cruise similar to this nine years ago and it was very popular. Many things began in the lands that rim the Mediterranean, from the start of democracy to the Italian Renaissance to Western civilization itself.

This cruise is broken down into three options. The first option, to the east of Rome, is a 12 day cruise from Rome to Greece for stops to visit Olympia, a 2 day visit to Athens, and then on to the island of Mykonos. The ship then continues to Ephesus, Turkey

before returning to the islands of Rhodes, Santorini, and Crete. There will be a stop in Naples to visit Pompeii on the return back to Rome. ***(This is a slight change to the original Itinerary as the ship will no longer stop at Sarande, Albania and will instead stop at Ephesus, Turkey).*** The second option, to the west of Rome, is a 10 day cruise that departs Rome for Cartagena Spain, then on to Gibraltar British Territory. It then continues to Malaga and Barcelona Spain, Marseille France, Livorno Italy (Florence/Pisa), and Monte Carlo, Monaco on the return to Rome. The third option is to put the two together for a 22 day cruise. This itinerary has a lot going for it. You will be able to visit the Acropolis, wander through Rome, visit the Pantheon and the Colosseum, enjoy the view from the top of the Rock, and walk the pristine beaches of the Greek islands. The biggest advantage of a cruise is your hotel room goes with you, no packing and unpacking as you travel from city to city with all your meals and entertainment included. We will be traveling aboard the MS Koningsdam, one of the newer and larger ships of the Holland America Line. The ships of the Holland Line are considered mid-size and the Koningsdam is nowhere near the size of mega ships on other cruise lines.

The reason for the timing of this announcement at this time is many of us like to make our vacation plans a year in advance. As has been said before, the early bird gets the worm. In the cruise industry, many of the better cabins are snapped-up well before the sailing date. On our last cruise to Normandy, several of our members were unable to go because they waited too long to sign up.

### Sample pricing per person for this cruise is as follows

#### **For the 12-day cruise to the east of Rome departing July 7, 2019:**

Category: SA=\$5,999 SS=\$4,599 VD=\$2,799 D=\$2,439 J=\$1,999 Port charge \$110pp

#### **For the 10-day cruise to the west of Rome departing July 19, 2019:**

Category: SA=\$4,899 SB=\$4,599 VD=\$2,299 C=\$1,959 J=\$1,599 Port charge \$160pp

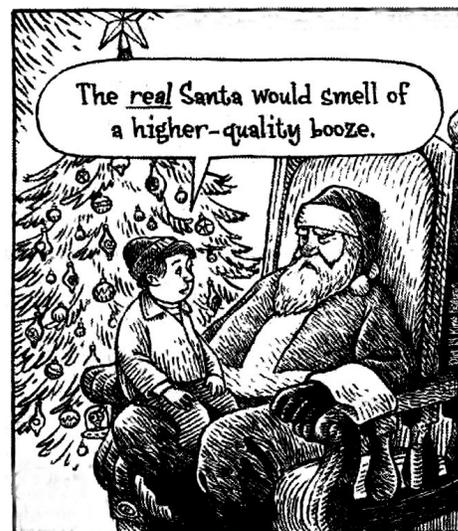
#### **For the 22-day cruise departing July 7, 2019:**

Category: SA=\$10,349 SB=\$9,779 SC=\$9,199 VD=\$4,799 E=\$4,099 L=\$3,459 Port Charge \$270pp

Other categories are available. Once again, we are working with Jerry Poulin at Jerry's Travel Service. If you have questions, please call him at 1-800-309-2023 ext. 33 or 508-829-3068 or [gpsp@aol.com](mailto:gpsp@aol.com) for the latest prices and information. If you sign up for either the 10 or 12-day cruise he will give you a \$100 onboard credit per cabin; for the 22-day cruise he will give you a \$200 onboard credit per cabin and a Pinnacle Grill Dinner. We will have a cocktail party near the beginning and near the end of the cruise.

**For All:** A deposit of \$600 pp is due at time of booking and the final payment is due by April 23, 2019. The deposit is fully refundable up to the time of the final payment. If lower prices become available, you will be rebooked at the lower rate. Prices are subject to availability and subject to change until booked. Everyone is encouraged to look into trip insurance. If you are unfamiliar with cruising, Category refers to the type and location of the cabin on board the ship. To check the various categories, go to [hollandamerica.com](http://hollandamerica.com), click on the "Experience" on the home page, then click on "Our Ships", scroll down to Koningsdam, click on "View ship details" and scroll down to "Deck plans." The deck plans show the layout of the ship and location of the cabins by category and cabin number. Submitted by: Rich Bouska

**BIZARRO** | Dan Piraro



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## Very Interesting Predictions

By Robert Goldman



Auto repair shops will go away. A gasoline engine has 20,000 individual parts. An electrical motor has 20. Electric cars are sold with lifetime guarantees and are only repaired by dealers. It takes only 10 minutes to remove and replace an electric motor. Faulty electric motors are not repaired in the dealership but are sent to a regional repair shop that repairs them with robots. Your electric motor malfunction light goes on, so you drive up to what looks like a Jiffy-auto wash, and your car is towed through while you have a cup of coffee and out comes your car with a new electric motor!

Gas stations will go away. Parking meters will be replaced by meters that dispense electricity. Companies will install electrical recharging stations; in fact, they've already started. You can find them at select Dunkin Donuts locations. Most (the smart) major auto manufacturers have already designated money to start building new plants that only build electric cars.

Coal industries will go away. Gasoline/oil companies will go away. Drilling for oil will stop. So say goodbye to OPEC!

Homes will produce and store more electrical energy during the day than they use and will sell it back to the grid. The grid stores it and dispenses it to industries that are high electricity users. Has anybody seen the Tesla roof?

A baby of today will only see personal cars in museums.

The FUTURE is approaching faster than most of us can handle.

In 1998, Kodak had 170,000 employees and sold 85% of all photo paper worldwide. Within just a few years, their business model disappeared, and they went bankrupt. Who would have thought of that ever happening?

What happened to Kodak will happen in a lot of industries in the next 5-10 years and, most people don't see it coming.

Did you think in 1998 that 3 years later, you would never take pictures on film again? With today's smart phones, who even has a camera these days?

Yet digital cameras were invented in 1975. The first ones only had 10,000 pixels but followed Moore's law. So as with all exponential technologies, it was a disappointment for a time, before it became way superior and became mainstream in only a few short years. It will now happen again (but much faster) with Artificial Intelligence, health, autonomous and electric cars, education, 3D printing, agriculture and jobs.

Forget the book, "Future Shock", welcome to the 4th Industrial Revolution.

Software has disrupted and will continue to disrupt most traditional industries in the next 5-10 years.

UBER is just a software tool, they don't own any cars, and are now the biggest taxi company in the world!

Ask any taxi driver if they saw that coming.

Airbnb is now the biggest hotel company in the world, although they don't own any properties. Ask Hilton Hotels if they saw that coming.

Artificial Intelligence: Computers become exponentially better in understanding the world. This year, a computer beat the best Go-player in the world, 10 years earlier than expected.

In the USA, young lawyers already don't get jobs. Because of IBM's Watson, you can get legal advice (so for right now, the basic stuff) within seconds, with 90% accuracy compared with 70% accuracy when done by humans. So, if you study law, stop immediately. There will be 90% fewer lawyers in the future, (what a thought!) only omniscient specialists will remain.

Watson already helps nurses diagnosing cancer, its 4 times more accurate than human nurses.

Facebook now has a pattern recognition software that can recognize faces better than humans. In 2030, computers will become more intelligent than humans.

Autonomous cars: In 2018 the first self-driving cars are already here. In the next 2 years, the entire industry

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will start to be disrupted. You won't want to own a car anymore as you will call a car with your phone, it will show up at your location and drive you to your destination. You will not need to park it you will only pay for the driven distance and you can be productive while driving. The very young children of today will never get a driver's license and will never own a car.

This will change our cities, because we will need 90-95% fewer cars. We can transform former parking spaces into parks.

1.2 million people die each year in car accidents worldwide including distracted or drunk driving. We now have one accident every 60,000 miles; with autonomous driving that will drop to 1 accident in 6 million miles. That will save a million lives plus worldwide each year.

Most traditional car companies will doubtless become bankrupt. Traditional car companies will try the evolutionary approach and just build a better car, while tech companies (Tesla, Apple, Google) will do the revolutionary approach and build a computer on wheels.

Look at what Volvo is doing right now; no more internal combustions engines in their vehicles starting this year with the 2019 models, using all electric or hybrid only, with the intent of phasing out hybrid models.

Many engineers from Volkswagen and Audi; are completely terrified of Tesla and so they should be. Look at all the companies offering all electric vehicles. That was unheard of, only a few years ago.

Insurance companies will have massive trouble because, without accidents, the costs will become cheaper. Their car insurance business model will disappear.

Real estate will change. Because if you can work while you commute, people will move farther away to live in a more beautiful or affordable neighborhood.

Electric cars will become mainstream about 2030. Cities will be less noisy because all new cars will run on electricity.

Cities will have much cleaner air as well. (Can we start in Los Angeles, please?)

Electricity will become incredibly cheap and clean.

Solar production has been on an exponential curve for 30 years, but you can now see the burgeoning impact. And it's just getting ramped up.

Fossil energy companies are desperately trying to limit access to the grid to prevent competition from home solar installations, but that simply cannot continue - technology will take care of that strategy.

Health: The Tricorder X price will be announced this year. There are companies who will build a medical device (called the "Tricorder" from Star Trek) that works with your phone, which takes your retina scan, your blood sample and you breath into it. It then analyses 54 bio-markers that will identify nearly any Disease. There are dozens of phone apps out there right now for health purposes.

WELCOME TO TOMORROW – it actually arrived a few years ago.

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## First cruise ship built in Russia in over 60 years



An ocean cruise liner under construction at the Russian Lotus Shipyard in Astrakhan will be ready for water trials next year. Russia hasn't built vessels of such class for more than 60 years. The keel of the PV300 cruise ship with a capacity of 300 passengers was laid down at the shipyard in August 2016. The four-deck liner will correspond to a 5-star hotel.

“We are finalizing hull forming for the PV300 project, started loading large-size equipment and hope that tests of this vessel will start in 2019. Then, since this is the piloted ship, we would like very much to have no delays

during trials,” United Shipbuilding Corporation (USC) President Alexey Rakhmanov said.

In mid-2019 the Astrakhan-based shipyard will enter “the active phase of building two Golden Ring class passenger ships” designed for river cruises, he added.

The 141-meter-long and 16.5-meter-wide four-deck liner will be able to accommodate 300 passengers and 90 crewmembers and personnel. The floating hotel with balconies and terraces will offer 155 cabins including standard and luxury class rooms.

The Lotus Shipyard is one of the largest shipbuilding companies in southern Russia and specializes in constructing hulls for vessels of different types.

# RUPA Pass Travel Report October 2018

Captain Pat Palazzolo

rupapasstravel@rupa.org

Employee Travel Center (ETC)

+1 (877) 825-3729

[etc@united.com](mailto:etc@united.com)

Hello fellow aviators,

A new and improved employeeRes, called eRes, will be coming online in the next few months. A group of retired and active employees have been beta testing the new system and providing feedback. I'll give you my two cents worth after I describe the new features.

Four new features can be quite handy.

1. A new **"Flight Watch"** feature that allows you to watch up to 10 different future flights to multiple destinations without creating a listing.



Pass Travel UPDATE

October 25, 2018

## 1) employeeRES: major improvements coming

A new employeeRES coming later this fall will look/feel like united.com. It will be mobile-friendly and has been beta-tested by thousands of employees. Look for some cool new features like:

Flight Watch: monitor up to 10 different segments

Open Search: see flights with most available seats to a destination

Potential Misconnects: how many revenue passengers may miss your flight.

myUADiscount: prices displayed right in employeeRES!

<https://ft.ual.com/news/2018/10/19/new-employeeeres-investing-in-you>

## 2) Access to important UPDATES

Before you go to the airport, view the latest updates for flight cancellations, travel waivers, airport construction and other items that could affect your travel with this link:

<https://www.united.com/CMS/en-/travel/news/Pages/travelnotices.aspx>

Smart idea: Save that link to the home screen on your mobile device(s).

## 3) Merged! Flying as One

Implementation of the flight attendant joint collective bargaining agreement (JCBA) on October 1 marked the final milestone in the United and Continental merger.

"Common Metal" that unites all 24,000 flight attendants plus new boarding times for passengers are in this Oct 1st news article: "Flying as one United":

<https://ft.ual.com/news/topics/strategy?read-article=d115f0ec-9d86-4799-a574-7491afcbe628>

Scroll down the articles to read about new checked baggage fees for passengers that went into effect 8/31/2018. Keep in mind that pass riders flying standby or on myUADiscount tickets get two free checked bags on United :-)

## 4) FAA bill passes; new inflight regs coming

10 hour (instead of 8 hr) minimum rest between flights, no bumping pax off planes, no pets allowed in overhead bins, FAA will set minimum seat sizes & pitch, no inflight mobile phone calls or e-cigarettes allowed and other rules have been approved by the Senate. Also, drone regulations & Space Ports... read more here:

<https://www.washingtonpost.com/transportation/2018/10/03/senate-gives-final-approval-faa-reauthorization-sends-bill-white-house/>

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President Trump signed the bill into law on October 5th. Full text of H.R. 302 (Division B): <https://www.congress.gov/bill/115th-congress/house-bill/302/text>

## 5) **Open enrollment for retiree Healthcare Oct 29-Nov 9**

Go to “Your Benefits Resources” to review retiree Healthcare 2019 options.

Make changes for 2019 between October 29th and November 9th. Visit FlyingTogether > Employee Services > Health & Insurance (YBR)

## 6) **Not getting premium seats?**

Standbys rarely get premium seats on domestic flights because all MileagePlus (MP) passengers are upgraded for free. Internationally there are better chances since MPs have to pay for upgrades. But, don't get your hopes up for those FC or BF seats until you actually get your boarding passes. Here are two retiree standby stories:

SYD-SFO 787 2-class: we were #1 & #2 standbys for 6 available BF seats. No upgrades were displayed at check-in; CSRs said “you'll get seats at gate.” No names appeared on upgrade list, no announcements made for upgrades. We were given Y seats and all standbys junior to us got Y seats. Agents apparently asked MP customers individually at check-in if they'd like to upgrade to BC for a fee.

IAD-CDG 777 3-class: we were #2 & #3 standbys for 4 available FC seats. EmployeeRES showed 4/-3/5 available seats and 6 upgrades. Boarding totals showed “capacity” to be 8/40/221 and “authorized” to be 0/48/222, meaning BC can be oversold. All standbys got Y seats when the over-sold revenue BC pax were upgraded to FC and BC filled with MP upgrades.

Understand that United needs to make money and it's just harder to get those coveted premium seats these days, even when it looks like a “slam dunk” you'll be seated in luxury. Be aware of negative (oversold) numbers, “authorized” numbers and upgrade numbers just before boarding. Check both employeeRES and the United app's “flight status” info for the latest data to avoid last minute disappointment at the gate. Pass riders' best strategy: list for premium, expect economy and be pleasantly surprised (once in a while).

## 7) **NEW United flights announced**

Travel to snowy resorts this winter with over 100 flights to 12 ski destinations:

Aspen, Big Sky, Crested Butte, Jackson Hole, Mammoth, Reno/Tahoe, Salt Lake City, Steamboat Springs, Sun Valley, Telluride & Whitefish

<https://hub.united.com/united-winter-just-got-cooler-2608164960.html>

**Then check out these new routes/increased flying for 2019:**

**NEW flights coming in March:**

IAD to HHH (Hilton Head)

LAX to EUG (Eugene), MSN (Madison), PSC (Pasco)

**NEW flights coming in April:**

EWR and ORD to HHH

**NEW flights coming in June:**

DEN to CHS (Charleston), ACV (Eureka), FAI (Fairbanks)

EWR to PNS (Pensacola)

SFO to CMH (Columbus)

**Increased flying from EWR to:**

ANC (Anchorage), DTW (Detroit), STL (St Louis), MCI (Kansas City)

OMA (Omaha) and RIC (Richmond)

## 8) **Have you seen RAFA's website?**

Check out the Travel Benefits tab on RAFA's website: <https://www.rafa-cwa.org>

Read the Pass Travel Program Summary, helpful links, phone numbers & more.

For other Pass Travel Topics: Previous Travel UPDATES

Compiled by Kirk Moore, RAFA Travel Benefits Committee

October 25, 2018

**The older you get, the more you appreciate being at home doing absolutely nothing.**

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## Basic Carry-on Baggage Advice



A reasonable approach to carry-on baggage is to keep in mind three things: think small, think smart, and think safe. Keep in mind the following points when packing to avoid any problems with carry-on baggage while on the aircraft.

**Think small:** The maximum size carry-on bag for most airlines is 45 linear inches (the total of the height, width, and depth of the bag). Anything larger should be checked. No oversize packages or luggage can be stowed onboard. Stow only essentials (such as prescriptions, personal hygiene items, passports and other documentation) and valuable items, such as jewelry or cameras, in the carry-on bag.

**Think smart:** Plan to check more baggage and carry less in the cabin. Check with the airline before packing to determine its carry-on guidelines regarding the number of items that may be carried and the maximum size of those items. In certain situations, the airline may require most or even all bags to be checked, even carry-on bag, so be prepared to have all valuables or necessary items in a bag small enough to fit under the seat. Put contact information on or inside carry-on so if the airline has it checked at the last minute, the bag can be identified after arrival, or will help the airline find it if the bag gets lost or delayed.

**Think safe:** Carry-on items that may fall from overhead bins can cause injury during the flight or in the event of an emergency evacuation. Stow heavy items under the seat in front, not overhead. Don't stack items in the overhead storage bin.

If an emergency evacuation is necessary, leave carry-on items on the plane. Remember, be safety conscious when stowing your carry-on items.

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## Self-driving bus successfully tested in Seoul Korea



KT Corporation successfully tested a self-driving bus at South Korea's largest international airport, the latest showcase of its autonomous vehicle technology and innovation.

At Seoul's Incheon International Airport (IIA) on November 11, KT's driverless bus covered 2.2 kilometers at a speed of 30 kilometers per hour outside the airport's Terminal 1. The self-driving vehicle slowed down at traffic signals and changed lanes to avoid obstacles. Airport employees and officials from the Ministry of Land, Infrastructure and Transport watched the

demonstration.

The Korean telecom leader signed an agreement with the Incheon International Airport Corporation to develop a new intelligent airport based on information and communications technology (ICT). The two partners plan to expand cooperation into the areas of fifth-generation (5G) mobile networks, artificial intelligence (AI), big data and Internet of Things (IoT).

To become a global leader in autonomous vehicle technology, KT is developing the 5GaVP (5G as a Vehicle Platform), a commercial self-driving platform using its innovative 5G technology. KT's 5G technology was demonstrated as the world's first pilot network service during the Pyeongchang Winter Olympic Games in February this year.

KT has also developed GiGA Drive IVI, a smart, voice-recognizing platform for connected cars. IVI, or in-vehicle infotainment, is a system that combines information and entertainment for drivers and passengers.

KT's IVI platform provides diverse information from directions to traffic conditions. Destinations can be set automatically by linking the vehicle with a mobile device. It includes an Advanced Driver Assistance System (ADAS), which alerts the driver to danger and uses next-generation intelligent transport system technologies to visualize driving information.



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## Promising therapy for cancer at Stanford

By Erin Allday/San Francisco Chronicle

A new therapy developed at Stanford University that arms the body's immune system to fight stubborn tumors appears to be safe and may be a life-saving alternative for people with a type of blood cancer that has been resistant to more traditional treatments like chemotherapy. The immunotherapy was tested on just 22 patients with non-Hodgkin's lymphoma in an early test of safety, results of which were to be published Thursday in the *New England Journal of Medicine*. All of the patients had failed at least two previous attempts at treatment and were facing a poor prognosis. For some, their life expectancy was about six months.

Half of the patients had a positive response to the immunotherapy, meaning they experienced remission or some shrinkage in their tumors. Eight patients went into full remission. One person had to stop the therapy after developing a serious bleeding disorder, but there were otherwise no major side effects. "To have something to offer our patients who had nothing else, especially if it's well tolerated, is very gratifying," said Dr. Ranjana Advani, who ran the clinical trial at Stanford. "Patients are quite happy being on it."

Immunotherapy as a new form of cancer treatment has surged in popularity in recent years as scientists have figured out how to harness the immune system to target tumors that previously had evaded the body's natural disease-fighting arsenal. The therapy generally works by making cancer cells easier targets for the immune system, or, conversely, by arming immune cells with more refined cancer-killing skills.

The Stanford therapy revolves around a protein called CD47 that was discovered eight years ago by Dr. Irving Weissman, director of the Stanford Institute for Stem Cell Biology and Regenerative Medicine. The protein, which is found on the surface of many cancer cells, emits a kind of "don't eat me" signal to the immune system. Weissman's team then developed an antibody that blocks the protein's signal. In turn, a type of immune cell called a macrophage — known for engulfing foreign material like a biological vacuum cleaner — devours the cancer cells. The new antibody is given in combination with another antibody called rituximab that amps up the "eat me" signals. "In the simplest terms, it's like taking the foot off the brake and activating the gas pedal at the same time," Advani said. Much more testing is needed before the therapy is potentially approved for widespread use; a more advanced clinical trial is under way, scientists said.

"The results do look really positive, because it's a group of patients who had a lot of prior treatments," said Dr. Babis Andreadis, a UCSF associate professor who specializes in treating lymphoma. "But it's a small number of patients. It's promising, for sure, but we need more to prove if it's going to be of clinical benefit."

The therapy was funded in large part by the California Institute for Regenerative Medicine, the state stem cell agency, during early development stages. CIRM and the developing science of stem cell therapy were explored in a series of Chronicle stories earlier this year.

The clinical trial was funded by the Leukemia and Lymphoma Society and by Forty Seven Inc., a company founded by Weissman that has licensed the patent from Stanford to produce the anti-CD47 antibody.

Forty Seven Inc. has six clinical trials using the same antibody for a variety of cancers, including colon cancer and a form of leukemia.

"The whole field is kind of blossoming, the whole area of immunotherapy," said Abba Creasey, vice president for therapeutics at the California Institute for Regenerative Medicine. "Forty Seven made a bet on CD47, and that has worked out well for them. But the whole area is really exciting right now. And it's not just demonstrating value scientifically, but also value to patients. That's what really matters."

# Medicare.gov

## Finding Medicare forms

Searching for a Medicare form to file a claim, request an appeal, or for Medicare to give someone access to your personal health information?

To get the Medicare form you need, visit [Medicare.gov](https://www.Medicare.gov) and find the situation that applies to you.

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## CVS Pharmacies changes CASH pricing

From a RUPA member, Capt. Whit Simpson

CVS Pharmacies nationwide have changed the way we are charged, and pay for, drugs that are NOT covered by our CVS insurance like USTELL. (Invoice attached)

Under the NEW CVS policy, we now pay what is shown on the website, GoodRx.com, under “CVS Pharmacy”, NOT their “list price” at the pharmacy counter. The website is very easy to use, and they honor the GoodRx price immediately at the point of sale (POS).

I have attached an example of my wife’s medication, USTELL, which is NOT covered by the UAL insurance policy with CVS. The Pharmacy counter price was \$380 for a 90-day supply. The GoodRx price shown under “CVS Pharmacy” was \$130 for the same script, and was matched immediately by the CVS Pharmacy.

I hope this information helps other retirees having to pay full cash price for “uncovered drugs” prescribed by their doctors. *Whit Simpson*, Class of 2002

Comment from President Bob Engelman

I’ve used GoodRx.com coupons at CVS, Costco and Walmart, which are all close to my house. Even meds that are covered by our CVS/Caremark plan aren’t always cheaper than GoodRx, so it’s always a good idea to check.

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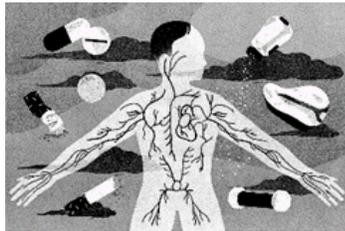
## A National Goal: Prevent a Million Heart Attacks and Strokes by 2022

By Jane Brody/The New York Times

There is already a well-established path to countering cardiovascular disease. All it really requires is the will of individuals and society to follow it.

Attention all Americans: Too many are at risk of succumbing before your time to the nation’s leading killer, cardiovascular disease. Translation: heart attacks and strokes. After a decades-long drop, the cardiovascular death rate has all but stalled and, frighteningly, has even reversed in a young group of people — adults aged 35 to 64, among whom deaths from heart disease are now rising.

Accordingly, the ambitious national has been a steady decline in blood pressure and medical profession, communities million heart



Centers for Disease Control and Prevention has started an effort — Million Hearts 2022 — to revive what had long downturn in the cardiovascular death rate fostered largely by smoking and better detection and treatment of elevated cholesterol. With your cooperation and the support of the insurance companies, government agencies and throughout the country, the agency hopes to prevent a attacks and strokes by the year 2022. Achieving this goal

does not require any new drugs, surgeries or discoveries. It is not rocket science. There is already a well-established path to countering cardiovascular disease. All it really requires is the will of individuals and society to follow it. While this effort may initially involve some additional dollars to bring cardiovascular risk factors under control in more people, in the end the savings could be astronomical.

As the centers’ experts estimated last year, if 2016 trends remain constant through 2021, an estimated 16.3 million potentially preventable life-threatening or fatal events, or 3.3 million a year, are projected to occur, including 2.2 million emergency department visits, 2.2 million deaths and 11.8 million hospitalizations, at a projected cost of \$170 billion. A third of these preventable events are likely to afflict people aged 35 to 64, these experts, Dr. Janet S. Wright, Hilary K. Wall and Matthew D. Ritchey, calculated.

“A lot of the plateau stems from the epidemics of obesity and diabetes that have come home to roost,” said Dr. Ritchey, a senior scientist in the centers’ division of heart disease and stroke prevention. “This is especially so among adults aged 35 to 64, for whom heart disease and stroke mortality is rising. It’s very concerning. Many are people with young children and aging parents to care for.” The experts are not calling for a revolution. “Small, sustained changes over time can have a big impact on individuals and on the country,” Dr. Ritchey said.

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He and his colleagues cited 213 million opportunities to improve cardiovascular risk among Americans by addressing behaviors that are currently standing in the way of progress:

- 71 million people are physically inactive, participating in no leisure-time exercise.
- 54 million people are still smoking combustible tobacco products.
- 40 million adults have uncontrolled high blood pressure.
- 39 million with high cholesterol are not using medication to lower it.
- 9 million people for whom a daily baby aspirin is appropriate are not taking it.

In other words, “millions of Americans have cardiovascular risk factors that place them at increased risk of having a cardiovascular event, despite the existence of proven strategies for preventing or managing” those risks, Ms. Wall and co-authors wrote.

The as-yet unstoppable epidemic of obesity is most likely the leading cause of preventable cardiovascular disease and deaths. Excess weight can result in high blood pressure, high cholesterol levels, Type 2 diabetes and a reluctance to be physically active, all of which contribute to cardiovascular risk. So if you do nothing else, make a concerted effort to shed excess pounds and keep them off. Losing just 10 percent of body weight can have a major impact on your health.

If your cholesterol level is too high and dietary changes like eating less red meat and more seafood, fruits and vegetables and choosing heart-healthy fats are not enough to bring it down, talk to your doctor about cholesterol-lowering medication like a statin. If prescribed, take it and continue to take it indefinitely. Currently, two patients in five discontinue the drug within three months, and within six months only slightly more than half still take it.

Despite decades of nationwide efforts to get high blood pressure properly diagnosed and treated, Dr. Ritchey said this all-too-common contributor to cardiovascular disease often escapes medical surveillance. “Patients come for a regular doctor visit, but their elevated blood pressure is not formally diagnosed and therefore not treated. It’s a preventable risk factor hiding in plain sight,” he said.

One of the simplest steps people could take on their own to prevent and treat high blood pressure is to lower their sodium intake. Salt is the leading dietary source of sodium, which can raise blood pressure to dangerous levels in millions of people. In the most recent national survey of American diets, the average daily sodium intake for young adults was 3,809 milligrams a day. Yet only 2,500 milligrams is considered suitable for a healthy person, and a maximum of 1,500 milligrams is recommended for those who already have high blood pressure.

Avoid foods that are always high in salt, like smoked fish, processed meats, cured olives and salted snacks. Learn to read labels on packaged foods — they must list sodium levels per serving — and ask to have salt withheld when ordering food to take out or eat in.

More can be done through environmental and workplace curbs to further reduce smoking. Doctors are often reluctant to ask patients about smoking, and patients may not admit that they smoke or how much they smoke, so measures to foster cessation are never prescribed.

Encouraging physical activity can provide myriad health benefits by helping people control their weight, blood pressure and cholesterol and even smoking. The urban exodus of the last half-century has fostered dependence on motorized vehicles and a commensurate decline in daily exercise. Americans are not likely to start walking miles to go grocery shopping, but many more could purposely build activity into their daily lives. Just 10-minute bouts of activity three times a day can improve cardiovascular health. Communities can create safe areas in which to walk and cycle and host events to encourage such activities.

Finally, if you are a candidate for a daily baby aspirin (healthy people over 75 are not considered candidates), take it. This very cheap over-the-counter medication, which can also reduce the risk of cancer of the colon and rectum, is recommended for adults aged 50 to 59 who have a 10 percent or greater 10-year risk of cardiovascular disease, a life expectancy of at least 10 years and no increased risk of bleeding, as well as those who already had a heart attack or stroke.



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## Appendix removal is linked to lower risk of Parkinson's

By Luran Neergaard/AP Medical Writer



Scientists have found a new clue that Parkinson's disease may get its start not in the brain but in the gut — maybe in the appendix. People who had their appendix removed early in life had a lower risk of getting the tremor-inducing brain disease decades later, researchers reported Wednesday.

Why? A peek at surgically removed appendix tissue shows this tiny organ, often considered useless, seems to be a storage depot for an abnormal protein — one that, if it somehow makes its way into the brain, becomes a hallmark of Parkinson's.

The big surprise, according to studies published in the journal *Science Translational Medicine*: Lots of people may harbor clumps of that worrisome protein in their appendix — young and old, people with healthy brains and those with Parkinson's.

But don't look for a surgeon just yet. "We're not saying to go out and get an appendectomy," stressed Viviane Labrie of Michigan's Van Andel Research Institute, a neuroscientist and geneticist who led the research team. After all, there are plenty of people who have no appendix yet still develop Parkinson's. And plenty of others harbor the culprit protein but never get sick, according to her research.

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## Should You Have Knee Replacement Surgery?

By Jane E. Brody/The New York Times



Some experts question whether the surgery is being done too often or too soon on patients who have not adequately explored less invasive approaches.

For the vast majority of patients with debilitating knee pain, joint replacement surgery is considered an "elective" procedure. While it's true that one's life doesn't depend on it, what about quality of life? Many people hobbling about on painful knees would hardly regard the surgery as optional. Consider, for example, two people I know: a 56-year-old man passionate about tennis who can no longer run for a bus, let alone on the court, and a 67-year-old otherwise

healthy woman with bone-on-bone arthritis who can't walk without a cane or stand for more than a few minutes. They have reason to think it may be time to replace their worn-out knees with artificial ones, an operation that is now among the most frequently performed costly medical procedures in the United States. But some leading medical economists are asking whether this surgery is being done too often or too soon on patients who have not adequately explored less invasive approaches to relieve their pain and improve their mobility.

I certainly had done due diligence before opting to have both knees replaced 14 years ago at age 63. I had wanted to wait longer, given that the life expectancy of artificial knees was then 10 to 15 years, and I would have liked Medicare to help foot the bill. I had no weight to lose and had done months of physical therapy that made me stronger but not better. I tried gel injections to no effect, and was living on anti-inflammatory drugs just to get through the day. Finally, I was no longer willing to sacrifice many necessary and pleasurable activities, like walking to a store or visiting a museum. I couldn't even stand up during intermission in the theater without searing pain.

To me, knee replacement surgery was a no-brainer. And I've had no regrets, even though I can't kneel with comfort or bend my artificial knees as much as natural ones allowed me to do. But I can walk for miles, climb stairs easily, hike, cycle and swim. And I am happy, after more than six decades with increasingly bowed legs, to be walking on straight ones.

Still, all knee replacements are not equally successful, and some patients are no better off than they were before surgery. In addition, there's been a steep increase in the rate of total knee replacements in younger people, raising the likelihood that years later they will need repeat procedures that are often more complicated and less beneficial.

To be sure, some surgeons advise younger patients to put off replacement surgery as long as possible because those with a life expectancy of 15 years have a much better chance of avoiding a future operation than those expected to live another 30 years, Dr. Robert H. Shmerling, rheumatologist at Beth Israel

Deaconess Medical Center and Harvard Medical School, has reported. Among nearly 55,000 people who had a knee replacement, he noted, 10.3 percent needed revision surgery within 20 years, although the longevity of current knee replacements is likely to be greater thanks to better prosthetic materials and surgical techniques.

About 12 percent of adults in the United States have painful arthritic knees that limit mobility, and each year more than 640,000 have them replaced with artificial joints at a cost well in excess of \$10 billion a year. The annual rate of total knee replacements doubled between 2000 and 2015, especially among people aged 45 to 64, many with significantly less severe symptoms than I had.

Now a growing number of experts are asking if all these operations are really necessary, especially those done at younger ages. Are all prospective patients giving lesser remedies a fair trial? How many knee replacements result from unrealistic patient expectations or the subtle influence of monetary gain among surgeons who perform them?

One recent study conducted by Daniel L. Riddle, a physical therapist at Virginia Commonwealth University, and two medical colleagues, for example, examined information from 205 patients who underwent total knee replacements. Fewer than half — 44 percent — fulfilled the criteria for “appropriate,” and 34.3 percent were considered “inappropriate,” with the rest classified as “inconclusive.”

Although patients with less severe pain and loss of function may still benefit from replacement surgery, the researchers suggested that their gains are likely to be smaller. “What this study does show is that the cost associated with these small changes is very high,” Dr. Riddle said. “People who are on the very severe end of the spectrum of pain and functional loss have a lot more gain to make.”

In a multicenter study reported last year of 4,498 people with arthritic knees and a second study of 2,907 people with arthritis, improvements in the quality of patients’ lives following knee replacement surgery were less than had been previously reported. Dr. Bart Ferket of the Icahn School of Medicine at Mount Sinai in New York and co-authors stated that those with the worst functional status initially had the most to gain from surgery and made the operation economically more justifiable. “The key issue is selecting those patients most likely to benefit from surgery,” Dr. Ferket said in an interview. “At the moment, this is not optimal. Up to 20 percent of patients are not satisfied with the outcome of surgery.”

Dr. Steven Teutsch of the U.C.L.A. Center for Health Advancement said it’s important for “patients to have a clear understanding of the benefits and harms of knee replacement surgery because recovery from it is no picnic. A significant number of these procedures can be avoided or delayed.” Still, he added in an interview, “this is an elective procedure that can be extremely valuable in the right person at the right time.”

A detailed discussion with the doctor should precede a decision about surgery, “and the decision should be a shared one,” Dr. Teutsch said.

So what should be tried before deciding to go under the knife? Most important are weight loss (if needed) to reduce stress on arthritic knees and exercises or physical therapy to strengthen the muscles that support these vulnerable joints and improve range of motion. One or more injections of a gel of hyaluronic acid directly into the knee joint to lubricate it can relieve pain in some patients for up to six months. Or injections of corticosteroids, which reduce inflammation, can provide more immediate relief, although these injections cannot be repeated too often lest they further damage the joint.

## PICKLES | Brian Crane



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# The Chemical Payoff of a Belly Laugh with Friends

By Gretchen Reynolds-The New York Times

Is laughter a kind of exercise? That offbeat question is at the heart of a new study of laughing and pain that emphasizes how unexpectedly entwined our bodies and emotions can be.

For the study, published in 2012 in Proceedings of the Royal Society B, researchers at Oxford University recruited a large group of undergraduate men and women and set out to make them laugh.

Most of us probably think of laughter as a response to something funny - as, in effect, an emotion.

But laughter is fundamentally a physical action. "Laughter involves the repeated, forceful exhalation of breath from the lungs," said Robin Dunbar, a professor of evolutionary psychology at Oxford, who led the study. "The muscles of the diaphragm have to work very hard." We've all heard the phrase "laugh until it hurts," he points out. That pain isn't metaphoric; prolonged laughing can be painful and exhausting. Rather like a difficult workout. But does laughter elicit a physiological response similar to that of exercise and, if so, what might that reveal about the nature of exertion?

To find out, Dr. Dunbar and his colleagues had their volunteers watch, both alone and as part of a group, a series of short videos that were either comic or dryly factual documentaries. But first, the volunteers submitted to a test of their pain threshold, as determined by how long they could tolerate a tightening blood pressure cuff or a frozen cooling sleeve.

The decision to introduce pain into this otherwise fun-loving study stems from one of the better-established effects of strenuous exercise: that it causes the body to release endorphins, or natural opiates. Endorphins are known "to play a crucial role in the management of pain," the study authors write and, like other opiates, to induce a feeling of euphoric calm and well-being (they are believed to play a role in "runner's high").

It's difficult to study endorphin production directly, however, since much of the action takes place within the working brain and requires a lumbar puncture to monitor. That is not a procedure volunteers willingly undergo, particularly in a study about laughing. Instead, Dr. Dunbar and his colleagues turned to pain thresholds, an indirect but generally accepted marker of endorphin production. If someone's pain threshold rises, he or she is presumed to be awash in the natural analgesics. And in Dr. Dunbar's experiments, pain thresholds did go up after people watched the funny videos, but not after they viewed the documentaries.

The only difference between the two experiences was that in one, people laughed, a physical reaction that the scientists quantified with audio monitors. They could hear their volunteers belly-laughing. Their abdominal muscles were contracting. Their endorphin levels were increasing in response, and their pain thresholds and general sense of enjoyment were on the rise.

In other words, it was the physical act of laughing, the contracting of muscles and resulting biochemical reactions that prompted, at least in part, the pleasure of watching the comedy. Or, as Dr. Dunbar and his colleagues write, "the sense of heightened affect in this context probably derives from the way laughter triggers endorphin uptake."

Why the interplay of endorphins and laughing should be of interest to those of us who exercise may not be immediately obvious. But as Dr. Dunbar points out, what happens during one type of physical exertion probably happens in others. Laughter is an infectious activity. In this study, people laughed more readily and lustily when they watched the comic videos as a group than when they watched them individually, and their pain thresholds, concomitantly, rose higher after group viewing.

Something similar may happen when people exercise together, Dr. Dunbar says. In an experiment from 2009, he and his colleagues studied a group of elite Oxford rowers, asking them to work out either on isolated rowing machines or on a machine that simulated full, synchronized crew rowing. In that case, the rowers were exerting themselves as a united group.

After they exercised together, their pain thresholds - and presumably their endorphin levels - were significantly higher than at the start, but also higher than when they rowed alone.

"We don't know why synchrony has this effect, but it seems very strong," Dr. Dunbar said.

So if you typically run or bike alone, perhaps consider finding a partner. Your endorphin response might rise and, at least theoretically, render that unpleasant final hill a bit less daunting. Or if you prefer exercising alone, perhaps occasionally entertain yourself with a good joke.

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But don't expect forced laughter to lend you an edge. "Polite titters do not involve the repeated, uninhibited series of exhalations" that are needed to "drive the endorphin effect," Dr. Dunbar said.

With laughter, as with exercise, it seems, there really is no gain without some element of pain.

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## How some antacids could do you harm

By Victoria Coffiver



For acid indigestion, millions of Americans find relief in the antacids they keep in their medicine cabinets. But a Kaiser Permanente study released Tuesday provides a new reason to feel heartburn.

Kaiser researchers have linked long-term use of a popular type of antacid medication to vitamin B-12 deficiency, a condition that when left untreated can increase the risk of dementia, nerve damage, anemia and other potentially serious medical problems. The study, the first large-scale look at indigestion relief medication, was published in the *Journal of the American Medical Association*. It found study participants who took a class of drugs known as proton pump inhibitors - sold under brand names such as Prilosec, Prevacid and Nexium - for more than two years had a 65 percent increased risk of B-12 deficiency.

**Prescription and OTC:** "It's not that people should stop the medication," said Dr. Douglas Corley, a Kaiser gastroenterologist and the senior researcher on the study. "It raises the question of whether they should check with their physician to be screened for this vitamin deficiency." Proton pump inhibitors are among the most commonly prescribed medications in the United States, accounting for more than 100 million prescriptions a year and about \$14 billion in sales. While many are available by prescription only, some of these drugs, including Prilosec and Prevacid, are sold over the counter at lower doses. The drugs, which became popular in the 1990s, are commonly used to treat heartburn, stomach acid reflux disease and gastric ulcers. They are typically recommended for short-term use - up to eight weeks - but some people take the drugs for years. Alfred Dobrow, 64, a retired ophthalmologist, has taken these antacid medications, mainly Prilosec, for 15 years to treat his acid reflux, a problem that affects as many as 4 in 10 Americans. He said the new class of drug changed his life because antacids like Roloids and Tums didn't work. The San Francisco resident said he's not seriously worried about developing B-12 deficiency because he takes a multivitamin with more than the recommended dose of B-12. But he's concerned about the widespread use of the drugs, especially among people who are not being monitored by a physician.

**Acid suppressant:** "Now you can go to Costco and get a barrelful of them for almost nothing," he said. The widespread access may falsely reassure people that the drugs are completely benign, he added. In fact, the acid suppressants have been linked, in past research to increased risk in food-borne infections and bone fractures because these drugs make it difficult to absorb certain nutrients, Corley said. Unlike chewable antacids like Turns, which work to neutralize stomach acid after it has already formed, these drugs go after the source. They shut down the cells in the stomach responsible for producing acid so they can no longer do their job. "But the same cell that makes stomach acid also makes a little protein that helps vitamin B-12 be absorbed," said Corley, explaining how vitamin B-12 would be considered an unintentional casualty in the process. While a few smaller studies on older patients demonstrated the B-12 connection, the Kaiser researchers reviewed the records of nearly 26,000 adult patients diagnosed with vitamin B-12 deficiency at Kaiser hospitals in Northern California between January 1997 and June 2011. They compared those records with those of about 184,200 patients without the deficiency and found B-12 deficiency significantly more common in patients who took the acid-suppressing medications for at least two years. Twelve percent of the patients who took the drugs were vita-min-deficient, compared with 7.2 percent of the patients who didn't. Several manufacturers of the drugs did not respond to requests to comment or declined to comment on the study.

**Talk to doctor:** Dr. Keith Obstein, a gastroenterologist at Vanderbilt University Medical Center in Nashville and a committee member of the American College of Gastroenterology, said the study gives physicians another potential side effect to discuss with their patients. Obstein said he routinely checks his patients' B-12 levels, and he said doctors generally try to limit the length and dose of the drugs. But some patients need to be on them long term. "Without it, they have horrible symptoms that really affect their daily lives," he said. "If this medication can help them have a more manageable and a better quality of life, then it's worthwhile."

*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

**LOU DAHARB**—Longmont, CO

My wife, Peggy, and I have had another wonderful year of travel and of our family getting together. Our three sons and families all live in the local area. We are involved in our local church, two Bible studies and Rotary. Our travels and interests take us to Dixieland Jazz Festivals in Fresno, CA, Olympia, WA, Evergreen, CO and Chandler, AZ. Our oldest granddaughter is working in India and we were able to visit her last February. An interesting country with an early history of wealth and religions. In July we took the inland passage cruise up the southern coast of Alaska. We celebrated our 60<sup>th</sup> wedding anniversary in August. I also had Mohs surgery in August on my right lower eyelid followed by plastic surgery the next day. Thankfully it has healed nicely.

Enclosing my check with some extra to be used where needed. Once again thanks to all who are involved with publishing the outstanding *RUPANEWS*.

John, the “Denver Good Ol’ Pilots” are a great group of our retired pilots, but their meeting location in Aurora, CO is not too convenient for those of us who live north of Denver. Because of their meeting location, I have never taken the opportunity to attend. If there are any retired United pilots in the area north of Denver who would be interested in getting together, have them contact me at (lou\_daharb@comcast.net) and I will work with them to get something started.

Thanks again, *Lou*

**NEIL DAHLSTROM**—Danville, CA

**MY EJECTION:** To get checked out as an instructor in Squadron VT-21, you had to go thru a modified student syllabus to learn what to teach. On Friday July 13, 1962, CDR Bill Blackwood took me up on an instrument training flight. I was flying in the back seat under the bag (can’t see out) when he said, “Let me have the airplane.” He pulled the nose straight up and let the airspeed go to zero. He explained that the previous year, an instructor and student had gotten into an inverted spin for the zero-air-speed maneuver and he had been trying to get into a spin ever since. He wanted to write an article on how to recover. The maneuver had been banned from training since their ejection, so it had not been in the syllabus since. Well, we hit zero airspeed at 26,000 feet and started backing down. The plane

eventually rolled off to one side then suddenly flipped on its back and went into an inverted spin, coming down like a rock. The controls do not respond because there is no airflow over the surface front to back. He was working to gain control, but at 18,000 feet I said, “I don’t think we are going to make it.” He agreed, and I said, “I’m out of here when we reach 10,000.” At 10,000 feet I reached up and pulled the ejection handle down over my face and nothing happened. The force of the spin was so intense it pulled my arms to the side and my right eye was uncovered. I repositioned the curtain and pulled again. This time the seat fired, and I felt as if I was in a tornado. When I awakened I was floating quietly toward earth, in a beautiful, peaceful morning. I could hear birds chirping down below. I spotted a smoking black hole in the ground, and the end of a great airplane. I spotted Bill coming down in his parachute about a quarter of a mile away and lower than me. I checked my chute and lines, and everything was OK. I checked myself out and found several cuts on my legs and hands. My ring finger knuckle was protruding from the skin, and strangely, very little blood. My knuckle bones were the whitest white I’d ever seen. On this particular type of aircraft, we eject thru the canopy to lessen the complications, shattering it, therefore the cuts. Navy chutes are small, only 24 feet, made for water landing, therefore leading to hard landings. The chutes we were using then were less than half the size of today’s recreational chutes. When I hit that hard Texas sunbaked ground, I actually bounced thru a full flip and had a few seconds to gather my senses and analyze my condition. I released my chute, removed my helmet and went searching for Bill. He couldn’t move his legs so, at his direction, I made him comfortable and discussed our next move. About that time, a man came thru the sagebrush/cactus and said he heard the crash and looked up and saw our chutes. He didn’t have a telephone, but he had a pickup and said he would take me to town. Soon, however a Navy helicopter appeared and rescued us. We dropped Bill off at NAS Corpus Christi at the Navy Hospital and took me back to Kingsville to our Navy clinic. The flight surgeon said he didn’t think I’d ever be able to bend that finger again. He was wrong; I have had no problem, ever. My back was traumatized and still is. Bill’s back was broken, and he is a paraplegic. I visited him at the Navy Hospital in San Diego, where he is retired and still lives. I think I fared better than Bill because of our body types and age. I’m short and stocky, Bill was tall and lean. I was 25 and Bill was 40, and about to retire in 6 months. He later rebuilt the controls on his light airplane so

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he could fly without using his feet. He founded the California Crippled Pilots Association. Bill was a sailor aboard the USS California at the time of the Pearl Harbor attack on December 7, 1941. This inspired him to become a Naval Aviator. He is quite a guy.

Still attending all the "East Bay Ruparians" luncheons with a great group of Guys and Gals. Join us on the 2nd Wednesday 1:00 PM at the Primavera, San Ramon, CA.

*Neil & Tammy*, Mostly SFO '64-'97

**CORT DE PEYSTER**—Reno, NV

12 years gone from UAL and all is well. Health remains robust enough to continue the lifetime addiction to aviating. Still blessed to be gainfully employed flying a small corporate jet for XOJET, in spite of a proposed rule change by special interests to limit corporate 135 flying beyond age 70.

So excited for our son Brooks who got married last month (November) to a lovely lady from Seattle where they both reside. He is a lawyer and she is a high school Spanish teacher. Daughter Alexandra is also living in Seattle and is a school teacher as well. I'm one very lucky dad to have such amazing kids and excited to welcome our new daughter-in-law, Jocelyn to our family!

No big trips abroad this past year. Just some quality time in the San Juan Islands of Northern Washington with Nancy all summer, visiting our kids in Seattle, interlaced with RUPA PNW Flyers events, doing some pro bono Warbird flying for the Col-lings foundation and the CAF.

Thoroughly enjoy every page of *RUPANEWS* especially the yearly missives from former colleagues and RUPA group lunches. These are what really bind us together. Most hopeful that whomever replaces Cleve as editor can continue to produce and edit this amazing publication in such fine fashion.

Till next year, all the best to old friends and former colleagues for a great 2019.

*Cort*, DCA, ORD, SFO 1968-2006

**ALEX DUNN**—Kirkland, WA

Greetings. As best I can recall it has been fourteen years since I last wrote one of these. A lot has happened since then but mostly more of the same. We are both well and continue to do our thing except for going to too many funerals.

I had prostate cancer surgery fourteen years ago and had a melanoma removed from my forehead three years ago. The melanoma surgery resulted in a slight facelift as I now have fewer wrinkles on my

forehead! Overall, we have been lucky health wise.

We try to make a major trip once a year and just spent a month in Europe. We flew to Amsterdam and spent six days there as Marilyn has a niece who is currently working there. More on Amsterdam later. We then flew to Stockholm and boarded a two-week Viking cruise around the Baltic, ending in Bergen, Norway. From there we took the train to Oslo and spent a few days before flying home. While in Oslo I rented a car and drove about two hours northwest to the village my mother's family came from.

During the late fifties I flew PBY's in the Canadian Arctic. As there were few airports it was an ideal airplane for the work we did during the short summer. A typical flight would be to take off from a hard surface airport and fly 700 or more miles to a lake or ocean bay with no name to drop off a geologist and his helpers, then come back for them in six weeks. Fuel wasn't available at a location like this, but we could carry 20 hours fuel, so we could return to our departure point. There were no nav aids and the magnetic compass was unreliable due to the proximity of the north magnetic pole. As a result, we used an astro compass to take sun shots to determine heading. I was just starting my flying career and thought I knew something about flying, but found I had to learn seamanship as well. It was interesting, and I enjoyed it. Also, I might add that no matter how far north or isolated we were one could always look up on a clear day and see a B-47 contrail overhead.

I flew six different PBY's in the Arctic and new nothing of the history of any of these planes. A couple of years ago I found a gentleman in England who had extensive information on PBY's. It turns out there are only 19 in flying condition in the world. Many were lost in water accidents or to salt water corrosion. Of the six I flew five were lost in accidents after being sold to private operators. Most of them in open sea landings or take offs. The only one still flying is in a museum near Amsterdam so I contacted these people and went to see the plane while on the above trip. They asked many questions about the Arctic operations as they had no info on this phase. They did however have the US Navy records from WWII. It turns out this plane was based in Reykjavik, Iceland and flew ASW support for the North Atlantic convoys. She sank three German Uboats and damaged another. Pretty darn good!

I did fly the CAF PBY-6A one summer after retiring, but the following winter it was found to be too badly corroded and was also withdrawn from ser-

vice. I do a little flying in various airplanes but would prefer something a little more complex that I don't have to pay for. A PBY would be great, but I didn't win the recent lottery. Not many are interested in an 80 year old pilot even if he has a class one medical.

I see some of the other UAL retirees in the Seattle area and meet regularly with some US Navy pilot friends from the Korean War era. I had a Cessna 140 that I flew to the Atlantic and back in 2016 and up to the Arctic Ocean in 2017, then sold it and joined a flying club with a good 172. Speaking of the Arctic Ocean all the ice was gone. I'm not qualified to say the cause but there is clearly global warming in the polar zones and would probably be more accepted in middle latitudes if it had been called global climate change.

I would like to thank those who put the *RUPANEWS* together and do a great job of it.

Happy Holidays to all! *Alex*  
Mostly ORD, SFO and SEA

**MEL FENNEL**—Kaleva, MI

Thanks for the great job you guys do on the *RUPANEWS*. I Look forward to the next issue each month.

There aren't many of us old timers up here in Northern Mich. (Traverse City area) and the magazine is about the only connection I have with the airline. I especially enjoyed the story about Mack Connelley in WWII. We flew together a lot, and even went steelhead fishing in Alaska together where I shot a charging bull moose about to stomp us both into the Situk river –But that's another story. Happy trails, *Mel* UAL 1965-1999

**WALT FINK**—Woodstock, IL

Hi, Cleve: It was a coincidence reading Kenny Danielson's letter and his quote about the "great captains of the air", from aviatrix Beryl Markham's book. I just finished a model for Kalmbach Publishing of the somewhat-obscure Percival Vega Gull which Markham flew to become the first person to cross the Atlantic east-to-west solo.

Markham almost ended up in The Pond. Adverse weather including icing, low ceilings, and unfavorable winds plagued her crossing attempt and, instead of a planned landing at Floyd Bennett Field in New York, she was pretty close to having to ditch the Gull. At virtually the last minute, land came into view: the coastal plain of Cape Breton Island, Nova Scotia. Markham intended to put the bird down easily, but the de Havilland Gipsy engine, already intermittently cutting in and out from fuel starva-

tion, finally went silent and she landed in a peat bog. The soft surface and a chance encounter with a big rock caused the aircraft to nose up, Markham suffering a gash to her forehead.



Even though she was a little short of her planned destination and didn't get an evening out on the Great White Way, she did make the crossing successfully to become the first to do it and did get her hero's welcome in New York the next day.

Big thanks for your RUPA work, Cleve---we're grateful. *Walt*, (ORD 1967 – 2000)

**RICHARD GOUDEY**—Port Orange, FL

The recent news about bombs has brought back memories of the night I returned to LGA as a 727 F/O, December 22, 1975.

Our passengers had all deplaned and the lone agent said to me as I passed by, "something terrible has just happened." Walking up the concourse I noticed hardly anyone was there....strange. Took the elevator to the Flight Office and when entering the crew desk man stated, "this whole building just shook!" As I placed my flight bag in the rack a faint whiff of smoke caught my attention. Time to head for the parking lot.

I thought not to use the elevator, so I decided to walk down the hall to the main staircase in the center of the terminal. As I descended to the first floor the odor of smoke increased but visibility was good. Looking over to the TWA baggage carousels I was shocked to see the ceilings were down in the entire area...All the glass windows between the sidewalk and the building were blown out onto the street.... There was glass all over. A man staggered past me as I stood spellbound by the sight around me. He said, and I'll never forget his words, "there's a woman's head on the radiator." I backed out of the door my eyes fixed on the damage to the terminal. The fire trucks were just arriving and for some reason

were backing up in the street. I needed to cross to the employee bus stop. The bus appeared after a few minutes and I was off to the parking lot, admittedly a bit shaken with what I had seen.

I googled this incident to refresh my memory of the dates, etc. One article says it was 25 sticks of dynamite in a baggage locker in the TWA baggage area...the shrapnel caused 11 fatalities and 75 injured. It took the fire department an hour to put out the fire although I did not see any flames. It blew a 15-foot hole in the floor under the TWA ticket counter on the floor above, 8 inch thick reinforced concrete. I have a great respect for explosives. *Richard*

**H. DAVID HARRIS**—Crystal Lake, IL.

Hello to all my United RUPA friends. This past year (Sept. 2017-Sept. 2018) finds both Kathy and I reasonably healthy, read no life-threatening areas of concern just normal advancing age crap.

In February we were looking around to buy a car for our granddaughter here in Illinois when I stumbled upon a pristine 2009 VW Beetle convertible in Arizona. We purchased a reasonable Chevy Cobalt for my granddaughter who was home from the University of Iowa. I then proceeded to convince my wife that we should buy the Arizona VW for ourselves and use it as an excuse to spend some time out West during the Chicago winter. We had a blast driving the convertible around Arizona and later had it shipped back to Crystal Lake where we enjoyed it this summer.

In May we did our annual Indy 500 ritual in our motorhome with two grandsons. Used the motorhome for the last time in July at the Road America, Elkhart Lake, Wisconsin Indy car race and sold it in August. Sad about that, but it was beginning to be more work and expense than pleasure. Speaking of sad, we lost our dear friend, neighbor and retired United DC-10 Captain Richard (Dick) Emery in July, he will be greatly missed.

Just returned from a 10-day Globus New England Fall tour. It was fabulous, we hit the fall color right. Loved the lobster in Bar Harbor Maine, White and Green Mountains, Norman Rockwell museum and the Newport RI mansions and waterfront. They built those mansions when the US did not have income tax, after the tax code was revised and they had to pay taxes most were sold at great losses or left in disrepair. Speaking of real estate we will try again to sell our beautiful but too large home and downsize in 2019.

United retirees still meet Wednesday mornings at Andy's in Crystal Lake. The start time is supposed

to be 8:00 AM but if you show up at 8 there may not be room at the table; I swear some of those guys must sleep in their cars to be first in the door when Andy's opens. Walt Fink & Co. do a great job of scheduling our RUPA get-togethers every 3 months.

As I write this the stock markets has suffered a week of down days, remember the "Markets can remain irrational longer than you can remain solvent."

Stay healthy, *Dave* ORD-DTW-ORD

**JERRY LAMB DEN**—Castro Valley, CA

You know that you're old when: all your kids are grey headed; most of your grandkids have finished college and the great grandkids start arriving! You know that you're an Old Geezer when in First Class on a UAL 757, everyone but you has some form of high tech device in front of them...and you have a flip cell phone for entertainment.



Two trips this year: Grandson's wedding in Dallas, and trip to DCA for memorial Service at Arlington National cemetery for Captain Ron Sorna USN.

Picture: Father's Day Brunch at Four Seasons Hotel, Dallas, TX.

True Ol' Geezer, *Jer*

**BUCK MANNING**—Tampa, FL

1981 was the year, Antoine's In the Basement (ORD employee's cafeteria) was the place, F/Os Fred Young and Buck Manning were the conspirators. Fred had been playing the market with his proprietary technical indicators, all to great success. Buck had nothing to show for wildcat dry holes, nothing but 5000' post holes. My stock picks were even worse. Fred was in desperate need of a tax shelter, and my need for investment counsel was even more desperate.

Over the next several years, Fred joined me and about seven other UA pilots and managers, whom I won't name here, in drilling several dry-hole wild-

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cats, and a like number of nice little oil wells. I delivered Fred's tax shelters, and he approached Peter Lynch performance with Fidelity Magellan fund.

Since that evening of dining at Antoine's, I have pumped every dime I didn't need into the PDAP at United, and my dear wife's Virginia Manning Trust, all with Fidelity Investments and with Fred Young's unrestricted trading authorization. Some of you retirees may remember Fred's "Young Investment Research", a monthly publication of Fred's tips and quips @ \$150/year. Subscribers could call Fred's voice mail and receive a coded sell or hold signal.

An aside worth remembering, at least to me: in August of 1987, Fred broadcast his mother of all sell signals, simultaneous with Elaine Garzarelli of Shearson Lehman. The market continued to climb through September and into October until Black Monday crash of the 19th. Elaine's picture graced the front page of Time, Fred posted a selfie in Jill's scrap book, in observance of their mastery.

Fred's proprietary indicator(s), which required lots of manual spread sheet scrutiny, blended his choice, the best features of Stochastics, Fibonacci, Bollinger Bands, they're all in his cauldron; meshed so flawlessly that Fred retired early at age 56, so that he could spend more time with Young Investment Research. His target for me was 5 large by age 60, for himself 10 large by same age 60. Sometimes he put me into the same stocks he was trading, but he always played some higher risk issues than mine (mother hen and Capital Preservation?), and he always bought on margin, controlling twice as many lots as mine and twice the gain or loss. I came close to objective in 2005, nine years after 60th birthday and retirement from UAL, and about the same time Fred retired with his lovely eight figure nest egg. When he bailed he took the feather with him....

Virginia and I followed our son, DIL, and GDTR from Chicago-land to Tampa bay, in 2003, and have not yet adapted to heat/humidity. We miss the four seasons, access to Rocky Mountain topography only two days drive from Chicago, and run the AC into late November, resuming in early March. We relish long road trips in our near-new MB S550, which is fast enough and oh...so...comfy for just about anybody. Good enough for Adolph is good enough for me (wink, wink). Got it up to 55 the other day: made me dizzy so I backed'er down. We always get first class seats in the Hitler car, and set our own schedules. All three of us satisfied our global wanderlust with a series of Caesar Hotels Tours. I kissed the ground every time we returned from overseas to O'Hara (that's how the dim bulbs say it).

How do we spend our days? Clipping coupons in the shade: bearer bonds, not Walmart discounts..... I'll close with a few aphorisms which have served me well. From Captain Jim Dees, my patient mentor when both of us were managers at O'Hare: "anytime I have an urge to exercise, I sit down for a few minutes and it goes away." From Fred Young, without whom I'd be shopping Aldi's and driving Fords: "How much is enough? You have enough when you can afford to buy anything you want, and you don't want anything." Let it soak.....again from Fred, "I worked for my money for thirty long years. Now my money works for me." In the bonds of William Patterson, L Buck Manning

**JIM NOBLE**—Park Ridge, IL

Last week I celebrated my 89th birthday and in September, Jan & I celebrated our 68th wedding anniversary.

We are both very lucky to be in good health. Over the years we enjoyed skiing, scuba diving, tennis and pickleball - - now we are walking, playing bridge, reading and attending senior center events, but we have no complaints and are happy to be able to do those things.

We have been in our condo for five years and are enjoying it more than ever. Many of our condo neighbors are seniors and living here is somewhat like living in a retirement home without the meals. Thank goodness we have many good restaurants nearby!

Our only trip this year will be a ten-day Holland America cruise in November, Southern Caribbean, out of Ft. Lauderdale. We're taking our daughter with us and it will be on the Koningsdam, one of the newer ships.

Thanks to all of the workers who devote their time to give us this excellent magazine. *Jim & Jan*

**JOHN J. O'CONNELL**--Geneva IL

HI CLEVE this is my third try at making the RUPA magazine. Wait, first I want to express my appreciation for your dedicated years of service for so many. THANK YOU.

All is well here. I have been in touch with Dale Dopkins, and he is still volunteering at science & Industry with the 727 group. I'm quitting after 20 years of participation.

We did go to Hawaii in Aug. Went feeder line outfit called Delta. Will have to admit it felt a little like the old UNITED. Remember when it was United in name and action?

Have a new couple here, former TWA and U.S. Na-

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vy. We do remember when. Would be remise if I did not mention the fine job Walt Fink does in keeping us informed and photo-grafted here in the Chicago area.

Wishing you and yours the best in your new life  
Cleve and THANK YOU again for all your sharing  
of your talents

WISHING ALL a very MERRY CHRISTMAS and  
a blessed NEW YEAR. *John*, '56-'90

**RICHARD (Dick) White**—Sun City West, AZ  
The last three years I have been treated for MDS (myelodysplastic syndrome) with weekly injections and blood infusions as hemoglobin count remains low due to previous cancer treatment. Macular Degeneration and Glaucoma are here to stay, and my remaining eyesight is very minimal. Chris and I take one day at a time and "with a grain of salt" because so many people are worse off.

We're proud to have a 3-year old granddaughter in DC, and another one on the way. Enjoy our son and family's visit to Arizona whenever they can get away. Don't do much travelling any more ourselves. Prefer to stay close to home, so come and visit.

Hope everyone has a great and healthy New Year and thanks to all the volunteers at RUPA for the many efforts. *Dick*, JFK, DEN

**ROGER WICKER**—Dallas, Texas  
Twenty-three years retired and enjoying good health. Sold the cows a while ago and leased the pastures on the Arkansas farm. Catharina and I now able to travel and visit family. She has family in Stockholm and we enjoy visiting Sweden.

Two events of note this year. Attended the 36th annual reunion of the Mariner/Marlin Association at Pensacola. I flew the P5M Marlin in the late fifties out of San Diego and the Philippines.

We were ten-man crew so makes for great all hands reunion. Any Seaplane drivers out there come join us. Also attended my 65th high school reunion. Considering we all were approaching mid-eighties we looked pretty good.

Thanks to Capt. Terry Blake for getting the Dallas/Ft Worth area retired pilots together, come join us. [www.rupa-dfw.com](http://www.rupa-dfw.com). Always enjoy the magazine. Regards, Roger, '66-'95 PAA/UAL

**DON WOLFE**—Forest Hill, CA  
I just saw the movie "First Man". The movie is about Neil Armstrong, his family and USA's venture to the moon. Simply Incredible!

Most of us grew up in a time when there were heroes. I was raised on a small dairy farm in Ohio and I wanted to be a pilot. Ohioans John Glenn and Neil Armstrong were two heroes of mine. I hoped to be a fighter pilot like them and I was fascinated by their flights in space.

I had the good fortune of meeting Neil Armstrong on 2 occasions. During the 1981 furlough I was working for the Beechcraft dealership in Dayton Ohio as a pilot and Flight Department Manager. One day in 1983 Neil called and asked to do a presentation on a computer program he'd developed for Corporate Flight Departments. "Ahhhh, let me check my schedule sir." During the presentation I was in awe of his intelligence, demeanor and love of aviation. Frankly, it was an honor to be sitting in that room alone with one of my childhood heroes, especially Neil Armstrong.

The second time I met Neil was June 1985 in a much different setting. Jim Prier and I were walking the picket line at the Dayton International airport, the ONLY 2 pilots on the pavement. Neil stepped out of a car in front of the terminal and walked over to chat with us. He was on his way to a UAL Board meeting in Chicago. Even today I cannot describe my feelings as Neil came up to Jim and me. Here I was, a college graduate, Ohio Air Guard Fighter Pilot, a United pilot on Strike against a 15-year B scale, and I was carrying a cardboard picket sign. Walking up to us was the "First Man" to step on the surface of the moon, something Neil did NOT do for the money. We had a causal conversation about our previous meeting and flying. As Neil departed for Chicago he said; "hang in there, we're working on it." The chance meeting was surreal.

The movie "First Man" did an excellent job of portraying the risks of space flight and the pressures on the astronauts and their families. Considering the technology and computer power available in the 60's, it's a miracle that every Mercury, Gemini and Apollo mission returned the astronauts safely to earth.

Neil Armstrong was an intelligent, unassuming and humble human being. He flew some very cool airplanes and space machines. He survived 2 ejections and risked life in numerous ways to pay it forward for humanity. Neil and those astronauts will always be heroes of mine. Great Movie! *Wolfman*

# IN MEMORIAM

## DAVE M. CARVER

Dave Carver, 94, of Burien, WA, passed away on October 30, 2018. He was born April 27, 1924 in Donald, OR.



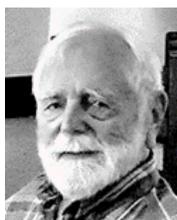
Dave had a love of flying since he was a teenager, taking flying lessons. He joined United in 1952 and retired in 1984. Dave felt he was so fortunate to be able to go to work and so what he loved to do.

Dave and his wife, Margaret, enjoyed traveling and spending time in Kauai playing golf. He also enjoyed flying small aircraft, gardening and spending time with family and friends. He was kind-hearted and enjoyed life to its fullest.

Dave is survived by his wife, Margaret, a daughter, five grandchildren, nine great-grandchildren and one great-great-grandchild.

## WILL COLLINS

Will Collins, 94, of Nokomis, FL formerly of Winfield, Illinois, died on August 20, 2018.



He had a love of flying that started at Bowman Field, KY at the age of 12 and finished as a Captain for United Airlines.

Will was a veteran of both WWII and the Korean War. He was a graduate from the University of Kentucky, a volunteer for Mote Marine in Sarasota, FL for over 30 years, a member of the Venice, FL Yacht Club, Tiger Bay Club, and retired United Airlines Pilots Association. Will was preceded in death by his wife of 65 years, Sally.

He is survived by a son, daughter Amy, four grandchildren and a great granddaughter.

*(This information was provided by Will's son, Ted Collins, who recently retired from American Airlines. Will was a good friend of my dad's Ed Prose (UAL 1940-1976) as both were based in Chicago for many years. Will first started with Capital Airlines and retired from United in 1984 just before the big strike. He flew DC-3, DC-6, Viscount and DC-8 equipment. Both he and Sally were loyal attendees of the RUPA luncheons at Fort Myers, FL for many years while living in their lovely beach home on Casey Key. He will be missed by the RUPA group.*

*Dot Prose)*

## DON A. PFEIFFER

Don A. Pfeiffer, 81, passed away peacefully at home October 28, 2018.

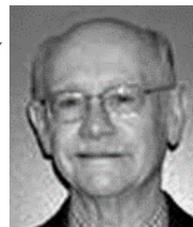
Don was born on January 25, 1937. After graduating from Proviso High School, he attended Valparaiso University in Indiana on a football scholarship. Don was hired by United in 1961 and retired in 1997 after a 37-year career as Captain on the 747.

During his career Don also became an accomplished horseman, riding and training cutting horses and ultimately competing at the highest level. With his airline flying behind him, he entered the world of sport aviation where he owned and operated many unique aircraft and eventually built two airplanes. He became a respected friend and inspiration to his aviation family and a cherished member of his community at Bel Air Estates. Never one to sit idly by his accomplishments, Don used his 70's to master the sport of agility trials with his two dogs Taco and Dakota.

Don is survived by his significant other, Sherry Putnam; four children, seven grandchildren and five great-grandchildren.

## HERBERT M. PETITT

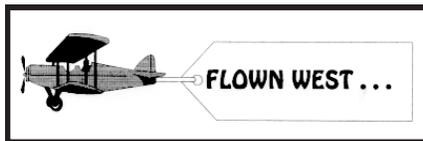
Herbert Morris Petitt, 81, passed away October 7, 2018, surrounded by family, at the age of 81. He was born in April 14, 1937 in Alexandria, VA



Herb had a long and storied airline career. He began with Capital Airlines in 1956 throwing bags onto airplanes, as he liked to say. After 2 years of service in the United States Army, much of it in Mannheim, Germany, he returned to airline work in 1962 with United. United took Herb and his family on adventures to Long Island, NY, Chicago, IL, and Cleveland, OH before returning them to his beloved Virginia in 1988. In that time he moved from the ramp, to crew scheduling, and multiple roles within the Flight Office. He also received a Bachelor of Science degree from Adelphi University in 1982. He retired from United Airlines in 2002.

Herb was a quiet and private man, who never had an unkind word to say about anyone. He loved a fall drive on Skyline Drive, working on cars (he could fix anything), and reading mystery novels. He also loved spinning a good yarn for small children, who were drawn to his kind and quiet nature. If you were lucky, maybe you got to hear him play a tune on his harmonica.

Herb is survived by his wife Laura; a daughter and his granddaughter.



*Richard L. Baldwin	Nov. 05, 2018
Richard L. Carlton	Sep. 17, 2018
Dave M. Carver	Oct. 30, 2018
Will Collins	Aug. 20, 2018
*Lynn A. Fairbairn	Oct. 20, 2018
*Martin J. Gallagher	Oct. 23, 2018
Richard T. Hartzler	Apr 01, 2018
*John Scott Hoffman	Oct. 09, 2018
William A. Hoygaard	Sep. 25, 2018
*Gregory A. Kettler	Jul. 24, 2018
*Gary W. Martin	Oct. 28, 2018
*Alden W. Osterbusch	Jun. 17, 2018
*Donald A. Peterson	Sep. 19, 2018
Herbert M. Petitt	Oct. 07, 2018
Don A. Pfeiffer	Oct. 28, 2018
*George F. Ries	Sep. 17, 2018
*Ron Sheppard	Oct. 18, 2018
Raymond D. White	Oct. 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](http://uaprf.com))

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**RUPA's Monthly Social Calendar**

**Arizona**

Phoenix Roadrunners (2<sup>nd</sup> 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 (2<sup>nd</sup> Tuesday)—*Wind & Sea Restaurant*—949-496-2691  
Los Angeles South Bay (2<sup>nd</sup> Thursday, even months) - Location TBA — 310-378-6855  
Monterey Peninsula (2<sup>nd</sup> 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. (2<sup>nd</sup> Tuesday)—*San Marcos CC*—858-449-5285  
San Francisco Bay-Siders (2<sup>nd</sup> Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA—650-349-6590  
San Francisco East Bay Ruparians (2<sup>nd</sup> Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-735-1946  
San Francisco North Bay (1<sup>st</sup> Wednesday)—*Petaluma Sheraton*  
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*  
Thousand Oaks (2<sup>nd</sup> Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

**Colorado**

Denver Good Ol' Boys (2<sup>nd</sup> Tuesday 11:30AM)—*The Tin Cup Bar & Grill, Aurora, CO*—Tom Johnston 303-979-7272

**Florida**

N.E. Florida (3<sup>rd</sup> Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736  
S.E. Florida Treasure Coast Sunbirds (2<sup>nd</sup> Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829  
The Ham Wilson S.E. Florida Gold Coast (2<sup>nd</sup> Thursday)—*Galuppi's Restaurant & Patio Bar*  
S.W. Florida (2<sup>nd</sup> Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112  
Tampa, Florida Sundowners (3<sup>rd</sup> 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 (3<sup>rd</sup> Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*—808-315-7912 or 808-334-1883

**Illinois**

Greater Chicago Area Group (2<sup>nd</sup> 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 (4<sup>th</sup> 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 Crazyies (3<sup>rd</sup> Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

**Oregon**

The Columbia River Geezers (2<sup>nd</sup> 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 (2<sup>nd</sup> Thursday 11:00AM)—*Airport Marriott*—360-825-1016

**Washington D.C.**

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