
rupanews



Journal of the Retired United Pilots Association



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President's Letter

Greetings. And no, this isn't from the draft board. I hope everyone is doing well. It's gator mating season down here, so we're being very careful. [see pic]

May 17th is the 34th anniversary of the United pilots' strike. It's also been 37 years since the Continental strike and 30 since the Eastern strike. It's hard to believe that much time has passed. [See the photo of my all-time favorite bag sticker which was given to me by an Eastern pilot during their "Max Safety" campaign.]

I was in Denver the night we went on strike, May 17, 1985, and was at the teleconference there. A group of about twenty striking CAL pilots walked up onto the stage in uniform. I'll never forget my feelings that night, being so impressed with those dignified CAL pilots. To me they were the epitome of what an airline pilot should look like, while being forced out of their jobs by Frank Lorenzo. We were still hoping that our strike would be averted, but it wasn't to be.

I'm afraid not many of the current crop of active pilots know or care about what those strikes were about, or how they affected their current, very lucrative, careers. Ours, of course, was to keep all future United pilots from being on B-Scale pay. It didn't immediately affect us, but it was the right thing to do. I'm proud that our pilot group always tried to do what was right, from striking over the B-Scale, to contributing money to the 570 who were furloughed, to the flight attendants who were also being held hostage, to negotiating (at a cost to us in pay) to get the 570 their rightful seniority numbers back, to paying for furloughed pilots' medical premiums after 9/11, to always negotiating contracts that protected pilots' at the bottom with our work rules. I could go on.

And then things changed after the UAL bankruptcy. A different breed seemed to have appeared. Suddenly, the pilots' A-Plan was negotiated away, in return for the \$550 million convertible bond, with nothing going to those already retired. Fully paid health insurance for retirees was also negotiated away. For a union that claimed it didn't represent retirees, it sure seemed easy to negotiate away their benefits. I don't usually bash ALPA, especially since I was a council chairman before all of that happened, but as RUPA President, I get the enotes and phone calls from former wide-body captains who are getting \$1,000 or less from the PBGC.

Why do I bring it up today? First, one of the leading presidential candidates has spoken strongly about pensions. Another, who is on the Senate Health, Education, Labor & Pensions (HELP) Committee was interviewed years ago on Frontline about the travesty of our pension termination. And then, I read in a recent issue of the Retired United Airlines Employees Association (RUAEA) newsletter that at one of their luncheons, a current senior management type was said to have mentioned that "...employees welcome and respect the people-oriented views of CEO Oscar Munoz. She also suggested that the lack of loyalty to a company (not just UAL) on the part of today's younger employees can be partly attributed to the fact that there no longer is much reason to stick around to reap the benefits of a company pension." She went on to say that "401k plans can just be brought with an employee when they move on to another company."

While pilots usually stay with one job, it appears to show that management is starting to realize that pensions are a large factor in employee morale, even if the current active pilots make so much money now that retirement is the last thing on their minds. I'm not holding my breath waiting for the current UAL pilots to restore our pension plan. It's already been over a decade. Several of you have sent enotes telling me that they've tried to contact their members of Congress to ask them to sponsor a bill like S.3275, The Pilot Pension Relief Act of 2016, which a few of us got a U.S. Senator to sponsor. I've run out of gas trying to get this done, so I'm leaving it to others. Maybe it'll happen. Not holding my breath on that either.

Check out the photo of the license plate. It says "LNAV." Only a pilot would get that plate. Do you know whose car this is? Drop me an enote if you do!

Welcome to our newest members:

Capt Bill Oprendeck (IAD) Sedona, AZ

Capt Hugh Maguire (EWR) Bordentown, NJ

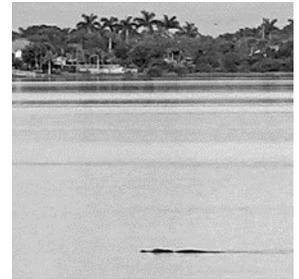
Capt Simon Boocock (SFO) Mesa, AZ

Capt Merrill Beyer (EWR) Bethlehem, PA

Capt Paul Rice (IAD) Bradenton, FL

And welcome back to Capt Joe Schenke (ORD) Fayetteville, AR

That's all for now. **Bob**



Vice President's Letter

The talk within the aviation community has to be the continuing saga of the Lyon Air and Indonesian Air accidents. Of course, it goes without saying, that Boeing has been an instrumental part of this discussion. The latest discussion is that a software fix will be completed by the end of the summer. Further, it was announced that Boeing knew about these software glitches before the accidents occurred. In my humble opinion, that is quite a revelation. And so, this past weekend, the aviation community was again struck by two accidents that happened in Moscow and Florida. With regard to the Moscow accident, an Aeroflot Sukhoi Superjet 100 made an emergency return after apparently being struck by lightning. Unfortunately, many lives were lost. In Jacksonville, Florida, a Miami Air International landed long in rainy weather conditions and ended up in the nearby river. In this case, there were no passengers that perished. I bring all these accidents to your attention because of how I think as a pilot. We, as pilots, are always concerned about safety for ourselves and our passengers and are always interested in how accidents can be prevented. It is in our nature to think this way and it was our life blood to the very essence of survival in the airline industry. Our proficiency check rides, our line checks and our FAA no-notice evaluations were all based on safety. I have been retired a long time now and I still think about what could have been done better to prevent such accidents from occurring. I know every pilot I have been acquainted with feels exactly as I do.

United announced the new livery, paint job, for our aircraft. I cannot believe the number of changes that has occurred in the past several decades. So, if you go on a United Airline flight in the future, do not be surprised by the new appearance of the aircraft. I am happy to report that United has started new service between Denver and Frankfurt and will begin service between Newark and Cape Town, South Africa. We will be the only world's airline to provide service between EWR and CPT. A few other tidbits of information for this recent month include the death of Lt Colonel Richard Cole who was the copilot for Jimmy Doolittle on the infamous Doolittle Raid over Tokyo. May he rest in peace. I am happy to report the establishment of a new RUPA chapter in Oregon called the Oregon Coasters. Good luck to this group and I hope they have as much fun as our other groups around the nation have been having.

I was able to attend a RUPA luncheon in Southern California this past month for the San Diego chapter. The group is organized and under the expert tutelage of Mark Mayer and their luncheons are conducted at the McClellan-Palamar Airport restaurant. The restaurant overlooks all flight ops at the airport and the restaurant is owned by a former United Airlines flight attendant.

Lastly, as the co-organizer of the RUPA Reunion alongside Rich Bouska, I am very happy to report that our reunion is progressing very nicely. We have a very good number attending and I would highly recommend to get your reservation in very soon. We will have the Air Force Band of Flight, the "Spirit of Freedom", performing at our RUPA dinner. They will start with the National Anthem and eventually provide a 20-minute musical performance. Additionally, our guest speaker will be the Senior Vice President of Flight Operations for United, Bryan Quigley. He will provide a summary of the United Airlines state of affairs. This should be excellent. In conjunction with the Wright Brothers museums, the Air Force Museum and the camaraderie we experience, there will be no better time to engage with our brothers and sisters of the Retired United Pilots Association.

During my travels, I found a couple of RUPA members, Mark Mayer and Scott Becker, from the San Diego chapter with their retired hobbies. Scott is the owner of the cast iron United models that he collects and maintains. Both Mark and Scott participate with the Short Track Railroad Museum in Vista, CA. The railroad is of the fine N scale model railroading. So, by their example, there is a future for us United retirees.

Still Flying High Here, *John Gorczyca*



More information on the upcoming RUPA Reunion

Ladies and Gentlemen of RUPA, Our RUPA Reunion is being held in Dayton, Ohio on Oct 1 thru Oct 4, 2019. This will be one dynamic reunion as we will have the Senior Vice President of flight Operations, Bryan Quigley, as our reunion dinner guest speaker. Additionally, we will have the Air Force Band of Flight, the Spirit of Freedom, performing at the reunion.



This is a cannot miss reunion as there will be so much camaraderie. We will have tours of the Wright Brothers Museums and the Air Force Museum. If you find that you are the least bit interested, please send in your reunion reservation request to John Gorczyca as contained in the *RUPANEWS* magazine on Pages 28-29. See you in Dayton! *John Gorczyca*

Below is a list of those who have already signed up to attend the Reunion

Ashcraft, Myron & Pamela – Authier, Bill & Rosemary – Bieryla, Joe & Mary – Coyle, Michael & Kristen
Bleyle, George – Bouska, Rich & Georgia – Boyd, Rod & Deborah – Crawford, Clark – Davidson, Barry
Dillon, Kevin – Gorczyca, John & Sharon – Holub, Joe & Donna – Jarmar, Carol – Keskey, Ted & Jon
Koester, Pat – Krasno, James – Losasso, Tom – McCroskey, Mac – Muir, Lori – Murdock, Richard & Joan
Nelson, Jake & Cheryl – Peterson, Jim & Chrispy – Pickard, Roger – Prose, Dorothy – Prier, Jim
Rains, John – Raphael Beth – Reed, Bud – Robertson, Sybil – Sanders, Richard & Mary Lou
Sapp, Guy & Christine Blackburn-Sapp – Smith, BS – Spring, Cleve & Rose – Ulm, Dave
Wilkinson, Ted & Rose – Wolfe, Don – Wright, KR & Patty.

Attention Snowbirds

It has been brought to our attention that some of you are not aware that the Post Office will only forward magazines to your new address for 60 days. That is why you must notify John Rains, our Sec/Treasurer, when you head to your seasonal residents. Both your addresses are kept in our database, so it is easy for him to switch them. Please let him know by E-mail or by Snail Mail.

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About the Cover

United's New Livery

"As we improve and elevate our customer experience, we are changing the way people think and feel about United, and this branding captures that new spirit," said Oscar. "Each improvement we've added to our service advances our evolution as an airline, furthering our effort to elevate and redefine customer service in the sky. This modernized design, especially our iconic globe, enhances the very best of United's image and values while pointing in the direction of where we intend to go next in serving our customers."



The next iteration of our livery prominently features the color most connected to our core – blue. Three shades – Rhapsody Blue, United Blue and Sky Blue – are used throughout the design in a way that pays respect to United's heritage while bringing a more modern energy. We are keeping our iconic globe logo on the aircraft tail, which represents our expansive route network of 355 destinations in nearly 60 countries. Our research has showed us that there's incredibly strong brand equity in the color blue and in the globe logo — to completely revolutionize would be throwing that equity away. The tail is updated with a gradient in the three shades of blue, while the logo appears predominantly in Sky Blue. The engines and wingtips are also United Blue, and the swoop that customers and employees have expressed fondness for on United's Dreamliner fleet is Rhapsody Blue. United's name appears larger on the aircraft body than it did previously, and the lower half of the body is Runway Gray. Near the door of each aircraft is painted our shared purpose: "Connecting people. Uniting the world."

"The shared purpose [on the fuselage] is a really nice touch," said ORD Boeing 737 First Officer Eric Florence. "I definitely like the detail on the tail. The colors really pop. I hope to have a long career here at United, and this is the brand I'll hopefully get to see representing us for decades."

The new design features core colors from United's updated brand palette, which was introduced last year as a step toward updating the brand's visual identity. Blue continues to be the airline's primary color, with various tones creating more depth and reflecting the colors customers and employees see when they look out the plane window at the sky. The airline's new color palette also includes shades of purple, which is most recognizable as the color of the new United Premium Plus seats. When combined, the purple and blue tones create a soothing environment and a more relaxed travel experience. In updating its colors, United is reducing the use of gold, which was added to the brand palette almost 30 years ago. United's new color palette can also be seen in the accent colors of the new uniforms that are being created for more than 70,000 front-line employees.

On average, our aircraft receive new paint jobs every seven years. The first aircraft painted with the new design is a Boeing 737-800, which will be joined by a mix of narrowbody, widebody and regional aircraft with the next livery throughout the year.

SAC Valley Gold Wingers RUPA Luncheon

Have you ever gone to a RUPA luncheon and talked about some of your aviation experiences? Of course, you have! Have you ever talked about some of your major aviation mistakes and were afraid to admit your mistake or mistakes while flying? You may or may not have. Well, a major portion of our time in our corner of the restaurant was devoted to this conversation. I must admit I held onto an aviation mistake I had made and was afraid to disclose it to anyone for probably 15 years. Yes folks, I was not the perfect pilot and, to be quite frank, I have never met the perfect pilot. I guess this rhetoric applies to many other things in life also. It was a fun conversation because now there can be no retribution against us and you begin to realize that no one is perfect.



First row, L to R: Chris Ermolik, Jenny Kallio, Judy Zari, Viv Stolp, Linda Akin, Rosemary Authier, Trudy Engeldinger and, John Gorczyca.

Back row, left to right: Herb Ermolik, Lance Engeldinger, Brendan Kolesar, Julie our waitress, Chuck Kolesar, Dave Leippe, JC Balint, Cheryl our restaurant general manager, John Kallio, John Petts, Dave Ulm, Gary Webb, Steve McBride, Don Wolfe, Bill Authier, Andy Fossgreen, Joni Cordano, Karl Winkelbrandt, Sharon Gorczyca, Lori Muir, Wayne Mooneyham, Ken Ledwith, Julie Akin Bauer and Tom Wright.

Many announcements were made to include a memorial service of one of our long-time members, Marv Becker. Other announcements included a Veteran's Stand Down Day in a nearby county provided by Chuck Kolesar and the Annual Hops and Props fundraising event at McClellan Airfield and attended by Tedd and Diana Stiles.

We were very fortunate to have Ed Akin, his wife Linda and their daughter Julie present for our luncheon. Ed is in medical recovery and looks absolutely wonderful. Linda, again, brought eggs for our monthly raffle. We had some guests for the first time to include Brendan Kolesar, son of Chuck Kolesar, Chris Ermolik, son of Herb Ermolik and JC Balint. I wanted to personally recognize Julie, our waitress, and Cheryl, the general manager, for their unwavering support during our luncheons. So, we included them in our monthly picture. They are always so appreciative and helpful for our group. Two other members of our group who have been greatly missed are Bob and Kathy Lynch. Both are going through some major medical problems and we hope they have a healthy recovery. Lastly, it was Bill Authier's 85th birthday and we all wished him a happy birthday with a glorious song.

Needless to say, we had another great turnout for our monthly luncheon. We only wish the best of health and happiness to you all during the upcoming summer months. Still Flying High, *John Gorczyca*

Manassas RUPA Breakfast

L to R: Bob Gilbert, Sim Stidham, Gary Cook, Gene Couvillion, Hal Cockrill, Jim Turner, Stokes Tomlin and Don Reinhard.



It was the usual good food and fellowship on a very nice Spring day. *Gene*

S.E. Florida Treasure Coast Sunbirds (April) RUPA Luncheon

As you can see in the pictures, our Stuart, FL group is still eating well and pretty much holding our numbers up - as many of our Members are preparing to head North shortly after Easter. Everyone continues to do well and we certainly enjoy getting together the 2nd Tuesday of every month at Shrimper's.



Left to Right: Bill Cole, (who will be leaving for CT shortly), Jack Boisseau, Bob Langevin, Ted Osinski, Jerry Holmes, (recently moved to SE FL from the SEA area) Dave Damon, Dick Starita, Dick Baese, (who will be leaving for MI - probably sometime in June) Andy Lambert, Don Jefferson, Jim Dowd and Bob Schaet, (in from NC).

Since there is nothing else to report, I'll say So Long for now. Hoping that everyone will have a Happy Easter Holiday and will be looking forward to a SAFE Summer Season with NO Hurricanes here in SE FL. Cheers to All, *Bob Langevin*

S.E. Florida Treasure Coast Sunbirds (May) RUPA Luncheon

We'd rather be Lucky than Good - Right? As we prepared for our RUPA May Luncheon down here in SE FL.....we were concerned about some HEAVY T-storms that were threatening our area.....here's where the LUCK comes in - they did NOT materialize and we were able to have a wonderful get together at Shrimper's once again. Now that Easter has passed, our #'s held up pretty well and we had 10 of us enjoying the cuisine and each other's company (of course ;-)...as well as Aviation trials and tribulations. (probably some BS and a few lies and embellished tails as well). :-/



L to R: Jerry Holmes, Ted Osinski, Dave Damon, Dick Starita and Dick Baese, Jim Dowd, Jack Boisseau, Andy Lambert, Mike Holmes and Bob Langevin in the bottom middle all by himself.

We did have a special treat today, Jerry Holmes, one of our new attendees who recently moved to Vero Beach from the SEA area brought his Grandson, Michael, with him. Mike is an A & P for UPS who is working in PHL, wants to transfer to IIU but is vacationing with his family in VRB. Yup, Mike gets around. I had the pleasure of sitting next to him, a GR8 guy and hope that he will join us again whenever he is in SE FL visiting his family.

As usual, many different conversations took place ranging from WTH happened to the Stock Market yesterday :-), some Maintenance experiences that our former Pan Am Pilots had with their airplanes before coming over to United, commuter apartment living and experiences by some of our guys, a variety of Medical Issues that some have experienced or will be experiencing...ya know, probably the same type of things that you discuss at your RUPA Luncheon....after all, Pilots will be Pilots!!!

The Attendees were: Ted Osinski, Dick Starita, Jerry Holmes and his Grandson, Mike, Andy Lambert, Dick

Baese, Jim Dowd, Dave Damon, Jack Boisseau and myself, Bob Langevin.

Our next RUPA Luncheon here in Stuart, FL will be on Tuesday, June 11th at Shrimper's.....so if you happen to be in the area and have a spare couple of hours, we'd love to have you join us (we start at 11:30 AM). By that time, some of our Members will have left to head North and Hurricane Season will Officially have started (June 1st is the date) - but we'll be here and (God Willing) I'll be reporting to you once again from The Treasure Coast. ;-) ;-} Be well and have a SAFE Summer.

Cheers and Best Regards, **Bob Langevin**(MIA, ORD and CLE)

The Big Island Stargazers RUPA Luncheon

Aloha Cleve, Gerry Baldwin picked up the baton for this month's meeting. I missed out due to a broken kneecap. 2 weeks down, and 4 more weeks to go in a brace. 8 weeks to heal...ugh. However, no surgery required as it was a clean break and I didn't displace the kneecap. So...I am using the time to study for my CA real estate license renewal...hours of boredom studying a subject matter not dear to me. I do it because I handle the marketing for my partner back at The Sea Ranch. Hope all is well over there! Cheers, Linda



Left to right: Gerry & Joan Baldwin, Al & Linde Rimkus, Anikka (Al & Linde's granddaughter), Don Diedrick, Lex & Ebby Pinson, Linda & Bill Hayes.

Ten charmers met on another perfect day in paradise for our once annual luncheon in Hilo. One Hilo local, Sam Wilson, was on the mainland, but the most talked-about was our Big Island Stargazers organizer, Linda Morley-Wells. Linda is a stalwart. She and her husband, Walt Wells, miss when globe-trotting, but that was not the case for this event. Linda and Walt were on the island; however, Linda missed due to a broken kneecap. We wish her a speedy recovery and look forward to seeing her and Walt at our usual meeting time and place: 11:30 at the bar, noon at the table, the third Thursday of each month at The Fish Hopper on the waterfront in Kailua-Kona. *Gerry Baldwin*

The Monterey Peninsula RUPA Lunch Bunch

Fourteen of us gathered for our lunch at Edgar's for an afternoon of good conversations and stories. Our hosts, Pete and Donna Walmsley, were joined by Phyllis Cleveland, Lee and Nancy Casey, Jack Cowles, Brett Morris, Diane Ellis, Steve and Terry Filson, Jon and Jane Rowbottom and Jeff and Sue Mundle.

Jeff still has 2 ½ years till retirement and announced his transition to the B787 after sitting on the A320 left seat for the previous 18 years. Going back to school after all those years was quite the challenge especially considering the difference between Boeing and Airbus cockpits. Not to mention the fact that he did not fly as a First Officer Internationally although he did fly the DC10 to Kona and Maui. Jeff mentioned he has flown the SFO/SIN trip which is 17+ hours and is flown with 2 Captains and 2 F/O's. We compared flying the line today with the good old days. We look forward to more lunches with Jeff and Sue.

Our next luncheon will be on Wednesday, June 12th at 1130. Please RSVP to Phyl by Tuesday noon.

Jon Rowbottom

Big Foot saw me, but nobody believes him.

Oregon Coasters RUPA Luncheon

A great time was had by all at the Italian Eatery, 1285 Restobar, in Old Town Florence, Oregon.



L to R: Al and Sue Poshusta, Marie & David Baird, Thelma Walker, Dick Markee Larry Farnsworth, Tom and Bonnie Vanderwest.



Many entertaining conversations ensued, and we talked about our last or most memorable flights at United. We also talked about pass travel for retirees and the heavy discounting with the MyUADiscount, making vacation passes nearly worthless. We also noted that every CEO gets his own new paint scheme on the jets. Our next luncheon will be on WEDNESDAY, June 5th, at noon. All are welcome to attend. RSVP's are not necessary but are appreciated. If you live in central Oregon or along the beautiful Oregon Coast, this is your chapter of RUPA! *Larry*

Pickles



Washington (DCA) RUPA Group Dinner

Last night, May 08, 2019, a few of the stalwart members of the Washington (DCA) RUPA group, gathered at the German restaurant in Hagerstown, MD, for the Spring get-together. A really good time and really good German food was had by all.



L to R: Charlie Schwab (PAA), Gill Coshland (also with a Pan American background), Bernie Schwartzman, John King (recently back from Sun'n Fun and the purchase of a completely restored 1929 WACO!), JC Black, EK Williams, Gary Cook, Dave Strider and Jim Turner.

The picture is a "panoramic" made with my iPhone... I think it turned out rather well!

I think the next meeting, in Hagerstown will be in August. hopefully the restaurant will have finished the improvements under construction. Thanks, *Stokes Tomlin*

The Sarasota Sunsetters RUPA Luncheon



Left side front to back: Brian and Mary Sanford, Jeff Munzell, Paul Rice and Morris Emigh.

Right side front to back: Bill Cochran and our newest retire "8 th ball" 2 days retired Bob Martin, Peggy Wingardh, Chris Wingardh and Ed Ripper.

A wonderful lunch and lots of airplane talk, even some reminiscing about the great ESOP stock we all had at one time. Conversation quickly shifted to more positive subjects, like boating and cars.

We will meet again at Gecko's on Cattleman road Sarasota on September 10.

Christer Wingardh chriswingardh@me.com +1 941 807 6727

Turning·Vegan·would·be·a·big·Missed·steak!

RUPA Day at Sun-n-Fun

This year's Sun-n-Fun International Fly-In and Expo was held 2-7 April 2019 at the Lakeland Linder Regional Airport, Florida. It was another action-packed week of flying, static displays and workshops. The weather for the most part was perfect Florida sunshine including RUPA-Day on Thursday 4 April 2019. The RUPA turnout was 25 attendees this year (compared to 26 in 2018) so we seem to be holding our own.



First photo left to right: Tim Campbell, Brian Leiding, Dan Hillman, Dale Bird, Glenys Bird, Mike Wedge, Dave Thompson, John King, Deke Kramer, J.D. Kinsley and Stanley Crosier.

Second photo left to right: Dot Prose, Burt Olson, Bob Gore, Troy Mashburn, Art Jackson, June Jackson, Roger Papa Bear Bjomberg, Marian Wickersham, Dave Wickersham, Don Roberts, Jim Good, Dennis Didonna, Stanley Crosier (again!) and Eric Hinshaw (still active).

3rd photo L to R: Carolyn Faulkner (former Allegheny Airlines F/A), Ed Ripper and Allan Bielanski.



Along with the usual vintage aircraft, war birds, military aircraft and ultralights was the attendance of three Douglas C-47s painted in the Allied insignia for the Allied D-Day invasion of Normandy, France memorial event on 6 Jun 2019 – the 75th Anniversary of D-Day. All three hope to make it to the UK and then on to Normandy for this event. The photo is of *Placid Lassie* (owned by the Tunison Foundation) named after one of Placid Lassie's D-Day crew members, Ed Tunison which towed Waco gliders for the D-Day invasion. The other two C-47s are *That's All, Brother* (owned by the Commemorative Air Force), and *Tico Belle* (owned by the Valiant Air Command) located at Space Coast Regional Airport in Titusville, FL. *Tico Belle* not only participated in the Normandy Invasion but also the Berlin Airlift before passing to the Royal Norwegian Air Force. It had been stationed at RAF Ramsbury in the UK on 5 June 1944 where members of the 82nd Airborne Division boarded the aircraft for the Normandy assault. I spoke to crew members briefly of all three C-47s and clearly all were seriously concerned about funding for the overseas flight from the U.S. to Duxford, UK, particularly for fuel. Other concerns were for spare parts and trying to comply with what seemed to be an endless litany of requirements from the UK government, including limitations on the number of crew. This is not an easy trip for any of them but as the 75th Anniversary of the invasion rapidly approaches all were gearing up with a most positive attitude that it will work. There will be other C-47s from Europe arriving over Normandy, as well. The paratroopers who will participate for the drop have also been practicing for the last year. The cross the channel flight will depart from Duxford, UK (just outside Cambridge), home of the American Air Museum, to the Normandy beaches. I will be there at Duxford to watch this and had to buy tickets for 4 and 5 June to get on the airfield. I hope to see that all three of these C-47's successfully make the flight and are able to participate. Find out more at www.daksovernormandy.com. Many tour groups now are arranging tours for this historic event, both at Duxford, UK and Normandy, France.



Once again, thanks to the generosity of the local OX-5 Mid-West Florida Wing's President Wayne Gordon and Secretary Nicole Azarro, we were able to enjoy the comfort of the Club's facilities, a first-rate luncheon and camaraderie. This year's five-dollar luncheon (still the best value of the entire air show) was prepared by OX-5 volunteers, Brenda Jones, Chris Meek, Jeanette Voland and Greg Gainer. Of course, everyone showed up for the hot dog lunch and the RUPA group photo. As part of the RUPA's day events was a lecture in the OX-5 clubhouse by a member of the Ithaca (NY) Aviation Heritage Foundation on their meticulous restoration of a donated Thomas-Morse Scout aircraft (WWI vintage trainer nicknamed the "Tomm y") to flying condition. It was quite a contrast against the background of the Blue Angels doing one of their practice sessions, noise and all! Against this backdrop, also was the start-up at least 10 times/day of the displayed OX-5 engine in front of the clubhouse. The photo shows how much water this particular engine needs to keep going as a water-cooled engine manufactured in 1918.



For those not familiar with the Curtiss OX-5 engine, it was developed and manufactured by Glenn Curtiss in 1912 prior to the start of WWI to power the JN4 "Jennies" of that era plus many other types of aircraft in the 1920s and 1930s. The OX-5 is an eight-cylinder, V-type, water cooled engine, and developed 90 HP at 1400 RPM (if you were lucky). After World War One the engines were readily available as "surplus", at prices as low as \$50 new and still in the original crates. Web site is www.ox5.org. Membership is open to anyone interested in pioneer aviation.

An intriguing kiosk just two booths down from the OX-5 clubhouse is the "Airline Pilot Sign-In" tent. See the photo. This white tent has appeared every year and I don't have a clue who does it. It must be one of the most economical tents on the airfield – very low key and low tech with no one in charge. Just huge bulletin boards, a card table covered with a blue checkered vinyl tablecloth, a couple black magic markers, no one sitting at the table and two folding chairs. Someone makes up the airline sheets for sign-in – usually one per airline, except there are several sheets for United, Delta and American. Just about every other domestic and international airline is listed. It serves its purpose, however. People sign-in and check who else has shown up. For example, United had 75 names on the list with an equal number for Delta and American. Nice to see something that is not computerized nor requiring any Wi-Fi or electricity and it serves its purpose at a rock bottom cost! Some airline pilot's initiative, I think!



Another interesting booth was for the Bob Hoover Legacy Foundation where a representative explained that they are petitioning the USPS to honor Bob on his 100th birthday in 2022 with a commemorative postage stamp and to bring to light to the American public his life-long dedication to aviation learning and safety and to inspire future generations.

Thanks to all who stopped by. We hope to do it again in 2020. The dates for Sun-n-Fun next year are March 31 – April 5, 2020. RUPA-Day would be Thursday April 2, 2020. Mark your long-range calendars! Have a great summer! *Dot Prose and Gary Crittenden*

How to pay your RUPA dues

Go to our website 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

Eddie O'Donnell RUPA DC Area Lunch

Our April 17th lunch gathering was full of memories and laughter. JR's does a good job of providing for us and making us welcome. Thank you to Hal and Gary who handled check-in and raffle duties and to Stokes, our photographer.

Attending were: Jon Beckett, Hal Cockerill, Gary Cook, Linda Cook, Gil and Pat Coshland, Amy Couvillion, Gene Couvillion, Mike Frank, Bob Gilbert, Paul Gilson, Bob and Betty Goodman, Dale and Klara Grigg, Chuck Heid, Fred Keister, Barbara, & Ward O'Brien, Bernie and Linda Schwartzman, Helen and Sim Stidham, Fred Streb, Anne and Dave Strider, Stokes Tomlin, Betty Williams, E.K. Williams.

We noted the Flight West of Bill Nolan. Bill and Edna were regulars at our lunches. We acknowledged the off the wall jokes for which Bill was noted.

The group was reminded that there is a Survivor's Checklist on the rupa.org website. It is not just for surviving spouse. Your children or executor will also find it useful.

Attendees were encouraged to attend the RUPA Reunion/Convention in Dayton, Oct. 1-4. Three-day layover with some great daytime tours of aviation history. Our next lunch will be July 17th at JR's.

See you in Dayton, **E.K.**

The Joe Carnes RUPA Luncheon Meeting

Golf Club of Illinois Manager Terri Boeckh and her staff graciously hosted our May luncheon on a day when the golfers were smiling. A few items of interest were discussed including info on the October RUPA Reunion and other important stuff.



We had a terrific guest speaker. Mark Karolus, a U.S. Coast Guard veteran, trained as an EMT/Basic and after separating from the service, spent 8 years as a Paramedic with the Woodstock, IL, Rescue Unit. He spent an additional 27 years as a volunteer with the Spring Grove, IL, Fire/Rescue Unit as a Tech Rescue Specialist and Fire Officer and retired as a Captain. During that latter period, he also spent five years as a Flight Paramedic with the Flight For Life network. During his time with the Spring Grove Fire/Rescue Unit, Mark and his team spent several weeks in New Orleans, assisting in post-hurricane Katrina work, which was the subject of his presentation. It was a real behind-the-scenes look at what First Responders face---which the news doesn't always cover.

When Mark retired from his 30-year career with Scot Forge as their Inventory Control Manager, he followed his love of ships and water to the Wisconsin Maritime Museum in Manitowoc, where he volunteers as a Docent and currently works the archives/collections division.

RUPArians and guests who were present (and have gained new respect for First Responders) included Jim Boyer, George Bracke, Barry Davidson, Jim Downing, Don and Joyce Fett, Walt and Jan Fink, Jan Gawenda, Don Gregg, Mac and Diana Gregory, Mike Hepperlen, Jim Higbea, Ted and Agneda Jung, Leslie Kelly, Ben Kalom, Mark Karolus, Chip Little, Karol Marsh, Jack Mumaw, Steen Munter, Marj and Howard Nelson, Jim and Jan Noble, Lou Parker, Resa Riess, Jim Rosater, Tom Roskens, Dave Runyan, Bill Thompson, Jim Trosky, Dave Wege, Ron Wilson and Frank Zackary.

Our next scheduled luncheon will be held Tuesday, September 10th, 2019, at the Golf Club of Illinois. Retirees, active pilots, spouses, and guests are invited to attend. Illegibly scrawled, *Walt*

The San Francisco Bay-Siders RUPA Luncheon

Lots of Bay-siders missing at our May luncheon. It was a small gathering, and we enjoyed getting together. A number of our regulars were missing, but one couple had informed us of their absence. Georgia Bouska is recovering from eye surgery, so they were unable to attend. The inept photographer, (Pat) thought she had all of the group in the frame, but Krista ended up on the fringe. Our apologies to Krista.



Back row L to R: Bob Norris, Cindi and Rich Erhardt, Larry Wright, Bob Kallestad, Bill O'Connell Jerry and (almost) Krista Terstiege.

Front row L to R: Craig Norris and Keltie Morris. Not in picture, photographer, Pat Wright.

We continue to remind our members of the date of our luncheons and hope to see more of them soon. Our luncheons are always on the second Tuesday of the month – 11 a.m.

Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA *DL "Larry" Wright*

Ohio Cleveland Crazies RUPA Luncheon

The Cleveland Crazies had another great turnout for our April meeting with fourteen members wives and friends present.



Left to right standing: Phil Jach, John Hochmann, John Pinter, Harvey Morris, George Bleyle, JoAnn Pinter, Bob Lang, Dawn Lang, Joe Getz, Bob Olsen, our server Jennie, and Rich McMakin.

Left to right seated: Jim Burrill, Ken Wheeler, and Ken's helper Diane Johnson.

The talk was lively, the stories interesting and the service and food was excellent. Bob Olsen attended the Sun-n-Fun flyin and air show in Lakeland, Florida. He told us about meeting and listening to the last remaining Doolittle Raider speak about his experience on that faithful day. We were also reminded about the October RUPA Reunion in Dayton and our June meeting at the McMakin home. Cheers, *Phil*

San Francisco North Bay RUPA Luncheon

The North Bay group met at our favorite and oh so friendly Sheraton Tolay restaurant on the first Wednesday of May. It was a small turnout of the usual suspects and we were glad to see our leader and mentor Bob Donegan, accompanied by Doris, joining us.



L to R: Bob & Doris Donegan, Barney Hagen, Bill McGuire, Dick Lammerding, Don Madson, Larry Whyman, Rick Saber and Mike Tar.

As usual with a small group the story telling was enjoyed by all. Rick Saber brought along a piece of his handiwork, a concrete Hippopotamus, that he was intending to take to a retired friend in France but, instead, sold it to yours truly to enhance my landscaping. Rick says he used to make these things years ago and has resumed their construction as an outlet for his boundless energy. No, really. Speculation on the Max 8 and glad we lived in simpler times.



We meet the first Wednesday of the month, Sheraton Tolay at the Petaluma marina, gather at 12:00, sit down at 12:30, lunch and tall tales and done by 2:00. Come join us.
Per Ardua, *Barney*

Reno's Biggest Little RUPA Group Luncheon

The Biggest Little Group met for lunch at BJ's Restaurant and Brewery in Reno, Nevada.



First row left to right are: Joe Racacic, Jim Whiteley, Gary Dyer, Bill Shepherd, George Hemminger, Biff Windsock (alias Bill Charney)

Second row L to R are: Lyle U'Ren, Jon Rowbottom, Ned Peterson, Cort de Peyster, Gene Lamski, Larry Fritz and Don Merucci.

Lively conversation, mostly at the Continental end of the table. All seriousness aside, topics included pass travel, airplane stories, pilots we used to fly with and places we have lived. It should be noted that we never discuss politics.

It was interesting to have two past RUPA Chairmen at the same lunch. *Lyle U'Ren* 775-232-0177 ©

The Ham Wilson S.E. Florida Gold Coast (April) RUPA Luncheon

This is from the winter team and we held a nice lunch at Galluppi's on April 11th. Your summer Team of Art Jackson and Jim Morehead start with the May lunch. We meet the 2nd Thursday of each Month at Galluppi's at 11:30 AM. We are now COED Year-round. Wives, girlfriends, friends and other Airline pilots from other carriers are welcome to attend.



L to R: Bob Senderoff, Bill Bonner, Bob Engelman, Les Eaton, Gene Anderson, Mike Warde, Denny Keast, Ed P., Art Jackson, June Jackson, Jim Morehead, Mark Strasfeld, and Bill Garrett.

Art Jackson & Jim Morehead

The Ham Wilson S.E. Florida Gold Coast (May) RUPA Luncheon

We had a great lunch at Galuppi's. We meet every second Thursday same location same time 11:30 AM. The next lunches should be: June 13, July 11, August 8, September 12 and October 10.



Our accomplished aviators who have slipped the surly bonds of earth this month were Left to Right: Mike Warde, Vince Rodriquez, Bill Garrett, Art Jackson, June Jackson, Burt Olson, Diana Engelman, Bob Engelman, Bob Senderoff, Jim Morehead, Gene Anderson, Stan Baumwald (NWA), Dave Friend.

Art expects to be traveling sometime during the summer months as some of us will. Glad to see Dave Friend make the luncheon circuit and welcome all of you to our future lunches. Also, glad to see Burt Olson Who came down from Central Florida for the day to have lunch with us.

We are now COED Year around so we look forward to seeing any of you including friends who may be in town or significant others or people from other airlines.

Art Jackson & Jim Morehead



Dana Point RUPA luncheon

Yesterday, May 14th, the Dana Point RUPA members had their monthly luncheon meeting at the Wind and Sea Restaurant. Joe Udovch was unable to attend. *Bruce*



Bill & Evalyn Lucius, Carlos Bernhard, Bill Stewart, Rico & Merle Santamaria, Bob Fuhrmann, Bill Rollins.



Cheryl & John Arp, Bruce & Peggy Dunkle, Park Ames & Denny Giese, Rusty Aimer and Brian Kenney.

San Francisco East Bay Ruperian's Luncheon

We only had four attend our May luncheon. Most of our regulars had other events scheduled for the time. With only four of us, our one small table made for more intimate conversation.

Attending were Neil Dahlstrom, Rich and Georgia Bouska, and B.S. Smith. Sorry, no picture available.

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

Seattle Gooney Bird RUPA Luncheon

For May, 2019 our Gooney Bird luncheon was moved from the SeaTac Marriott to the Boeing Field Museum of Flight Skyline Room. On April 6, 2019 Retired Captain Fred Sindlinger, one of Seattle's finest, flew west and the Sindlinger family chose this date and location for his Memorial Service and Celebration of Life.

Many Gooney Birds were among the 200+ friends and family who attended. Respects were paid and numerous stories were recounted and shared. Fred was a pilot's pilot and a true gentleman in every respect. He quietly excelled at every endeavor and was known widely for his craftsmanship, particularly in his building of an award winning 5/8 scale Hawker Hurricane of WWII vintage.

Every Flown West parting brings reflection and sorrow. Fred will be truly missed by everyone who had the good fortune of knowing and associating with him. *Hank Kerr*

Phoenix Roadrunner RUPA Luncheon

Our April luncheon was held April 9th at our normal meeting place.

Present were Tom & Renee Libuda, John & Dianne Bachynski, Frank Soare, Dennis Leahy, Dave Specht, Mike Clements and myself.

Discussion was about some notable Captains. We were sorry to learn of the passing of the wife of one of our members, Judy Meyer, wife of Fred Meyer. Definitely had to mention flying stories. Good to see some of our group back again.

Our next meeting will probably be in the fall. Likely October. We meet the second Tuesday of each month from fall to spring. *Ken Killmon*

The Columbia River Geezer's RUPA Luncheon

The Columbia River Geezers held its May RUPA luncheon on May 15, 2019.



In attendance, left to right were: Jake Jacobsen, Ron Blash, Doug Howden and Jim Huff.

A small group today so a lot of intellectual conversation bounced back and forth across the table. No conversation with regard to our nation's politics or the recent 737 MAX accidents. Most stories centered about the days of flying the line and individuals we have flown with from the past. Jake shared a few stories of flying Captain on the DC-3 and DC-6/7. Jim retired as the # one Captain on the DC-10 in Seattle. Doug and I talked about Doug's next travel plans.

Not much of a crowd today the wx was overcast and rainy, so most RUPA members were probably at home in front of a fireplace listening to some heavy classical music while munching on a Tuna Salad sandwich.

Hope to see more of you at our next meeting on June 11 which is the second Tuesday of the month.

Blue side up, *Ron Blash*

United launches new safety video featuring Spider-Man



Beginning June 1, United Airlines began its latest inflight safety demonstration video featuring Spider-Man in an entertaining mini-drama film.

In addition to the safety video, United's broader promotional partnership with Sony Pictures in celebration of Spider-Man™: Far From Home, in North American theaters July 2, will include one-of-a-kind Spider-Man: Far From Home-themed Polaris business class amenity kits and unique experiences for MileagePlus members to see the highly-anticipated summer blockbuster through MileagePlus Exclusives.

The video highlights United's enduring commitment to the safety of all our employees and customers who are "far from home". In addition to United employees providing instruction on what to do in the event of an emergency, the video features MileagePlus members who bid miles for the unique opportunity to appear in the video and special appearances by cast members from this summer's highly anticipated film.

"For decades, Spider-Man has consistently shown the importance of using power to do good and to keep the public safe. We also believe that our greatest responsibility is to keep our customers and crew safe on board our aircraft," said United's Vice President of Marketing, Mark Krolick. "We are excited to have Spider-Man and his friends, along with our employees, bring new attention to the inflight safety video and creatively engage customers on such an important announcement."

The video begins with villains entering a corner store and causing 'turbulence' with their disruption to Mr. Delmar, played by Hemky Madera. The deli scene includes a framed photo of Stan Lee, honoring the immense impact he had on the Marvel community. Customers will also notice the recently announced updated United livery displayed on the animated 787-10 aircraft, prior to customers learning the locations of the exits. Next, Peter Parker's best friend Ned, played by Jacob Batalon, shares a scene with United CEO Oscar Munoz as the villains head into a nearby theater to escape Spider-Man. In one of the final scenes, Eugene "Flash" Thompson, played by Toni Revolori, helps to demonstrate that cell phones and large devices

should be put into airplane mode prior to take-off. This fast-paced and entertaining video concludes with Spider-Man ensuring that everyone is safe and settled as their journey begins.

On Lee's cameo, Gill Champion, President of Stan Lee's POW! Entertainment went on to say, "Stan loved doing his cameos and would love to know they are continuing, so we were thrilled to work with Sony Pictures and United Airlines to make this happen for both Stan and the fans."

Beginning in June, United customers traveling in Polaris business class will receive a limited-edition Spider-Man: Far From Home themed amenity kit, which will feature Spidey-branded comfort products including an eye mask, socks, tissues, ear plugs, a toothbrush and a pen alongside luxury skincare products, designed exclusively for United customers. Starting today on MileagePlus Exclusives, members are able to bid award miles on a one-of-a-kind experience to attend the Spider-Man: Far From Home premiere in Los Angeles on June 26. This opportunity will give a member access for two to attend the premiere, red carpet event and afterparty. Members also have the ability to use miles to attend a pre-release screening of Spider-Man: Far From Home in one of United's seven hub cities.

United Airlines upgraded mobile app wins Webby Award



Last night at the 23rd Annual Webby Awards in New York City, United Airlines accepted the "People's Voice" Webby Award in the "Business and Finance" category for the airline's reimagined mobile app, which debuted earlier this year. The Webby Awards is the leading international awards organization honoring excellence on the Internet, including apps. This year, 13,000 entries came from every U.S. state and more than 70 countries to be considered for this honor.

Already the top downloaded airline app for Apple and Android phones, the refreshed app features a more dynamic experience that updates customers at each step of their travel journey, making it the perfect travel companion. The app includes features customers know and love from the previous version, such as bag tracking, while adding enhancements that make managing travel easier from booking to landing. United's in-house digital team spent over a year designing and creating this updated app, including eight months during which customers and more than 18,000 employees provided feedback to create the final version.

"We're working hard every day to use technology to improve the travel experience," said Linda Jojo, chief digital officer at United. "What makes this recognition so special is that our win is because of our customers who voted for us – we love knowing they value the app that we created with them in mind."

Highlights from the improved app include:

- A navigation bar that gives customers quick access to some of the most popular tools such as flight status, and some new handy features like My Trips.
- A My Trips tab in the navigation bar that allows customers to easily access information about their upcoming trip and stores boarding passes when customers are checked in for their flights.
- An inbox that stores important push notifications United sends customers about their flight, such as if a flight status changes, gate changes and alerts about when boarding for a flight has begun.
- Dynamic boarding times will be updated throughout the app in the event that departure times change to give customers the latest information even when they are not at the gate. This builds on the airline's recent addition of boarding notifications, which were added when United rolled out its Better Boarding process.

One of the biggest updates to the app comes during the travel period, when the home screen updates to give customers the most helpful information for each step of their travel journey. The home screen will begin to update starting 48 hours before a flight and will continue updating throughout various phases all the way through arrival at the final destination with the most useful information. For instance, customers connecting will find a screen that allows them to easily access airport maps, so they can easily navigate to the next gate. Bringing the most useful information to the forefront will make the entire journey less stressful and more intuitive.

The app also includes an updated design with more engaging content. When a customer does not have an upcoming trip, the app will open to a beautiful destination image to provide travel inspiration. Content on the home screen is also more personalized to each user; for example, customers who recently passed loyalty milestones will be recognized on the home screen, and the app will also celebrate customers on their birthday.

United Airlines named a top company for diversity



United Airlines was honored by DiversityInc with their “DiversityInc Top 50” designation, lauding the airline’s leadership in promoting diversity through a diversity-focused talent pipeline and talent development, leadership accountability and a top supplier diversity program. The airline received the award at the 2019 DiversityInc Top 50 Announcement Event on May 7 in New York City.

United’s diversity and inclusion initiatives include efforts to build a more inclusive workplace and customer experience. Through these initiatives, the airline demonstrates its commitment to engaging with and advocating for various diverse groups, some of which are the LGBT community, people of color, women, veterans and people with disabilities.

United also works with partner organizations to engage young people from all backgrounds to build a more diverse aviation industry and works with partner organizations to bridge opportunity divides for underrepresented groups across the economy.

“As a global airline, United believes strongly that inclusion and empowerment should be at the forefront of our customer and employee initiatives,” said Lori Bradley, senior vice president of Global Talent Management at United Airlines. “We are proud of this distinction as the only airline in this group and thank DiversityInc for recognizing United’s commitment to diversity.”

This recognition follows the airline’s recent announcement that United became the first U.S. airline to offer non-binary gender options throughout all booking channels in addition to providing the option to select the title “Mx.” during booking and in a MileagePlus customer profile. United has continued to expand its Business Resource Groups (BRGs) across the U.S. and internationally for employees, adding more chapters for LGBT employees and women, as well as establishing a new BRG for employees with disabilities. In 2018, the airline also hosted a record number of Girls in Aviation Day events in locations across the system and continues to lead the industry by employing the highest number of female pilots.

The DiversityInc Top 50 Companies for Diversity is the leading assessment of diversity management in corporate America and globally. Receiving this designation confirms through data-driven analysis that United is committed to and successfully promotes the advancement of underrepresented groups in the workplace.

Russian billionaire buys world’s first private icebreaker



One of the top 50 richest Russians, banker Oleg Tinkov, wants to present what he calls a first private icebreaker to the public next year, before the €100 million vessel sets sail to the Antarctic among other destinations.

Founder and owner of Tinkoff Bank, worth \$2.2 billion, is going to show off the SeaExplorer 77, the newest addition to his pet-project, La Dacha, at the major global yacht show in Monaco as early as 2020. After the presentation, the superyacht will head to the gems of the Indian Ocean, the Seychelles and Madagascar, Russia’s scenic Kamchatka peninsula and Alaska, before challenging its reinforced icebreaker hull

in Antarctica in late 2021 and the beginning of 2022. “It is yachting, but a completely different one,” Tinkov explained. “It’s about exploring, but not about drinking martini and showing off in Saint-Tropez.”

The ‘icebreaker’ cost the billionaire more than €100 million (US\$112 million). The banker wants to enjoy it himself for around 20 weeks per year and plans to lease it for the rest for €690,000 per week.

The entrepreneur says he was the first to order such a vessel. In fact, it is an expedition yacht, which can break ice up to 40 centimeters thick and maintain autonomy at sea for up to 40 days. The 77-meter vessel, offering luxury accommodation for up to 12 guests in addition to the crew, also features two helicopter hangars, a dive center and decompression chamber, and carries a submersible, two snow scooters and waverunners.

Microsoft founder Bill Gates has already showed interest in the luxury sea adventure, and wants to have a three-week long charter, while a Russian businessmen from the Forbes list, whose name Tinkov did not reveal, wants to rent the boat for six months.

TSA: New airport security scanner poses “privacy risks” to passengers



US Transportation Security Administration (TSA) is demanding modifications of a new airport security system because it poses “privacy risks” to passengers by showing too much of them on display, a newly published document has revealed.

Following a demonstration, the Transportation Security Administration has requested changes to the contract because the scanner they received “has privacy risks associated with the Graphical User Interface,” says the document dated March 26 and made public by Quartz on Monday. While the document provides no further details on the exact nature of the privacy risks, the TSA

required the scanner’s manufacturer to add additional security features before it would consider using the device in a “live environment.”

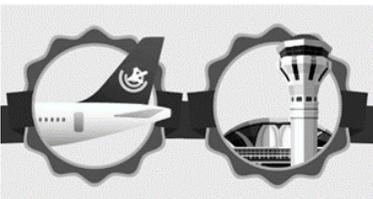
Using another government database, Quartz identified the contractor – whose name is redacted in the document – as Virginia security firm ThruVision. The document refers to ThruVision’s TAC scanner, which the company describes as a “proven people-screening camera that sees any type of item.” The device is supposed to be part of TSA’s “Future Lane Experience” (FLEX), an effort to speed up security checks that have become a major headache for passengers in many airports.

The Los Angeles County Metropolitan Transportation Authority partnered with the TSA last year to deploy ThruVision’s portable TS4 scanner, which the TSA claims to have vetted “extensively” prior to using it on LA commuters. It is unclear whether the TSA had similar concerns about the TS4 before the device was used in the field.

Revelations about the TSA concerns over the new scanner come after last week’s report by ProPublica that accused the agency’s current hardware of “discriminating” against African-Americans by misreading their hair, requiring a disproportionate number of pat-downs.

The ACLU slammed the TSA in 2009 for using scanning technology to conduct “virtual strip searches” that provided TSA employees with photos of passengers’ genitals, breasts and buttocks. More was revealed in 2010, when the Electronic Privacy Information Center (EPIC) published TSA documents which further detail the scanners’ invasiveness.

Best & Worst Airlines and Airports of 2019 revealed



Today AirHelp announced the results of its annual AirHelp Score which rates global airlines and airports. First launched in 2015, AirHelp Score is the most comprehensive data-based evaluation of airlines and airports, rating them on service quality, on-time performance, claim processing and food and shops – taking into account flight and after-flight services.

To create this ranking, the air passenger rights company has used top data sources, including its database of flight statistics, which is one of the largest and most comprehensive in the world, tens of thousands of customer opinions and its own experience in helping 10 million passengers around the world process compensation following flight disruption.

The 2019 AirHelp Score results prove airlines who put customers first come out ahead. The highest rated airline in the 2019 AirHelp Score rankings is Qatar Airways, which has successfully held its top position since 2018 due to consistency in effective claims processing and high punctuality. Specifically, Qatar Airways scored 7.8 for claim handling and 8.4 for its on-time performance. Other than Qatar Airways, a major shift occurred among the rest of the top five airlines; American Airlines, Aeromexico, SAS Scandinavian Airlines and Qantas ranked second through fifth, which showed significant achievement in claims processing and punctuality.

While the top five airlines scored well in passenger-focused areas like claims processing and punctuality, several of the lowest rated airlines, including Ryanair, Korean Air, EasyJet, and Thomas Cook Airlines, made headlines this year for mistreatment of passengers. For example, Ryanair’s staff went on strike, causing countless disruptions, and then the airline refused to pay out the compensation that passengers were owed. This shows that poor passenger support when flight plans go wrong will show in poor rankings.

“The 2019 AirHelp Score proves that airlines with higher passenger satisfaction provide more than consistent punctuality. We need to keep in mind that airlines are dealing with a new type of traveler: educated, increasingly aware of her needs and rights, and able to choose between a broad range of air carriers. It means that even those airlines which cannot keep their punctuality high have a chance to keep passengers connected to their brand by providing a positive after-flight service when their travel plans go wrong. Our study shows that airlines that put passengers first and hold themselves accountable by executing the rightfully owed compensation claims quickly and without hassle earn customers’ trust in this highly competitive market,” said AirHelp CEO and co-founder Henrik Zillmer.

AirHelp Score’s airport ratings show improvement is still needed. Among 132 analyzed airports, customers enjoyed the best experience at Hamad International Airport, Tokyo Haneda International Airport and Athens International Airport, who have ranked as the top three airports since the first AirHelp Score ranking. Eindhoven Airport, Kuwait International Airport, and Lisbon Portela Airport fell short with the bottom spots this year. All airports were rated based on on-time performance, service quality and food and shopping options.

“It is clear the global airline industry is in need of significant improvement, with overbooked flights and cancellations making national headlines month after month, and the consistent mistreatment of passengers,” said Zillmer. “Although most U.S. airlines and airports rated well this year, there is still a lot of work to be done as more than 90% of U.S. travelers are still unaware of their air passenger rights.”

Ex-UAL DC-10 Retires with Over 91,000 Flight Hours



FedEx's 'Joey' retires after 91,000-plus flight hours as fleet modernization continues. Grizzled FedEx Express veteran Joey has retired after nearly 50 years flying.

Joey, more formally known as Aircraft N365FE, last flew to Victorville, California, from Memphis on March 29 to join other retired FedEx Express planes. The MD-10 jet logged 91,452 hours and 56 minutes in the air over its career, according to FedEx.

The plane was the sixth DC-10 off its production line and first flew in 1971 for United Airlines, according to civil aircraft information site Airfleets. Two years later, a Memphis company called Federal Express officially began operations. FedEx acquired the plane in 1997 after it logged many flight hours with United, converting it into a freighter and naming it “Joey,” the company said.

“Each time a new aircraft joins the fleet or gets a facelift, the name of a FedEx Express team member’s child is selected and painted proudly beneath the captain’s window,” FedEx noted in a recent news release about a newly named aircraft.

Joey received a cockpit upgrade in 2006, converting it from a DC-10 to an MD-10. That conversion saved costs by cutting the flight crew from three to two people and having commonality with MD-11 planes, according to Boeing. It continued carrying cargo for FedEx for 13 years after that.

FedEx had 33 MD-10s (both MD-10-10s and MD-10-30s) in its fleet as of February but is retiring them fast. The company is phasing out the last of them in the 2022 fiscal year as it acquires more Boeing 767 planes.

FedEx began replacing MD-10s with 767s in 2014 to reduce operating costs and increase fuel efficiency, translating to millions in annual savings per plane, The Commercial Appeal previously reported.

“Last year, for example, the aircraft fleet modernization program saved 89.3 million gallons of jet fuel, avoiding more than 860,000 metric tons of CO₂e (carbon dioxide equivalent) emissions,” FedEx said in its 2018 annual report.

FedEx’s average fleet age is currently 21.8 years old, according to aviation database Planespotters, but the MD-10s in service run much older. Most are in their forties, and one named “Cindy” is close to Joey's age at 47.7 years old, per Planespotters.

To my children:

Never make fun of having to help me with computer stuff.

I taught you how to use a spoon.

Boeing Buffing Up MAX Reputation

By Russ Niles



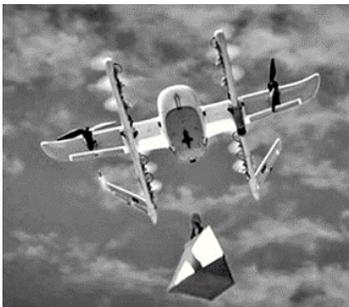
While Boeing engineers and the FAA put the finishing touches on the software makeover for the Boeing 737 MAX, a potentially more daunting task has been handed to the company's marketing department as it restores confidence in the aircraft.

Some online travel agents have added filters to their search engines to alert customers if they're scheduled to fly on a MAX and surveys suggest plenty of potential passengers will pass, but some analysts say it will all blow over. "The consumer has a very short attention span," George Ferguson, an analyst at Bloomberg Intelligence, told The Associated Press. He noted there have been plenty of airliners that had early-service catastrophes and went on to commercial success. Others aren't so sure.

Nick Cunningham, a founding partner at Agency Partners, said he's concerned "this has become too serious and too protracted for the Max to escape unscathed" and that the world attention on the two fatal crashes of MAX aircraft and its aftermath "will have acted to permanently lock it into people's memories." Others reference safety issues with the Ford Pinto and Chevrolet Corvair that killed those programs and continue to be cited in relation to the MAX.

For its part, Boeing says it has no plans to change the name and it's going full throttle for re-entry to service with a comprehensive program. "It's a multifaceted approach to taking the steps necessary to preserve the fleet, return it to service safely and restore any lost confidence that pilots, regulators and the traveling public have had in the Max," Boeing spokesman Gordon Johndroe said. A May 23 summit of operators and regulators will lay the groundwork for re-entry to service.

FAA awards first air carrier certification to commercial drone delivery firm



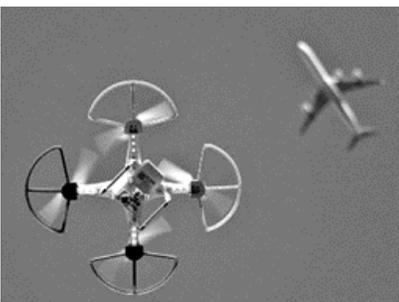
U.S. Department of Transportation Secretary Elaine L. Chao announced the Federal Aviation Administration (FAA) awarded the first air carrier certification to a drone delivery company, Wing Aviation.

The certification paved the way for Wing Aviation to begin commercial package delivery in Blacksburg, VA. Wing partnered with the Mid-Atlantic Aviation Partnership and Virginia Tech, as one of the participants in the Transportation Department's Unmanned Aircraft Systems Integration Pilot Program.

"This is an important step forward for the safe testing and integration of drones into our economy. Safety continues to be our Number One priority as this technology continues to develop and realize its full potential," said U.S. Secretary of Transportation Elaine L. Chao.

Wing demonstrated that its operations met the FAA's rigorous safety requirements to qualify for an air carrier certificate. This is based on extensive data and documentation, as well as thousands of safe flights conducted in Australia over the past several years. Wing plans to reach out to the local community before it begins food delivery, to gather feedback to inform its future operations.

FAA On Airport Drone Detection Systems



In order to support the safe integration of UAS detection systems into the airport environment, the Federal Aviation Administration (FAA) provided important information and continues to work closely with airport operators who are considering installing Unmanned Aircraft Systems (UAS) detection systems or have already installed such systems on or near their airports.

The FAA understands airport safety and security concerns raised by the malicious or errant use of UAS – also commonly known as drones – and the agency shares these concerns. Whether a new drone pilot or one with years of experience, rules and safety tips exist to help pilots fly safely in the national

airspace and the FAA is working on detection of drones at airports.

The agency expects to supplement this information with additional information related to UAS detection system coordination as it refines its processes and procedures for safe UAS detection system use and coordinated operational response at or around airports.

The FAA also provided information regarding the prohibition on the use of non-federal counter-UAS technologies at or around airports. These systems could pose an aviation safety risk by interfering with aircraft navigation and air navigation services.

The FAA does not support the use of counter-UAS systems by any entities other than federal departments with explicit statutory authority to use this technology, including requirements for extensive coordination with the FAA to ensure safety risks are mitigated.

FAA 2019 aerospace forecast



The FAA forecasts U.S. airline enplanements (passengers) will increase from 743.9 million in 2017 to 780.8 million in 2018, a 5.0 percent increase.

All safety, efficiency and economic indicators show that air travel in the United States is strong, according to the FAA Aerospace Forecast Fiscal Years (FY) 2019-2039. With aircraft operations expected to increase more than 25 percent over the next 20 years, the FAA is advancing major airspace modernization and infrastructure improvements to meet this tremendous projected growth.

Enplanements for domestic mainline carriers, which primarily use aircraft with 90 or more seats, increased 5.4 percent while domestic enplanements for regional carriers, which primarily use aircraft with 89 or less seats, increased 3.4 percent. 2018 International enplanements are expected to increase by 2.8 percent over 2017. Mainline carrier international enplanements were up 2.9 percent while regional international enplanements decreased 1.8 percent.

Revenue passenger miles (RPMs) are the industry standard for measuring air travel demand. An RPM represents one revenue passenger traveling one mile. Domestic RPMs increased from 683.6 billion in 2017 to 720.2 billion in 2018, a 5.4 percent increase. Domestic mainline carrier RPMs increased 5.5 percent while domestic regional carrier RPMs increased 4.4 percent. International RPMs by U.S. carriers increased from 271.3 billion in 2017 to 280.6 billion in 2018, a 3.4 percent increase. Total system RPMs increased from 954.8 billion in 2017 to 1.00 trillion in 2018, a 4.8 percent increase. Total mainline carrier RPMs increased by 4.9 percent, while total regional carrier RPMs increased by 4.0 percent.

Underscoring this point, the FAA forecasts total operations (landings and take-offs) at air traffic control towers to increase from 51.8 million in 2018, at an average annual rate of 0.9 percent during the forecast period, reaching 62.0 million 2039.

The Department of Transportation (DOT) and the FAA are planning to meet this growth in air travel with robust infrastructure investments through the Airport Improvement Program. Satellite-based, air traffic modernization technologies and procedures being deployed by the FAA are enhancing safety while improving efficiency in the nation's airspace system.

The forecast also highlights the phenomenal growth of Unmanned Aircraft Systems (UAS), often referred to as drones. The FAA projects the small model UAS fleet to grow from 1.2 million vehicles in 2018 to 1.4 million in 2023, an average annual growth rate of 2.2 percent. The commercial, small non-model UAS fleet is forecast to nearly triple from 277,386 in 2018 to 835,211 in 2023, an average annual growth rate of 24.7 percent.

In addition to UAS, another rapidly growing aerospace field is commercial space transportation. The FAA, which licenses and regulation this industry, projects that commercial space launch and re-entry operations will increase from 35 in 2018 to an estimated 56 in 2021.

The FAA aerospace forecast is the industry-wide standard of measurement of U.S. aviation-related activities. The agency uses data, trends and other factors to develop the forecast, including generally accepted economic projections, surveys and information sent by the airlines to the DOT. Additionally, the scope of the report looks at all facets of aviation including commercial air travel, air cargo and private general aviation.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



WE'RE Baack! - UAHF (United Airlines Historical Foundation) has returned to DENTK. In our new "quarters" things are a "bit messy" ... but we are working on it. UAHF (and DENTK Building Maintenance) moved items from the PODS into our new "office/store-room" that is shared with RUAEA (upper right photo). Actually, it is in the same area as before, only smaller. We are in the "second" door in the photo of the "B" Basement.

DENTK has "changed"! It was almost completely "gutted" and new walls and office equipment installed. Also there is the large new "G" building under construction on the South side of the campus.

By Marvin Berryman DENTK Retired. - UAHF Will continue accepting your tax-deductible monetary (\$) contributions, mail them to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.

Letter of Appreciation to RUPA

May 10, 2019

Dear Mr. Engelman:

Hello! I am writing to express my gratitude for the United Airlines Historical Foundation's and the Retired United Pilot Association's extremely generous donations to the Captain William S. Arnott Scholarship. I am incredibly thankful to have been a recipient of this award and cannot begin to thank you all enough for your generosity!

Just a few weeks ago, I became a commercially certified pilot, and I plan on pursuing my multi-engine rating and certified flight instructor certificate in the summer to come. As I'm sure you know, the expenses associated with becoming a pilot are immense, and many of us take on quite a bit of debt to be able to do what we love. Thanks to this scholarship, I will be even closer to achieving my goals and earning my thousand hours in order to pursue my dream of becoming an airline pilot.

This scholarship is particularly special to me because of the experiences that I have been privileged to have with United Airlines. I have been a part of Southern Illinois University's United Day for the past few years and have seen firsthand how that event can change students' paths in life. Encouraging young people, young women and other minorities in particular, to pursue a passion for aviation is an issue that is very close to my heart. I have been extraordinarily blessed to be able to become a pilot at all, greatly aided by scholarships like this one, and it is important to me to be able to help pay it forward to the aviators of tomorrow.

Thank you again for your generosity! I hope that someday I will be able to give back to students and prospective aviators in the same way that you have given back to me. This scholarship means so much to me and I appreciate your kindness.

Respectfully,

A handwritten signature in cursive script, appearing to read "Gabrielle", followed by a long horizontal flourish.

Gabrielle Escudero



2019 Rupa Reunion Information & Registration

It has been more than ten years since RUPA held a national event. We have decided it's time to get together once more to renew old friendships and, perhaps, make new ones. We are going to meet in Dayton Ohio, Tuesday October 1st thru Friday October 4th of this year.

We will be staying at the Holiday Inn Fairborn, 2800 Presidential Dr., Fairborn, OH. We have a room rate of \$111 per night plus tax, which includes breakfast. Call the hotel directly to the reservation department at (877) 390-5931 to make your reservation. You must identify yourself and request the group rate for RUPA, (Retired United Pilots Association.) This will insure that you will receive the correct rate and that the Association receives credit for your room in our block of rooms. This rate can apply three days prior and/or three days after the reunion with advanced reservations and which also includes complimentary parking. (Your spouse or significant other is welcome to attend. Additionally, if you would like to bring a family member or friend, they are also welcome.) The cutoff date for rooms at the hotel is 09/01/2019.

Oct 1: Registration and Welcome Reception.

Oct 2: Breakfast at the hotel. Board the bus to visit the Wright Brothers Museums, to include the Wright Cycle Company and Visitors Center, Wright Company Factory, The Wright Brothers Aviation Center and the Huffman Prairie Field Interpretive Center. Lunch will be on your own at the Carillon Brewing Company featuring food and beverages that were popular in the Dayton area during the 1800's. Dinner will be on your own.

Oct 3: Breakfast at the hotel. Board the bus to visit the United States Air Force Museum. There is so much to see here, one day will hardly do it justice. Free guided tours are provided. Lunch will be on your own at the museum. That evening will be the RUPA banquet/dinner. It will be held at the Holiday Inn Fairborn in the Lindbergh/Earhart Room. Entertainment will be provided as well as a guest speaker and group photo.

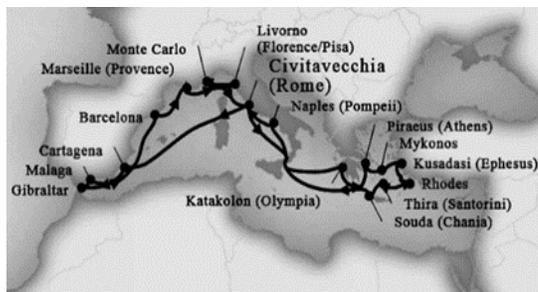
Oct 4: Breakfast at the hotel and farewells.

Now, for all of this to work we need your cooperation. First, we would like you to register as early as possible so that we know if we have enough rooms in our block for everyone who wishes to attend. Second, we need to know how many of you will be going on the tours, so we have enough buses for all. And third, we need to know how many will be attending the banquet/dinner. At the present time we have a Banquet Room reserved for 120 people, and that is a tight fit. A larger room is available, but we have to know before it is spoken for.

If you plan to attend, please forward the registration form to John Gorczyca. Thank you in advance for attending. This reunion should be a wonderful experience for us all and we know you will have a great time.

Rich Bouska, and John Gorczyca, Co-Chairman

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:

Inside \$1,449 Outside \$1,799 Verandah \$2,099 Suites \$2,449 Port charges are \$129 pp

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

Inside \$1,349 Outside \$1,699 Verandah \$1,749 Suites \$1,999 Port charges are \$110 pp

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

Inside \$2,699 Outside \$3,399 Verandah \$3,799 Suites \$4,399 Port charges are \$253 pp

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 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, 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

Additional Cruise information

From time to time Holland offers specials that become available, but it is difficult to list them due to the submission and publication dates of each issue. For this reason lower prices may be available than those published. Call Jerry for the best up to date prices. He will always reprice current bookings if lower prices become available.

I would like to highlight some of the points of interest that will be available along the route of this cruise. First of all is Rome, if you haven't been to Italy, Rome is a must see. You will have three opportunities to visit the city; arrive a day or two early to adjust to the time zone and see the sights, the mid cruise break when the ship returns back to Rome for a day after the first twelve days of the cruise, and after the cruise is completed. Rome is virtually one large outdoor Roman architectural museum. One should at least see the Colosseum, the Roman Forum, the Pantheon, the Arch of Constantine, and St. Peter's Basilica. You may also want to visit the Spanish Steps, Trevi Fountain and several Gelato shops to keep your energy up.

The first port of call in Greece is the small fishing village of Katakolon, the closest port to Ancient Olympia. Here you can step back in time, 2,000 years into the past, to the days of the original Olympic Games. Temples, treasury, porticoes and statues, as well as the Temple of Zeus with its forty foot statue all stood here. You will be able to see all the ruins and fill in the gaps with your imagination. Near the pier at the port is the Museum of Ancient Greek Technology. It holds 200 operating reconstructions of mechanisms and inventions of the ancient Greeks.

No modern metropolis is more steeped in myth than Athens, Greece. From the gritty port of Piraeus, gateway to Greece's fabled isles, to the Parthenon, eternal symbol of Western civilization; Athens has attracted scholars and visitors for centuries. This heritage is still very much alive for modern visitors to Athens. Ancient stadiums and temples stand alongside apartment blocks while modern performances are staged in the marble amphitheaters where Greek drama was born. All this and millennia-old monuments are scattered in the archaeological park that circles the Acropolis.

From ancient wonders to holy sites, there are few ports in the Mediterranean as magical as Kusadasi Turkey. It is the gateway to one of the most legendary cities of the ancient world: Ephesus, a UNESCO World Heritage Site. St. Paul preached in its Great Theater, while the façade of the Celsus Library survives as a testament to the city's role as a center of learning and culture. You will be able to walk the streets amongst the ruins of this once great city. Not far from Ephesus, the Temple of Artemis (also known as the Temple of Diana), one of the Seven Wonders of the ancient World, once stood. While it no longer stands, it is possible to walk amongst its foundations and the remains of its towering columns. Other historic sites can also be found nearby: The House of Mary is believed to be the home of Jesus's mother at the end of her life, and the Basilica of St. John, constructed in the 6th century, marks the location of his tomb. (Like Mary, he spent his final years in Ephesus.) A day here is a day spent in the company of some of antiquity's greatest figures.

Cartagena is home to the second-largest Roman amphitheater on the Iberian Peninsula. The amphitheater was discovered in 1988 during the clearing of rubble and has been restored to its former magnificence. The city is much more than just spectacular ancient ruins; there are striking Art Nouveau buildings, neoclassical churches and ultramodern edifices throughout the city. Here you will find many opportunities to shop for local and regional artisan wares or to sample the friendly tapas bars, or if you are so inclined, Paella is widely available and worth a try.

Gibraltar, British Territory: we all know of the strategic value of Gibraltar, generally known as the "Rock". But did you know it offers a fascinating mix of cultures that include Moorish, Spanish, Italian, Portuguese and English influences (among others)? This tiny British Territory is most famous for the giant Jurassic limestone rock soaring above the territory's main commercial and residential areas. The Rock contains an abundance of history (military and otherwise), not to mention significant flora and fauna, and a labyrinth of caves and tunnels which can be visited. Venture into Gibraltar's densely populated streets for Spanish, British, Middle Eastern and Italian cuisine, as well as tax-free shopping on everything from luxury brands to handmade arts and crafts and artisanal edibles. There are also historic and holy places in Europa Point, and the Museum of Gibraltar provides an opportunity to learn about the region's history and prehistory.

It's difficult to point out highlights on a cruise like this one when the whole cruise is a Highlight. I hope you are able to find your own particular favorite.



RUPA Pass Travel Report June 2019

Captain Pat Palazzolo
rupapasstravel@rupa.org

Employee Travel Center (ETC)
+1 (877) 825-3729
etc@united.com
or **Help Hub** or Flying Together

Hello fellow aviators,

Three items in this month's column:

- 1) Like to travel overseas? You need this free app. It has everything!
- 2) A new airline has been added to our list of ZED carriers.
- 3) The deadline for changing your enrolled friends is at the end of June.



SMART TRAVELER



Smart Traveler App: If you like traveling overseas there's a great app just for you. It's free and it's produced by the State Department. It's called "Smart Traveler" and it has everything you would ever want to know about traveling to or through another country.

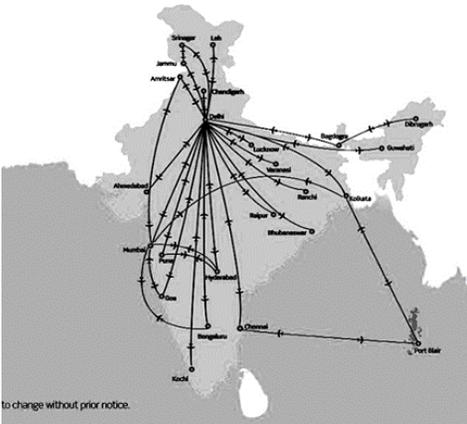
When you select one of the countries (and it has every country on the face of the earth), it'll give you a menu of items for that country such as Entry, exit and visa requirements, Health and Safety, Embassy and Consulate information, precautions specific to that country, laws specific to that country of interest to travelers, etc.

If there are parts of the country they recommend you avoid, it will tell you, such as Mexico, where they tell you which parts are safe and which parts to avoid. At the beginning of each country's information is a yellow band designating the State Department's advice for travel to that country. It ranges from Level 1, such as Ireland, that says "Exercise normal precautions" to Level 4, such as North Korea, that says, "Do not travel."

The app is updated regularly and I never leave home without it!

The app is updated regularly and I never leave home without it!

Vistara, a new ZED carrier has been added to our list of ZED carriers. Vistara is a domestic carrier in India with an expansive network throughout India and a large hub in New Delhi. Employees, Retirees and Parents can all travel on the Low ZED Fare.



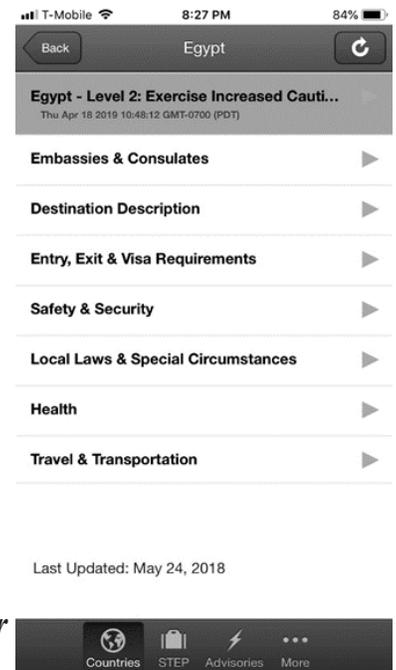
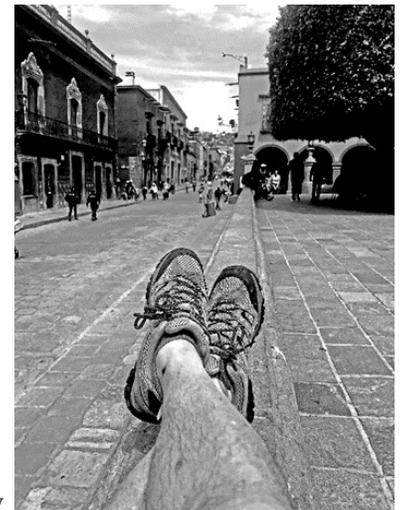
Deadline for changing your enrolled friends is at the end of June. Go to the **Travel** tab near the top of **Flying Together** and then click on "**Manage Pass Riders.**"

Remember, if you do nothing, your existing enrolled friend selections will roll over to the new 6-month travel period.

One helpful tip that you may not know:

If you don't know by the end of June who you want to be your enrolled friend, no problem. Just make sure you have removed anyone from that slot so they don't roll over.

An empty enrolled friend slot can be filled again at any time. You don't have to wait until the end of the six month travel period to add a person to an empty slot. If you decide in July or August that you want to add someone to that empty slot, you can. But remember, once you add someone, you cannot remove them until the end of that six-month travel period.



Accommodations for Older Travelers

By Julie Weed/The New York Times



Samantha Flores was having a tough time getting through the airport. The signs were hard to see, the announcements were hard to hear and the people rushing by made her feel unsteady on her stiffened knees. Finally, with relief, she made her way to a bench to sit down, catch her breath and take off her “age simulation suit.” Ms. Flores is the director for experiential design for the architecture firm Corgan, and the nearly 30-pound suit was meant to help her, a 32-year-old, experience the physical challenges of navigating the world as an older person. Goggles and headphones “impaired” her sight and hearing. Gloves reduced feeling and simulated hand tremors. Weighted shoes, along with neck, elbow and knee movement

restrictors, approximated mobility limitations. Using the suits is one way designers who work with airports and the travel industry are starting to look at creating spaces for different groups of people (besides interviewing senior travelers and others about their experiences). And older people are one group whose numbers are growing.

According to the World Health Organization, the percentage of the world’s population over 60 will nearly double by 2050, rising to 22 percent from 12 percent. In the United States, the Census Bureau projects that by 2035, people 65 and older will outnumber children for the first time.

While some design adaptations for older travelers might seem obvious, like benches placed for frequent rest stops, others are not as intuitive. Research conducted by Corgan found that elderly people were more likely to look down while they were walking, which means they could miss directional signs above their heads. So the company suggested that its airport clients place more information closer to the ground. It also found that older air travelers often headed straight for their gate to reduce anxiety about missing flights, so they bypassed the main concession hubs. The firm recommends that airports add more food options near the boarding areas. The firm also found that shiny floors should be avoided because they could appear wet and cause people to worry about falling.

Donald P. Hoover, associate director of Fairleigh Dickinson University’s International School of Hospitality and Tourism Management, said the leisure and tourism industries would do well to focus on this group. They “must consider the disabilities related to aging and keep them in mind when designing and creating anything associated with the guest experience,” he said. Professor Hoover said many of the changes could benefit travelers of all ages. At hotels or airports, for instance, shortening the time spent waiting in line to check in, training staff to recognize and act on guests’ special needs, or designing simpler websites and more ergonomic bathrooms could improve everyone’s experience.

Some adaptations are more technical. A few airports have begun installing special systems that transmit announcements directly to the telecoil receiver in a user’s hearing device, allowing those with hearing aids to more easily understand announcements at the gate. The airports in Detroit and Rochester are among those rolling out the system.

A handful of airports, including Los Angeles and Seattle-Tacoma, have recently begun offering Aira, glasses for low-vision or blind people. The glasses connect through Wi-Fi to allow a trained guide to see what the wearers are seeing and help them navigate through the airport, identify luggage and accomplish other tasks. Kevin Phelan, vice president of sales and marketing for the company, said its top requests from older people using its service in hotels and Airbnbs were to do a walk-through so they could avoid tripping hazards and to adjust thermostats.

The Seattle airport has estimated that 35 percent of the people coming through last year were 55 or older, said Perry Cooper, an airport spokesman. To serve this group and others, the airport has begun offering electric cart service between the airport’s light rail station and the terminal, so passengers don’t have to walk the few tenths of a mile. A service for travelers arriving on cruises from Alaska lets them send their luggage directly from the ship to their departing flight.

At Tampa International Airport, the proportion of older travelers is higher than national levels — 40 percent of adult travelers are 55 or older, said Danny Valentine, an airport spokesman.

During a large renovation and expansion project that was completed last year, the Tampa airport worked

with the design firm HOK and Skanska, a construction company, to minimize walking distances and create an open layout so passengers could easily find their way to gates, restrooms and restaurants. Additional staff members were stationed throughout the terminal. “For older passengers,” Mr. Valentine said, “it’s important to have that human touch.”

Hotel companies like Marriott International say they are also keeping an eye on travel trends among older guests. Toni Stoeckl, vice president of distinctive select brands at Marriott International, said one of the brands, Element Hotels, was introducing “Studio Commons” later this year — units with four rooms positioned around a single common area. The concept was developed partly in response to a rise in multigenerational family trips. In the new rooms, he said, “baby boomers can have their own private room but still share a common living area with kids or grandkids.”

Smaller properties look at those needs, as well. Joanne Cunningham, director of sales and marketing at the Dunes Manor Hotel & Suites in Ocean City, Md., said some of the hotel’s guests had been visiting since the 1960s. The management wanted to make sure they could keep returning comfortably with children and grandchildren, so Dunes converted the top three of its 11 floors to rooms that would be friendly to older people, equipping them with showers instead of bathtubs, and fixtures and furnishings that are easier for older guests to use, like extra bright lamps with large visible outlets for electronics.

“It’s important that guests who have been part of our ‘family’ for so many years are well taken care of,” she said.

Small businesses that cater to tourists are also taking steps to become more elder-friendly. Miceal O’Hurley, proprietor of Fantastic Flavours Ice Cream Parlour in Youghal, Ireland, estimates that almost half of his customers are retirees from the United States and Europe. Last year, he worked with older people and architects to evaluate each aspect of his customers’ experience and went beyond eliminating tripping hazards and installing better lighting.

Mr. O’Hurley said he had widened door frames to accommodate walkers and people being assisted by a friend. He bought sturdier table bases so customers could lean on them when rising from a chair and removed some furniture to make the space easier to navigate. The store installed sound dampeners to drown out the sharp sounds and moderate the high frequencies that had caused older travelers to turn down their hearing aids. “It was a lot to do,” Mr. O’Hurley said. But, he added, it was also important “as the average age of travelers increases.”

Jimmy Carroll, co-founder of the travel expedition company Pelorus, said he had found that as multigenerational travel had become more popular, grandparents “don’t want to miss out on anything.” He said his staff tried to find ways for everyone to participate in activities. On one family’s trip to Costa Rica, for instance, a grandmother traveled along in a submersible vehicle with a pilot while her grandchildren snorkeled around her. Pelorus also arranges experiences for its older clients with the goal of “having them do something they thought was no longer possible,” Mr. Carroll said.

Aixa Ritz, who researches sustainable tourism at Fairleigh Dickinson’s hospitality school, said people’s “definition of adventure changes as we get older.” She is 72 and refers to herself as a “senior boomer.” She said she and her friends were still excited to see new places, “but we want everything taken care of.”

US travelers warned about mandatory Real-ID requirement changes



US states are rushing to become Real-ID compliant in response to federal legislation, which set new, more stringent minimum standards for identification that will be accepted at airport security stations. Travelers not presenting a Real-ID license or ID by the deadline will be denied access to all federal facilities, including boarding commercial aircraft.

In an attempt to set a minimum standard for airport and federal-building security within the nation, the Real-ID Act was passed in 2005 in response to the 9/11 terror attacks. The law essentially raised standards for state agencies like the Department of Motor Vehicles, requiring applicants to present more paperwork with Social Security Numbers and proof of residency for issued licenses and identification cards. Both the upgraded driver’s licenses and ID cards are also now constructed with greater technology to make them more difficult to forge.

The law can be a confusing issue for travelers. Compliance with the law is proved via state-issued IDs or a

driver's license, usually signified by the presence of a black or gold star on the front of the card. A non-compliant card will present the words "Not for Federal Identification" or "Federal Limits Apply." Unfortunately, though, these are simply rules of thumb.

Legal compliance does not yet require overt displays, and some states have issued compliant IDs without the recognizable star. Further complicating the matter, lack of compliance in no way affects a person's ability to legally drive, vote, apply for federal benefits or participate in law enforcement proceedings.

Though the federal government has delayed full implementation of the law for over a decade, it has finally set a firm deadline of Oct. 1, 2020 for full compliance from all 50 states and territories. Travelers not displaying a Real-ID by this deadline will no longer be able to board domestic flights.

Most states are already fully aligned with the law or are extremely close to reaching that status, and new licenses and ID cards in these states are issued with a star in the top right corner. This is the good news. The bad news is that not all states are ready, and not all travelers in compliant states are carrying proper IDs.

Living in a compliant state does not guarantee travel rights. Travelers must renew their IDs and licenses before the 2020 deadline to ensure they will be permitted through airport security. A full list of states and their status can be found in both map and table formats via the Upgraded Points study.

Though the list of states and territories that are not currently compliant is short, it is significant. And some states are working with extensions. For instance: New Jersey is still not fully compliant, but is working on an extension through October 10 2019. California's status is also pending approval by the federal government, and is under review through May 24, 2019. Each state's status is analyzed in full detail via the Upgraded Points study.

A Winter Friend

You know time has a way of moving quickly and catching you unaware of the passing years. It seems like yesterday that I was young, just married, and embarking on my new life with my mate. Yet in a way, it seems like eons ago, and I wonder where all those years went.

I know that I lived them all. I have glimpses of how it was back then and of all my hopes and dreams. But, here it is... the winter of my life, and it catches me by surprise... How did I get here so fast? Where did the years go and where did my youth go? I remember well seeing older people through the years and thinking that those "older people" were years away from me and that winter was so far off that I could not fathom it or imagine fully what it would be like.

But, here it is...my friends are retired and getting grey... they move slower and I see an older person in myself now. Some are in better and some worse shape than me... but, I see the great change... Not like the ones that I remember who were young and vibrant...but, like me, their age is beginning to show, and we are now those older folks who we used to see and never thought we'd be.

Each day now, I find that just getting a shower is a real target for the day! And taking a nap is not a treat anymore... it's mandatory! Cause if I don't on my own free will... I just fall asleep where I sit!

And so... now I enter this new season of my life unprepared for all the aches and pains and the loss of strength and ability to go and do things that I wish I had done but never did!! But, at least I know, that though the winter has come, and I'm not sure how long it will last... this I know, that when it's over on this earth... it's over. A new adventure will begin!

Yes, I have regrets. There are things I wish I hadn't done... things I should have done, but indeed, there are also many things I'm happy to have done. It's all in a lifetime.

So, if you're not in your winter yet... let me remind you, that it will be here faster than you think. So, whatever you would like to accomplish in your life, please do it quickly! Don't put things off too long!! Life goes by quickly. So, do what you can TODAY, as you can never be sure whether this is your winter or not!

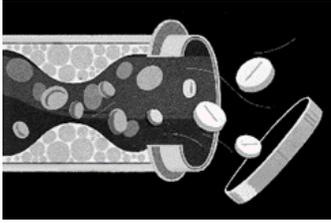
You have no promise that you will see all the seasons of your life... so, LIVE FOR TODAY and say all the things that you want your loved ones to remember... and hope that they appreciate and love you for all the things that you have done for them in all the years past!!

"Life" is a GIFT to you. The way you live your life is your gift to those who come after. Make it a fantastic one.

Remember: "It is Health that is real Wealth and not pieces of gold and silver."

When the Benefits of Statins Outweigh the Risks

By Jane E. Brody/The New York Times



My column last April, “Weighing the Pros and Cons of Statins,” has so far elicited nearly 700 online comments, many of them from people who accused me of selling out to Big Pharma. Yes, statins are blockbuster drugs with sales in the billions, but that doesn’t mean they’re not safe and effective. In this column, I will try yet again to explain my understanding of statins and help others deal sensibly with these potentially lifesaving drugs. I do not own stock in any drug company, and no friend or relative works for one. My personal decisions and published statements about any medication are based on a thorough analysis of the best available medical evidence. Those decisions and statements may change if and when reliable new findings warrant. This is science, after all, and science is constantly evolving.

As I mentioned in last year’s column, I had taken a monthslong hiatus after more than a decade on a statin to see if it would relieve my periodic back pain. It did not. What it did do was allow my cholesterol level to soar back to a total of 248 milligrams per deciliter of blood and an LDL (the heart-damaging lipid) level of 171, 70-plus milligrams higher than it should be.

My decision to take a statin was not made casually. I first tried a stricter-than-usual diet of home-cooked meals rich in vegetables plus fish and nearly devoid of saturated fats, processed foods and refined carbs and sugars. I took supplements of fish oils, fiber and plant sterols, among other nonprescription products said to lower cholesterol. And, of course, I kept my weight down and activity up — a daily regimen of walking, swimming and cycling. All, alas, to no avail. My doctor deduced that my body was manufacturing too much cholesterol, and knowing I had a frightening family history of premature heart attacks, he thought I’d be wise to take a statin.

Many of the readers who responded to my April column also said that statins caused unrelenting muscle pain that resolved once they stopped the drug. I don’t dispute that this can happen to some people, even though numerous studies, including a double-blind placebo-controlled trial, indicated that most reported muscle aches were not attributable to statins.

In addition, in about 9 percent of patients, statins have been shown to raise the risk of developing Type 2 diabetes.

Knowing the odds of side effects and making sure to get periodic checkups that would pick up an adverse reaction, I chose to focus on the drugs’ potential benefits. Most important to me is that for each 40-milligram drop in heart-damaging LDL on a statin, the risk of a major cardiovascular event drops by 25 percent each year.

In a 20-year study in Britain of men who had no coronary risk factors other than high LDL levels and no evidence of heart disease, 40 milligrams a day of pravastatin (Pravachol), a relatively weak statin, reduced coronary deaths by 28 percent.

Also important are the likely mechanisms behind such protection. In addition to lowering blood levels of LDL, statins reduce inflammation, now recognized as an important risk factor for heart disease, and they stabilize the plaque that narrows coronary arteries. Most heart attacks happen when a chunk of plaque becomes unstable, breaks loose and obstructs a major artery feeding the heart.

There may be other important benefits. A review of 36 studies involving more than 3.2 million people found that statin use reduced the risk of blood clots in a limb or lung by 15 to 25 percent. Also enticing is the finding among 400,000 men and women on Medicare linking statin use to a lower risk of developing Alzheimer’s disease. To be sure, this is just an association, not a controlled clinical trial, but one possible explanation for the link is that cholesterol plays a role in processing beta-amyloid, plaques of which are a hallmark of Alzheimer’s.

None of this means that every adult over 50 should be on a statin. Trials involving hundreds of participants with differing cholesterol levels and coronary risk factors have shown that those who are at the low end of the risk profile are unlikely to benefit, at least in terms of cardiovascular disease.

Currently, doctors and patients can use the Cardiovascular Risk Calculator to determine where on the risk spectrum someone between the ages of 40 and 79 falls. Those calculated to face a risk of experiencing a car-

diovascular event over the next 10 years below 5 percent are considered low-risk; a risk level between 5 percent and 7.4 percent is labeled borderline; a level of 7.5 percent to 19.9 percent is intermediate, and a level of 20 percent or higher is considered high.

In the latest guidelines from an expert committee of cardiologists, high-risk patients, including anyone who has already had a cardiovascular event, should be advised to start taking a statin, with the goal of lowering their cholesterol level by more than 50 percent. The goal for intermediate-risk patients is a 30 percent reduction in their LDL-cholesterol level.

Those who are uncertain about the extent of their risk or who hesitate to take a statin based only on a medical profile suggesting their cardiovascular risk is relatively high could opt for a CT scan of the heart to determine their coronary artery calcium score. The score indicates how much hardened plaque may line the arteries critical to their heart's health.

Also, for those facing a higher-than-average risk of suffering a heart attack or stroke, the first step in reducing that risk is not a drug but getting modifiable risk factors under control. Even if you plan to take a statin, the drug will be most effective when combined with measures that reduce cardiovascular risk.

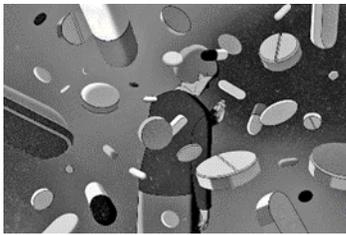
That means adopting and sticking to a Mediterranean-style diet that emphasizes fruits, vegetables, peas and beans, nuts and seeds and contains little or no saturated fats, the fats found in meats, poultry and dairy products that are not fat-free. Substitute whole grains for refined ones. The best oils to use for cooking and salads are olive, canola, grapeseed and avocado.

Control of body weight, high blood pressure and elevated blood sugar are also critically important. Again, the first step is consuming the kind of diet outlined above, using less salt and other sources of sodium, and eating fewer sweets and refined carbohydrates like white rice and white bread.

If, unlike me, you're lucky, such changes may even lower your cholesterol enough to eliminate the need for a statin and concern about possible side effects.

Older Americans Are Awash in Antibiotics

By Paula Span/The New York Times



The drugs are not just overprescribed. They often pose special risks to older patients, including tendon problems, nerve damage and mental health issues.

Last month, Caryn Isaacs went to see her primary care doctor for her annual Medicare wellness visit. A patient advocate who lives in Manhattan, Ms. Isaacs, 68, felt perfectly fine and expected a clean bill of health. But her doctor, who'd ordered a variety of blood and urine tests, said she had a urinary tract infection and prescribed an antibiotic. "The nurse said, 'Can you take Cipro?'" Ms. Isaacs recalled. "I didn't have any reason not to, so I said yes."

There are actually plenty of reasons for older people to avoid Cipro and other antibiotics known as fluoroquinolones, which have prompted warnings from the Food and Drug Administration about their risks of serious side effects. And there are good reasons to avoid any antibiotic when bacteria are detected in a urine culture in a patient who has no other signs of infection. So-called asymptomatic bacteriuria increases with age, but these women are not sick and don't need drugs, so medical guidelines recommend against routine screening or treatment.

Yet Ms. Isaac's prescription was hardly unusual. Despite ongoing campaigns by the Centers for Disease Control and Prevention and other public health groups, older Americans still take too many antibiotics. Patients over age 65 have the highest rate of outpatient prescribing of any age group. A new C.D.C. study, published in the *Journal of the American Geriatrics Society*, points out that doctors write enough antibiotic prescriptions annually — nearly 52 million in 2014 — for every older person to get at least one.

Because the researchers used a national pharmacy database that tracked only outpatients, the study likely underestimates the problem. "The volume would be higher if you included hospitals and nursing homes and other long-term care settings," said Katherine Fleming-Dutra, deputy director of the C.D.C.'s Office of Antibiotic Stewardship.

Glass-half-full types might be pleased to see that after climbing 30 percent from 2000 to 2010, antibiotic prescriptions for older adults leveled off between 2011 and 2014. "That's potentially good news," said Dr. Sa-

rah Kabbani, an infectious disease specialist at the C.D.C. and lead author of the study. But what public health advocates want to see is a decline, as has happened with young children, once the group most likely to use antibiotics.

“It’s hard to feel heartened about a plateau when overuse remains so prevalent,” said Dr. Caleb Alexander, co-director of the Johns Hopkins Center for Drug Safety and Effectiveness. “It’s as perennial as the grass.” Antibiotic overuse contributes to a serious public health threat by creating drug resistance, as infectious bacteria adapt to the medications. Drugs then lose their effectiveness, forcing doctors to resort to more toxic, less potent, often costlier options. Two million Americans get antibiotic-resistant infections annually, the C.D.C. has reported, and 23,000 die from them.

Moreover, antibiotics interact badly with many of the other drugs older adults take, including such widely used medications as statins, blood thinners, kidney and heart medications. “The number of potential drug-drug interactions with antibiotics are vast,” Dr. Alexander cautioned. Some antibiotics also have dismaying, even alarming, side effects in themselves. In 2013, the F.D.A. issued a warning about azithromycin, which in rare cases leads to dangerous heart arrhythmias.

But for more than a decade, the agency’s most frequent target has been fluoroquinolones. It has warned that this class of antibiotics (including Cipro and Levaquin) increases the risk of tendinitis and tendon rupture, particularly in older adults; that it can cause the nerve damage called peripheral neuropathy; and that it can lead to hypoglycemia (low blood sugar).

“One of the most common problems for older adults are changes in mental status — getting anxious, getting loopy,” said Dr. Sara Cosgrove, medical director of the Johns Hopkins Hospital’s Adult Antimicrobial Stewardship Program. “These drugs get into the brain.” The F.D.A. also warned of the problem in July. In fact, the agency advised in 2016 that fluoroquinolones’ potential side effects outweighed their benefits for several common infections. Last year, it added still another warning about ruptures or tears in the aorta, a rare but serious condition for which older people are at greater risk. Fluoroquinolones are also most implicated in the rampant, difficult-to-cure infection called *C. difficile*, along with an earlier antibiotic, clindamycin. *C. difficile*, too, occurs more frequently in older people. Yet what class of antibiotics did the C.D.C. team determine was most commonly prescribed for older adults? Fluoroquinolones. (The most used single drug was azithromycin, marketed as Zithromax, which isn’t a quinolone.)

More troublingly, doctors often prescribe these medications unnecessarily, studies repeatedly show. Upper respiratory infections — colds, sinus infections, bronchitis — trigger most prescriptions, but those infections are typically viral, not bacterial, and thus impervious to antibiotics. Nonetheless, a large 2017 study of older adults in Ontario found that almost half were prescribed antibiotics for nonbacterial upper respiratory infections that likely would have cleared up in a few days without them. “Patients usually get better in spite of the drugs, not because of them,” Dr. Alexander said.

As Dr. Kabbani pointed out, “when antibiotics are needed, they are lifesaving drugs.” But because they are so widely misused, with resistance such a menace, the C.D.C. has pushed for more prudent practices for consumers and for hospitals. The Centers for Medicare and Medicaid Services, similarly, is phasing in policies for wiser antibiotic use in nursing homes. “We want patients to get antibiotics when they need them — the right drug at the right time and the right dose — and not when they don’t,” said Dr. Fleming-Dutra. Even when antibiotics prove necessary, she noted, patients may get the wrong ones or take them for too long. (Fluoroquinolones, for instance, can be useful for hospitalized patients but aren’t first- or even second-line treatments for uncomplicated urinary tract infections; older antibiotics like Bactrim, Septra and Macrobid are.)

Getting this right will mean breaking longstanding habits among providers, including dentists (who may unnecessarily tell patients to take antibiotics before appointments if they’ve had certain surgeries).

Sometimes, though, patients are the ones demanding a pill to end a cold’s miseries, even when there is no such pill. “We encourage patients not to pressure their physicians to prescribe antibiotics,” Dr. Kabbani advised. And when doctors do prescribe them, “Have a conversation about why. Do I really need it? What else can I do to feel better? What do I watch out for in terms of side effects?”

Caryn Isaacs didn’t do well on Cipro. She suffered severe chest pain — “I thought I was having a heart attack” — and felt anxious and irritable. She finished the weeklong course of the drug anyway and her personality changes have receded, she said. But occasional twinges of chest pain persist, along with a sense of

weakness. She does worry about urinary tract infections; she has seen the delirium they sometimes cause in her older clients. But she may approach the issue differently next time. "I probably would take something," she said. "But I won't take Cipro."

Routine Cleaning Could Curb Superbug Infection

By Marilyn Marchione



Think of it as decontaminating yourself. Hospitalized patients who harbor certain superbugs can cut their risk of developing full-blown infections if they swab medicated goo in their nose and use special soap and mouthwash for six months after going home, a study found.

It's a low-tech approach to a big problem: About 5 percent of patients have MRSA - antibiotic-resistant Staph bacteria lurking on their skin or in their noses, putting them at high risk of developing an infection while recovering from an illness or an operation. These can affect the skin, heart, brain, lungs, bones and joints, and most of them land people back in the hospital.

The hygiene steps that researchers tested trimmed that risk by nearly one third. "It's a very simple solution. You don't have to swallow a medicine, you just have to clean the outside of your body for a little while longer," said Dr. Susan Huang of the UC Irvine School of Medicine. She led the federally funded study, published by the *New England Journal of Medicine*.

A lot has been done to curb infections in hospitals and attention is shifting to what happens after patients leave. Nine states - California, Washington, Nevada, Minnesota, Illinois, South Carolina, Pennsylvania, Maine and New Jersey - require that hospitals test the most vulnerable patients, such as those in intensive care, for MRSA. Many other places do it voluntarily.

The study involved more than 2,000 patients at hospitals in Southern California who were found to carry MRSA, or methicillin-resistant *Staphylococcus aureus* bacteria. All were given information on ways to avoid infection, and half also got special products - mouthwash, liquid soap containing an antiseptic and an antibiotic ointment to swab in the nose. They were told to use these Monday through Friday, every other week for six months.

A year later, 6 percent of those in the deep-clean group had developed a MRSA infection versus 9 percent of the others. They also had fewer infections from other germs. Doctors estimated that 25 to 30 people would need to be treated to prevent one case.

There were no serious side effects; 44 people had dry or irritated skin, and most continued using the products despite that. The antiseptic soap was a 4 percent chlorhexidine solution sold in many drugstores.

Using 'right Techniques' Can Improve Memory

By Adam Grant/The New York Times



What makes a great bartender? Your ideal candidate is probably someone who has the empathy to console you after a breakup, the mental toughness to stand up to abusive customers, and the knowledge and skill to mix a lot of drinks — fast.

But years ago, when Gallup studied the performance of bartenders, they found something unexpected. The best bartenders had unusually detailed memories. They didn't just remember the names of regulars; they knew their drink orders, too.

How good were their memories? To find out, Gallup partnered with Allied Breweries to create the One Hundred Club, offering cash and recognition to any bartender who could memorize 100 names and matching drinks. Although the biggest bonus would go to any bartender who hit 500, the organizers were skeptical that anyone would make it. Yet a few years later, a British bartender named Janice blew them away by memorizing the names and drinks of 3,000 customers.

Although that kind of memory sounds like an innate talent, it turns out to be a learnable skill. Take it from Joshua Foer, a journalist with a spotty memory who trained for a year and ended up winning the USA Memory Championship.

"Everybody has a great memory for something," Mr. Foer explained on my WorkLife podcast. "Incredible memory capacities are latent inside of all of us — if we use the right techniques to awaken them." So ditch

the bad study habits you learned in school, and start with these three steps.

First: Say goodbye to the all-nighters of cramming. In a series of experiments, students listened to stories and then took a test of how much information they remembered an hour later. Their recall spiked by 10 to 30 percent if they had been randomly assigned to sit and do nothing in a dark, quiet room for a few minutes right after hearing the story. Your mind needs rest and space to consolidate and store information. That's especially true for people who have memory difficulties: When the same experiment was done with patients who had suffered strokes and other neurological injuries, resting improved their recall to 79 percent from 7 percent.

Second: Don't bother with rereading or highlighting. Research reveals that they don't help much; they're too passive. Instead, try something active: quiz yourself. Comprehensive evidence shows that taking practice tests leads to better retention than any other technique. When you retrieve knowledge from your mind over and over again, you know where to find it the next time, and you quickly discover where the gaps in your memory are.

Third: Tell someone. In a recent experiment, people learned about sound waves and the Doppler effect. (You know, the phenomenon that causes the siren on a police car to be high-pitched as it approaches you and drop as it passes you). At the end of studying, the participants were randomly assigned to deliver a lesson on the material with or without notes. A week later, they came back and had to take a surprise test on their recall. The ones who had taught the lesson without notes did better.

Having to describe the Doppler effect in their own words made it stick. The best way to learn something truly is to teach it — not just because explaining it helps you understand it, but also because retrieving it helps you remember it.

Got it? Now, go sit in a dark, quiet room for 10 minutes, making sure you don't fall asleep, then quiz yourself on the key points in this article and tell someone else what you learned.

Medicare: Policy, Advocacy and Education Website

This is a very valuable website that's chock full of information, but sometimes help is needed to go through the information. See the telephone consultation information in the next paragraph.

<http://www.cahealthadvocates.org/basics/index.html>

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

How to pay your Dues

Make your check out to RUPA and send it to:

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

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Email to (rupasectr@rupa.org)

How to send a letter or article

The best way to send a letter, article, etc., is by email (rupaeditor@rupa.org)

If you have to send a hand-written letter, please take care to make it legible.

In most cases it's probably better to print or type it.

Remember, the deadline for anything you want printed in the magazine is always the 15th of the month.

LETTERS

HOWIE ARONSON—New Canaan, CT
Just a fairly quick letter about the "goings -on" with me these days. This August, it will be 20 years into retirement for me after 39 years "flying the line" for UAL! Boy oh boy, how time does pass by!

However, the intervening years have been very good to me, my wife and my son, Miles, who lives in Denver.

All of us remain in very good health, and we have been able to remain active, happy, and content as we are getting older. I will be 87 as of the 14th of May and remain "upright and above the grass. That is truly a blessing, and I sincerely hope that it continues that way!

I am still a member of the Connecticut Wing of the Civil Air Patrol (21 years now), and continue to fly, doing flight instruction, checkrides and the various missions associated with that organization. Admittedly, I have been reducing my CAP responsibilities as time has progressed. I suppose that I will "hang up the goggles" at some point but not right away. I also do some personal flying throughout the year, and during the summer months my wife, Marge, and I periodically fly to Nantucket, Martha's Vineyard, or Block Island for a day's excursion.

As a professional artist, my wife has had her own art business for many many years and is still involved creating her own artwork. However, as with



all of us who get older, she too, is slowing down with the pace of her work.

We do travel quite a bit, not only within CONUS, but also overseas. We went to Bulgaria in Eastern Europe last year to attend an international art conference that was held there. Bulgaria is a very interesting place, with much history and archaeology. It is also beautiful but there is much poverty too.

The main problem with air travel on passes these days is that going Standby is quite a trial! Practically all the flights are full, and we have had to try several flights to finally get to our destination with day-long waiting at the airports. Therefore, I have resigned myself to booking the UAL 20% discount "positive space" from now on to alleviate this "suffering."

The only downturn, in this past year for me, was the loss of my longtime next door neighbor, and best UAL aviation buddy, Capt. "Rip" Munger, who "Flew West" last September. I do miss him, and also our regular coffee and doughnut "sessions" that we maintained throughout our many years of our very close friendship.

Well, that's about it for now. Thanks to all of you in RUPA for your efforts in all that you do to keep the UAL group "all tied together" in our retirement. **KEEP THE BLUE SIDE UP!!**

Sincerely, *Howie* - JFK/LGA (UAL #52)

LARRY CABEEN—Geneva, IL

Okay, okay. I'll write a letter partly because you asked and partly because there is news.

Pam and I are thoroughly enjoying our retirement (hard to believe now 13 years for me.) We travel, ski, do volunteer work and so forth. I am even slowly building an RV-9, now in its 8th year (90% done with 50% to go).

Most recently, we traveled to South America, where we visited the Amazon, Machu Picchu, sailed, and snorkeled in the Galapagos Islands. It was truly the trip of a lifetime with amazing wild life, great natural vistas, and remarkable food. Guinea pig is actually delicious, Llama as well, Piranha not so much.

In winter, we ski in Utah and Colorado. We visit my sisters in the Rockies and have a good time all around. On February 28, our 18th ski day, Pam found a hidden bump on a black run. She had a spectacular fall. She broke her pelvis in two places and got a free toboggan ride to the base of the hill.

Then, she ubered to the hospital. (really!) She has a strong tolerance for pain. (She married me!) We actually ate out that night. Although Pam is still on crutches, the skis are waxed for next year, and we

look forward to more fun on the slopes.

While Pam has been recovering, I found myself looking for a new challenge that involved giving back and helping my town. This past winter, the teachers in Geneva went on strike. After looking at both sides of the issues, I felt that I might be able to help. So, I ran for and was elected to the school board. I know this will be a lot of work. To be honest, working all by myself in a (cold/hot) hangar was not quite enough fun for me. Now, I get to spend some time in the hanger and some time working with people.

I will, also, have many opportunities to congratulate good, hard-working kids for doing a good job in school. That's fun!

So, while you may think I have lost my mind, truth is our health is good and we are really enjoying life.

This Fall, my wife, Pam, (TWA retired Purser) and I will be spending a few nights in the brand-new TWA Hotel at JFK. Look it up! We are looking forward to sipping cocktails in the beautifully transformed Connie (circa 1958). 2020 will find us exploring Egypt on the Nile.

I hope you enjoyed this letter. If I can write one, you can too! Thanks to Cleve and all the people responsible for *RUPANEWS*. So clever, so well-done and, undoubtedly, so much work!

Thank you! *Larry* 1969-2006
DCA, EWR, CLE, ORD

RON DENK—Summit, NJ

What to write is always a challenge for me, but this year it was decided a few months ago while reading the book review section of the WSJ. There was James Holland's list of the five best World War II memories. Number one was *First Light* by Geoffrey Wellum, published in 2002. Geoffrey kept a diary from 1939 when he joined the RAF to start pilot training at age 17. He was the youngest RAF pilot during the Battle of Britain. What hooked me after a dozen pages was his utter honesty about his problems training in The Tiger Moth and the Harvard (T-6). Earning his wings ten months later, with only 168 hours, he was assigned to a Spitfire squadron and, almost immediately, combat to try to stop the Heinkel HE-111's and Messerschmitt ME-109's. His description of 6 Spits diving into swarms of 100+ enemy aircraft is riveting. How do you pick out one target among so many while trying to avoid the ME-109 on your tail? This is no Steve Canyon or Smiling Jack. I'm sure we can all relate.

The book was great, but it was just the beginning. Amazon "remembers" and, in a couple of weeks, I

got a targeted ad for a new Blue-Ray DVD "*Spitfire -The Airplane That Saved the World*" featuring Geoffrey Wellum. Not only Geoffrey, but nine other veterans of the Battle of Britain and two female ferry pilots from the Air Transport Auxiliary, all in their mid-nineties---truly Tom Brokaw's "*The Greatest Generation*." The Director of Photography is John Dibbs, the best of the best in air to air photography. The video is 95 minutes long and is a mix of B&W archival footage of the Spits from first flight to beautiful color sequences of the remaining aircraft (approximately 50 still flying). Interviews with these men and women who flew the Spits leaves you with an emotional high. How can you not be amazed by 99-year-old Mary Wilkins, who ferried 76 different types of aircraft into 200 aerodromes (with no training, just a blue book with a page of essential tips for each aircraft). From the Tiger Moth to Spitfires (400 of them) to Wellington bombers (solo) and the Gloster Meteor-- this 5'2" gal flew them all safely. Imagine navigating in the typical yucky English weather, without radio contact, no radio aids, into well camouflaged aerodromes.

This documentary took 3 ½ years to produce and, in that time, four of the veterans passed away. The DVD was released last July 15, and, in that month, Mary passed away at age 101 ½., Geoffrey at 96 and Tom Neil at 97. Ninety-three per cent of viewers gave this DVD a 5-star rating and emotion was expressed in so many of the reviews. Get the Collector's Edition with 2 hours of background, and well worth the price. Turn on the subtitles, pump up the volume and listen to those Merlins sing.

My sincere thanks to Bob, Cleve and the entire crew. *Ron*

LEROY O. EMBRY—Poplar Grove, IL

As I approach my 90th birthday in May this year, I reflect on a full and privileged family life, and airline career. Prior to going to work for United Airlines in 1954, I spent six years in the U.S. Navy. I took my discharge in Hawaii and bought 1/9th of a small airplane, sight unseen for seventy-five dollars. Thereafter, I used my WWII GI bill to learn to fly. Using my GI bill was such a privilege.

Beginning as a flight instructor at the Hawaiian School of Aeronautics, I then returned to the mainland taking a job as flight instructor at Downtown Airpark in Oklahoma City, Oklahoma. There I got my multi engine rating. By then I had logged about 4,000 hours of flight time.

The day UAL Home Team showed up in Oklahoma City, changed my life. I was hired as a flight Engi-

neer for one year, Co-pilot for 10 years, and Captain for the remaining 23 years until my retirement in 1988. I have flown Convair, DC 6, DC 7, DC 8, Viscount, 727, DC 10, and the 747. I wanted to fly the biggest airplanes and eventually did just that!

Because I was part of the generation that flew DC-6 Props transitioning to jet engine planes, I was allowed to be part of the acknowledgement at the Smithsonian Air and Space Museum a few years ago.

There are so many stories over the years that I couldn't begin to tell even a portion. Although, my family, with my bride of 67 years, 6 children, 15 grandchildren and 19 great grandchildren were, and are, my reason for living, I was so privileged to be a part of a great career life, transporting many people with many terrific fellow UAL crew members. Really, I'd have paid them if they hadn't paid me. Thank you United for the opportunity.

DAVID HENRY—Pocono Pines, PA

Hi Cleve, Time I got a letter off to you and RUPA to say I'm still alive and kicking.

I've had a few setbacks, but I guess they can be expected when you get to be 91. Have moved back to old home town from Florida so as to be closer to family and away from the threat of hurricanes, even though we now have snow and ice.

I've lived with the threat of an aortic aneurism for quite a few years and decided to have it repaired, lived through the procedure and the Dr says I'm good for a couple of more years at least.

I've been able to renew my driver's license here in PA so can still get around locally, no long trips though.

I'm afraid the technical articles in the magazine are over my head but still enjoy the rest even though I see fewer and fewer names I recognize even in the obituaries. I'm afraid the airline business is a foreign entity to me anymore but do have some good memories.

You have done great job in editing the magazine and have earned a rest.



All the best to all who remember me.

Dave, '55 '88 EWR, CLE, ORD, JFK

MRS SUNEE JINES—Carmel, CA

The RUPA magazine is the "highlight" of the monthly mail. Thank you, Cleve, and all who keep it coming.

I pass the wisdoms and chuckles on to friends.

Sunee

MRS NORMA MC INTYRE—Auburn, CA

It's been over five years since my beloved husband, Hugh McIntyre, passed away of Alzheimer's disease. We were married five months shy of 50 years, I still miss him very much.

He loved flying airplanes. He used to say, I can't believe they are paying me to fly airplanes.

Life has gone on and I've found the secret of being lonely! I recently went on a mission trip with a group from my church. The organization is Gleanings for the hungry. They are located all over the U.S. I was gone for six days. We packaged dried fruit and 15,000 of walnuts. All the food is donated and sent to third world countries. The nuts had shells in them, so they couldn't be sold in the stores. What a blessing to know you are helping to feed people who are starving.

Gleanings for the Hungry have volunteers year-round. This was my second time to volunteer there. They package up large bags of dried vegetables (26 veggies in all and spices). You can add water to this, and it feeds 40 people. Amazing!

My son, Aaron, lives with me on five acres in rural Auburn. We can see lots of snow on the Sierra mountains from our dinette. It's a beautiful sight!

God is so good and I'm thankful for good health, family close by, my church five minutes from my house and lots of ear friends.

God bless you all. Love, *Norma*

WILLIAM "BILL" NORWOOD—Mesa, AZ

My final flight was February 12, 1996. When I was hired in May, 1965, as United's first African American pilot, I never thought that the next 31 years flying the "friendly skies" would be a dream come true. About a year before I retired, I started receiving calls from flight attendants and pilots asking to be on my final flight. This was the first reminder that soon, at age 60, my career would soon end.

My last sequence of a four-day trip was ORD-CLE-ORD. This was significant since my first flight as a DC-6 second officer was from ORD-CLE-ORD. My final day had many good wishes from several UAL departments, and a call from the FAA admin-

istrator. The day included a TV interview with Paul Meineke, from the local ABC Chicago station, which aired on the evening news. In addition to the cockpit and cabin crews, 12 flight attendants, 35 fellow pilots from UAL and other airlines, 40 friends, my wife Molly, and son George, boarded at ORD for the flight to CLE and back. Prior to departure, retired Captain Verne Jobst drove in from the northwest suburbs to wish me happy retirement. He announced to the passengers that they were flying with one of the best pilots in the UAL family.

The flight to CLE was routine, except for a video camera that was mounted over the instrument panel, and United film master Don Jiskra (deceased) videoing the flight in the cockpit. The entire crew and friends had a fun celebration in CLE. Instead of a usual delayed departure from CLE, my flight was number one. Controllers along the route extended their well wishes. Descending into ORD a controller asked if I wanted one more trip around the holding fix for old times' sake. Of course I declined. Our oldest son, Bill Jr. (deceased) who was a tower controller at ORD for years, was also being videotaped in the tower while working my arrival. On approach, the wind was 320/08. Bill, Jr. cleared me to land on 27R, ORD's shortest runway. I asked about 27L or 32R which were longer. He replied that the airport was mine and I could land on any runway I wanted. On short final he told the aircraft waiting for takeoff to salute his dad who was on his last flight after 31 years with United. I knew most of the controllers at ORD tower, and they told me they would be grading the landing. With the assistance of all the pilots and friends on board pulling and praying for me, and the ease of landing a DC-10, I made a "grease job" which is on video. Arriving in the gate area about 350 friends and employees, along with Senior Vice President Hart Langer, greeted my family and me. There were not too many dry eyes.

Another important event occurred during my final United week. On February 6, 1996, the United B-727 hanging in the Chicago Museum of Science and Industry had a special event to unveil my name painted on the plane. Many family and friends attended this dedication. I was asked to give remarks and speak to about 300 students from local schools who were also in attendance.

I personally thank the United pilots, most retired, who are at the museum daily to explain, and show guests through, the B-727.

I am thankful to God, and to all who helped make my career a success. My career was truly one of "LIVING THE DREAM."

DOUG ORME—Irvine, CA

Dear Fellow Retirees. I always enjoy your letters, but I haven't written lately because, frankly, there isn't much to say.

I'm having a wonderful life in retirement, just not very many adventures, irregulars, or emergency checklists to do, nothing very interesting. I think that is probably a good thing. Miss Lana and I got religion, believe it or not, and have stayed busy serving in our church. I've been leader of the High Priests, while Lana has been compassionate service leader. We served a year and a half as senior missionaries in the California Irvine Mission of the Church of Jesus Christ of Latter Day Saints and then I did a stint on the Irvine Stake High Council. Suffice it to say we've stayed busy.

Lana and I have twelve grandchildren, 3 greats, and one in the hangar. They are the most wonderful people and all the cousins are best friends (don't get me started). We had a grandson playing basketball at U.C. Irvine, but he got married and moved to Provo, Utah. So much for those free court-side tickets. Our basketball player at Brigham Young University graduated and went to law school. So much for those free tickets, too. We still have a granddaughter on the BYU women's soccer team, so we get to see a lot of West Coast Conference soccer games.

I have been the leader of a rather large ukulele band here in Irvine. We get together and jam on Wednesdays and sometimes we even play on holidays at managed care facilities, where we are almost as old as the inmates. It's been fun. Unfortunately, I developed a touch of Cancer in my throat and lost part of one vocal cord, so I can't sing very well anymore, but I still spank the strings with the group every Wednesday, just can't lead. I also lost my Prostate to the big C. A robot called Da Vinci removed it. I saw him standing in the corner when they wheeled me in. He was pretty impressive. Looked a lot like Optimus Prime, tall, implacable, with several arms, cameras, cutting and stitching tools, etc. The surgeon sat across the room with his face in a view finder and a couple of joysticks to work with. (I didn't see that part.) I recommend Da Vinci. My recovery is going well--quick and painless.

Well, you know the old captain has said enough when he descends to talking surgeries. We could all get together and compare scars. In the meantime, carry on RUP's. *Doug*

BOB REID—Mercer Island WA

As always thanks to all you guys for the hard work you do in putting out this magazine. If you're ever

up this way the beer is on me.

Margie and I are still involved with the family and lucky that they are close by. The oldest is playing Lacrosse at Lehigh University and the other three are seniors and in the process of looking for colleges. That is a process that really has changed.

Margie's mobility is still a challenge, but we are still at our home of 40 years and will stay here for now.

This will be the first year in forever that I haven't skied, but I still do a fair amount of biking. Although, for some reason, it takes me longer and longer to get the miles in.

We are not traveling much these days. Margie took great advantage of the passes and truly enjoyed them. One of her favorite destinations was London. She went with me twice when I was flying that route and, both times when it was time to come home, she stayed on.

Tom Brokaw wrote "The Greatest Generation." Someone needs to write a book called "The luckiest Generation." In my opinion that would be us. Cheers to all, **Bob** (1964-1997)

DICK SANDERS—Cleveland, Ohio
Missive time. June 15 will mark 26 years of retirement for Mary Lou and myself and how quickly they have passed. We continue to enjoy good health and a number of involvements, all of which we are glad for and which seem to have some bearing on our wellbeing. I have been sending a buck or two to the Commemorative Air Force to help keep gas in the tanks of those beautiful machines. Periodically I will receive a copy of their magazine Dispatch and often there will be an article about their B-29 FIFI, a beautifully restored and back on the air show circuit. Another B-29 now restored is DOC, and last summer DOC flew into Cleveland's Burke Lakefront Airport. Al Cavallaro and I and a friend were on hand to listen to those four 3350's rumble to the ramp. We then did a walk through. Though the "B-29" has always been a part of our Boeing family, that was the first time I had ever set foot in that beautiful machine. My dad headed up a B-29 modification center for Boeing in Denver during WWII. Wichita was building the aircraft and they were then flown to Denver for final outfitting. Those were the years '43 to wars end in '45. The aircraft were modified in Hangar 4. Some 17 years later I (and so many of you) found myself in that building for United's initial training. A couple of other remembrances come to mind, but this is getting a bit lengthy so I will lay those on my colleagues in another edition.

Mary Lou and I are signed up for Dayton in October

and we look forward to swapping stories with any number of you at that gathering.

Family all well. Rick enjoying his Captain upgrade with Alaska and Ellen is our ranch hand extraordinaire in Parker, CO.

All the best, friends. Take pen in hand and let Cleve and the rest of us know what is happening in your life. Fraternally, **Dick**

WAYNE WALCZAK—Leander, TX
Thirteen years since the parking brake was set on that queen of the fleet, the B747-4.

Still working in an attempt to make up for the robbery of the Defined Pension Plan, instructing Cessna Citation pilots at Flight Safety, San Antonio. Enjoying the experience which has kept me "on the game." Almost three years now but am thinking about another retirement soon. Want to travel with the beautiful and talented Nani Lovell who most of you know. She retired from UAL a year ago with forty-nine years and twenty-five days of flight attendant employment. Her knee replacement three years ago has negatively impacted her ability to bend and return to a standing position; thus, getting thru recurrent was going to be a challenge which caused her to choose retirement. She says she misses the flying and the camaraderie, but not the packing for a three or four day international trip. Added benefit for me is I have her home serving me 'hot coffee and hot crew meals' full time! How great is that! That has been one of my best captain decisions: asking her to spend the rest of our lives together.

I am still living young and enjoying every moment of this life and hope it continues into the next two or three decades.

Living in Leander Texas, and if you're in the area, come visit y'all. Correspondence at captwayne747@gmail.com.

Aloha, **Wayne**

FRED G. SINDLINGER

IN MEMORIAM

Fred passed on April 6, 2019 in Auburn, WA. He was born February 12, 1928 in Magrath, Alberta, Canada.

Fred attended the first grade and part of the second grad in Canada before the family moved to California in the Spring of 1936. He at-



tended both Orange Cove and Orosi, California Grammar School, graduating with a high school diploma from Orosi High School.

Fred joined the Navy in 1945, and after WWII he left the Navy and pursued education at Reedley College in Reedley, California. Upon graduation, he reenlisted in the Navy in 1948, where he began pilot training while stationed in Pensacola, Florida. He spent the Korean War stationed in Japan, Okinawa and the Philippines.

In 1955, Fred was honorably discharged from the Navy after 7 years of active service and 7 years of the Naval Reserve. He joined United Airlines in 1950 and retiring in 1988. His career at United included flying everything from Douglass DC-3's to DC-10's to Asia.

Fred built several airplanes as a hobby in his spare time.

1960 The Sindlinger Special

1970 The Sindlinger 5/8 Scale Hawker Hurricane

1980 The Sindlinger Super Pacer II

Fred loved to travel. He and his wife Beverly had been to at least 20 countries throughout the world. They visited almost every continental state in the US in a truck and trailer, later using a small RV coach.

He is survived by his wife Beverly of 68 years, two children, two grandchildren and two great-grandchildren.

Memorial donations in memory of Fred can be made to the Puget Sound Antique Airplane Club, P.O. Box 731369, Puyallup, WA 98373.

WILLIAM C. TYNDALL

William C. Tyndall, 97, passed away on April 29th in Green Valley AZ.

Bill was born on February 7th, 1922 in Nashville AR. He served in WWII as a B-25 pilot with the 490th Bombardment Squadron, the "Burma Bridge Busters." Following the war, he joined United flying DC-3's on the west coast. It was there he met Marjory, his wife of 65 years a UAL stewardess. Remaining active in the Guard while flying DC-6's he rejoined the Air Force as a SAC B-50 commander stationed at Davis Monthan during the Korean conflict. Following that commitment and rejoining UAL, seniority presented the opportunity for Captain upgrade flying Convairs based in EWR. Caravels followed, then Flight Manager positions on the 737 and DC-10 at



EWR and JFK.

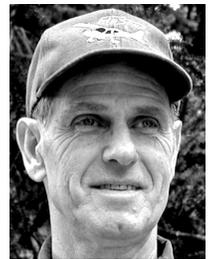
General Aviation interests over the years included owning a Waco UPF-7 and enjoying being the club Flight Instructor for his Glider Club.

Following retirement, he visited every place he had marked in his Captains Atlas driving his RV. Always an avid hiker he completed the Appalachian Trail. Gardening, Bee Keeping and Photography were interests until moving to Green Valley, AZ when he was 72. Bill enjoyed 24 active years in AZ until succumbing to a brief illness this April.

He was preceded in death by his wife, and leaves behind four children, four grandchildren, and four great-grandchildren.

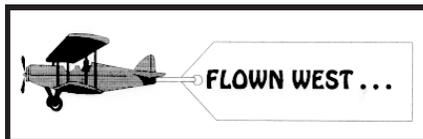
CHARLES R. WALKER

Charlie Walker, 80, passed away on 4/14/2019 with complications from pancreatic cancer.



Since his retirement from flying he was always busy building award winning airplanes and when he wasn't doing that he was off helping countless people with every kind of project or need imaginable, including flying cancer patients to and from the mainland for their treatments. His true joy in life was helping people. He was blessed to have been able to fly his Glastar airplane up until he sold it at 80 years old. His love of flight began when he got his pilots license at 15 years old, through his time in the Navy flying F8 Crusaders and A4 Skyhawks, and then his many enjoyable years flying for Continental. When Continental filed for bankruptcy he left Continental and flew four more years for Saudi Arabian Airlines as line Captain, flight training and check pilot. After retiring from commercial flying, he became an active member of the EAA Young Eagle program and truly enjoyed introducing many, many children to the joy of flight. Although he wasn't much of a computer person, he faithfully read all the notices of the many pilot friends who had passed away, reflecting on those he knew and the time spent flying with them. Charlie loved the Lord and has now taken his final flight West to be with his family and friends who have gone before him. Charlie had a wonderful and full life and for that I am so thankful. Verna Walker





*Danial J. Brady	May 20, 2019
*Patrick C. Caldwell	Jan. 2019
Elmer T. "Bud" Cloven	Apr. 01, 2019
*Robert L. Crosby	Apr. 27, 2019
*John A. Gallagher	Apr. 15, 2019
Robert G. Jewett	Apr. 20, 2019
*Richard V. Jordan	May 07, 2019
*Frederick Martin	May 08, 2019
Fred G. Sindlinger	Apr. 06, 2019
William C. Tyndall	Apr. 28, 2019
Charles R. Walker	Apr. 14, 2019

**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)

June, 2019 Edition

From:

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To:

RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-378-6855
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—Please RSVP—831-622-7747
SAC Valley Gold Wings (1st Monday, 12:00)—*Cliff House of Folsom, Folsom, CA*—916-941-0615
San Diego Co. (2nd Tuesday)—*San Marcos CC*—858-449-5285
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau, Redwood City, CA*—650-349-6590
San Francisco East Bay Ruparians (2nd Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-735-1946
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*
Thousand Oaks (2nd Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

Colorado

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

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736
S.E. Florida Treasure Coast Sunbirds (2nd Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829
The Ham Wilson S.E. Florida Gold Coast (2nd Thursday)—*Galuppi's Restaurant & Patio Bar*
Sarasota Sunsetters (2nd Tuesday 11:30, Jan, Mar, May, Sep, Nov) *Gecko's Restaurant*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill*—727-787-5550

Hawaii

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

Illinois

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

Nevada

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

New York

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

Ohio

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

Oregon

Oregon Coasters (1st Wed. Except July will be the 2nd Wed, 12:00)—1228 Restobar, Florence, OR 541-999-1979
The Columbia River Geezers (2nd Tuesday 11:00)—*California Pizza Kitchen, Clackamas Town Center*
503-659-0760—Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville*—541-245-6896

Washington

Seattle Gooney Birds(3rd Thursday 11:00AM)—*Airport Marriott*—360-825-1016

Washington D.C.

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