
rupanews



Journal of the Retired United Pilots Association



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RUPANEWS (USPS 017-562) is published monthly for members for \$25 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, P.O. Box 757, Stowe, VT 05672-0757

President's Letter

I recently watched one of my favorite movies, "The Rookie," a baseball story with Dennis Quaid. In one scene, while he was in the minor leagues, he almost quit. Then he watched a kids' ballgame and knew he had to keep trying to reach the majors. He went into the locker room, walked up behind his closest friend on the team and said, "You know what we get to do today? We get to play baseball!" That reminded me of why we did what we did. We got to fly airplanes!

There isn't anything in particular I thought I wanted to write about... and then I realized there is. I want to brag about the great people who keep RUPA humming along. It goes without saying that we owe so much to our terrific editor, Cleve Spring, who is totally responsible for putting out the *RUPANEWS*. He'd really like to retire from that, so I'll repeat that we need someone to step forward and take the reins, as a paid position.

VP John Gorczyca jumped right in and has done a wonderful job. He had already started the SAC Valley Gold Wings luncheon group. Now he's taken on the RUPA Reunion which will be in Dayton, OH, in October. Our Cruise Coordinator, Rich Bouska, has done it again with another great cruise, and he has also joined forces with John to make the reunion a memorable experience.

Then there's Secretary/Treasurer John Rains. The late, great Leon Scarbrough left RUPA in an enviable position for a retiree organization. John succeeded him and has computerized our finances and added things to make life easier for him and for all of us, like being able to join and pay dues on our www.rupa.org website. He's the one who keeps it all working.

Membership is run by Larry Whyman. Having done that job in the past, I know how much time and effort it takes. We've had a great number of new members join us in the last couple of years and Larry does a great job bringing them on line.

Our Pass Travel Rep is Pat Palazzo. He held the same position, seemingly forever, for the UAL MEC, and we are very lucky to have him.

Phyllis Cleveland is our eBlast Chair. She's the one who sends out blast emails about time-sensitive issues when they come up. If you haven't signed up for them, go to our website and do it right there.

Jon Rowbottom is our Website Coordinator. Not only is it a great site, but he's added some new features, one being the "HISTORY" tab. Check it out. You can do a lot on the site, even reading old issues of the *RUPANEWS*, join, pay dues, etc.

Cort de Peyster established our Facebook page. I don't use Facebook, but if you do, check it out.

We now also have two Widows Coordinators, Carol Morgan and Patti Melin. They've gone through it themselves and help a great deal when one of our members flies West.

If you need to contact any of them, they're all listed in the *RUPANEWS* and on the website. I can't thank them enough for staying involved.

And now, welcome to our newest members:

Capt Dave Zapp (SFO) Vashon, WA
Capt John Besagno (SFO) Maple Valley, WA
Capt Pete Kincart (SFO) West Linn, OR
Capt Dale Miller (LAX) Fallbrook, CA

Capt Bruce Lasche (SFO) Castle Rock, CO
Capt Douglas Moss (DCA) Reno, NV
Capt Michael Wendt (SFO) Whitefish, MT
Sue Lynn Sakata (SW) Kaneohe, HI

And welcome back to:

Capt Joe Schenke (ORD) Fayetteville, AR

Capt Tom Blackwood (SEA) Anacortes, WA

Til next time. **Bob**

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**

Vice Presidents Letter

As I contemplate my thoughts about my monthly VP report, I am drawn to the time of June 6, 1944. D-Day or Operation Overlord was one of the most dramatic events that occurred in our nation's history. We all knew of a relative, friend or associate who were involved in the military operation of that strategic day or in World War II and the succeeding months that changed the course of the United States and the rest of Europe. These men were barely out of high school when they became involved in the Normandy invasion. We are descendants of these courageous, unassuming and valiant men. Many of these individuals eventually entered the aviation profession and even became airline pilots. Their time in the cockpit is long gone but their legacy lives on forever. When I meet one of these warriors or airline pilots who defended this country during those trying times, I am just taken aback. I salute all those individuals who contributed to this nation's success.

The FAA has hosted a meeting of global aviation regulators, airlines, unions and safety investigators in Ft Worth for a discussion with technical experts about the B-737 Max. It is my understanding that Oscar intends to fly the first United flight after the B-737 Max has been re-certified. There is no doubt, in my mind, that the re-certification process will happen in the next several months and, hopefully, Boeing will be back to ops normal along with the airlines that fly this airplane. Admittedly, I was surprised to discover that Boeing's new 797 could be built with just one pilot on board. Quite frankly, I believe the unions and pilots in general would have great difficulty with this concept.

An interesting comment by Clarence Copping on the RUPA FB page proposed the question of how many engines did you have fail during flight while employed at United. The responses were astounding as most all the comments indicated very few pilots had lost an engine/s. This is quite a tribute to the maintenance teams that supported our aircraft.

An article by Scott McCartney in the Wall Street Journal stated "Red and green lights show passengers where to find overhead bin space. Sensors tip off flight attendants to which seats aren't upright and whose seat belt isn't fastened. Airlines track how much you sleep, how much you're out of your seat, what you watch and what you eat." As the article stated the cabin is about to get smart, raising passenger expectations and, at the same time, privacy concerns. There will be technology that brings convenience to passengers and information about fliers' habits to the airlines. The customer conveniences are definitely a step in the right direction, but I have some apprehension about the privacy aspects of what may be incorporated.

Lastly, the RUPA Reunion is scheduled for Oct 1 thru Oct 4, 2019 in Dayton, Ohio. The registration for this fabulous reunion is contained in this *RUPANEWS* magazine. If you are so inclined and interested in some good old camaraderie with some fellow United pilots, please join us in Dayton, Ohio. Bryan Quigley, the Sr VP of Flight Operations, will be the guest speaker. Entertainment will be provided by the Air Force Band of Flight, the Spirit of Freedom.

Anyhow, enjoy your summer months and trust you are all doing well.
Still Flying High, *John Gorczyca*

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.

E-mail

rupasectr@rupa.org

Or mail to:

RUPA

PO Box 757

Stowe, VT 05672

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 . See you in Dayton! *John Gorczyca*

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

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

United Airlines Pilots Retirement Foundation

The purpose of the Foundation is to provide charitable monetary support to eligible recipients in the retired United Airlines Pilot community to enable them I maintain a reasonable minimum standard of living with the dignity they deserve.

The Foundation was incorporated in 1986 and has tax exempt status with the IRS under chapter 501c3 of the tax code.

The Corporation shall from time to time provide monetary assistance to (a) retired, whether voluntarily or involuntarily, United Airlines Pilots; (b) the widow/widower and/or surviving descendants and/or the spouses of surviving children of a deceased United pilot. Any individual failing within the scope of this section may qualify to receive assistance after applicant clearly establishes to the Board of Directors that his/her total monthly income, after consideration of all relevant factors, is clearly inadequate to maintain a reasonable minimum standard of living.

For more information, the Foundation has a website: uaprf.com.

There is a link to the Foundation on the "info links" page of the RUPA Website. www.rupa.org

About the Cover

Pride flies with United Airlines

Today, United Airlines announced new and exciting opportunities to help customers celebrate Pride Month through MileagePlus Exclusives benefitting United charity partner, The Trevor Project. As part of its mission to become the most inclusive airline in the world, United employees will also take part in 12 Pride parades globally, demonstrating United's support for the LGBTQ+ community.

Available now, MileagePlus members can bid using award miles for three Pride packages, including but not limited to:

- Five Pride parade travel packages to walk with United in the Pride parade in Los Angeles, San Francisco, Houston, Chicago or New York City for WorldPride 2019
- Drag Queen Brunches which will take place in the Lakeview neighborhood of Chicago and Newark Liberty International Airport with OTG
- Family Movie Night in the park in New York City

"As Pride Month approaches, we invite MileagePlus members to show their pride, embrace the LGBTQ+ community and join United in saying 'all routes lead to love,'" said Luc Bondar, United's president of MileagePlus and vice president of Loyalty. "United is thrilled to offer these unique Pride experiences and help The Trevor Project in their mission to support LGBTQ youth."

Additionally, on June 28, United Airlines in partnership with iHeartMedia's Z100, will celebrate PRIDE LIVE's Stonewall Day, the 50th anniversary of Stonewall. The Stonewall Foundation will be inducting key community members into PRIDE LIVE's STONEWALL ambassador program at Stonewall Day, one of which will be United Airlines.

United Airlines will donate every mile redeemed from Pride experiences to United's charity partner, The Trevor Project, a nonprofit that provides crisis intervention and suicide prevention services for LGBTQ youth.

"Supporting LGBTQ youth in crisis from every state across the country takes significant travel resources, and we're grateful to United Airlines for contributing to our mission in such a valuable way," said Muneer Panjwani, Head of Corporate Development for The Trevor Project. "Their commitment to our mission of ending suicide among LGBTQ youth makes them a valued partner throughout the year, helping us save young LGBTQ lives every day."

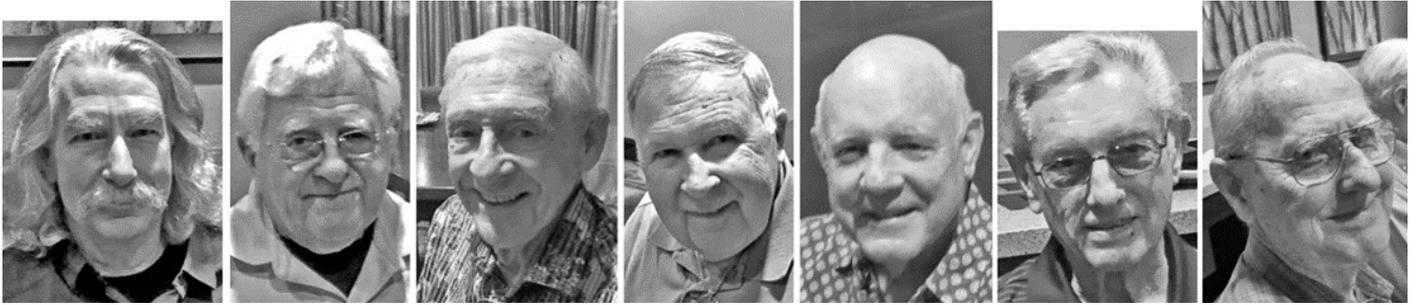
Today's announcement follows United's most recent announcement offering an airfare discount and free checked bikes for customers flying to ride in the AIDS/LifeCycle bike ride from San Francisco to Los Angeles. Available for purchase now, the discount is valid for cyclists booking travel originating worldwide to San Francisco International Airport and Norman Y. Mineta San Jose International Airport and out of Los Angeles International Airport, John Wayne, and Burbank airports, between May 26 to June 11.

Throughout the month of June, United Airlines will continue offering customers opportunities to engage in Pride Month activities. Pride parades United will participate in include: Washington, D.C.; Los Angeles; Denver; Houston; San Jose, Costa Rica; Mexico City; Bogota, Colombia; San Francisco; Chicago; New York City; London; and Honolulu.



Seattle Gooney Birds RUPA Luncheon

The June SEA Gooney Bird luncheon at the SeaTac Marriott was attended by 16 pilots, four pilot wives, and one guest speaker.



Pete Lara, Jerry Ackerson, Jack Brown, Irv Jones, Hank Kerr, George Brown and Chuck Westpfahl.



Bud Granley, Bob Reid, Bill Sandford, Bill Lamberton, Bill Jensen, Alex Dunn and Alan Black.

Missing from the pictures is Rich Hurst, but his wife got her picture taken.

Wives in attendance from L to R: Maureen Hurst, Carol Granley, Kathy Black and Sylvia Baird.

Notably absent was Captain Herb Marks who is recovering from a hip fracture. He expects to have made sufficient progress to be back in July. This is none too soon in that joke quality and general humor level have suffered during his absence. Another regular and renowned humorist, Mark Gilkey was also absent, and we look forward to his return as well.



Captain Bill Sanford extended an invitation to all SEA Gooney Birds and wives to attend his Oktoberfest celebration which will be held at his place in September. More details shortly.

Our guest speaker was T.C "Terry" Howard, a 40 year Boeing employee who, after retiring, took charge of the restoration of UAL's B-727 N7001U. After years of work and endless scavenging by Terry and countless volunteers the project ended with the final flight from Paine Field, Everett, WA. to the Museum of Flight at Boeing Field in Seattle. Restoration was sufficient to attain a one leg ferry flight permit from the FAA and the flight was unique in that from takeoff through landing the configuration of gear down and 15 flaps never changed.

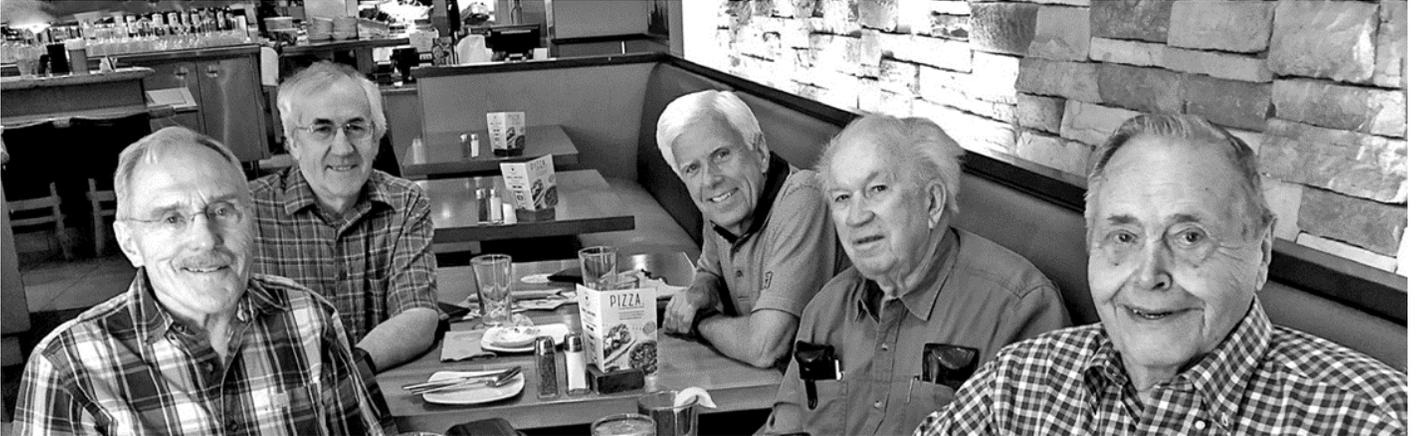


Terry's presentation to our group was well received and afterward we enjoyed the question and answer period. He has written a book on this undertaking and it is available on Amazon. Thanks to retired SEA Captain George Brown for arranging this fine addition to June's meeting.

Our thanks to Bud Granley for the photographic work. *Hank Kerr*

The Columbia River Geezer's RUPA Luncheon

You could count the number at this month's "June" Geezers group on one hand (5), but, how many RUPA groups have had the honor of having a sharp 96-year-old pilot at the table with you? Jake Jacobsen flew B17's, which included flights across the Atlantic.



Left to right is myself Lew Meyer, Glen Corey, Rich Warden, Mac McCluskey and Jake Jacobsen. Many interesting discussions shared, including Mac McCluskey's stories of navigating with the sextant as well as the details of swing compasses for sailboats in the TransPac race (SFO-HNL). Recently, I had a phone conversation with Dick Ionata. He seemed very chipper at the time but relayed to me that because of his low blood pressure he recently experienced a couple of falls. He is doing better and had to call in sick for the Geezers most recent Luncheon. Dick referred to his falls as two wheels up landings due to low hydraulic pressure. What a guy.

Our next Geezer luncheon will be held on the second Tuesday of July at the California Pizza Kitchen on time at 1100. Regards, *Lew Meyer*

The Intrepid Aviators of Southern Or (April) RUPA Luncheon

Woke up to a beautiful Spring day for our last gathering and so fired up one of the little toy cars for the run to the Pony Espresso and The Intrepid Aviators. Delightful day and a good group.



Seated L to R: Banjo Bob's little boy Chris, Banjo Bob Keasbey, Steve Fusco and Harvey Saylor. Standing: Scot Lee, Art Lumley, Rose & Cleve Spring, Jim Jaeger, LeeAnn Fusco, Marty & Bob Niccolls. Our group has been diminished with Oak Porter having moved to be closer to family in the Bend area. We'll miss you Oak. Enjoy the beauty and joy of that great community and hopefully connections with the United family living there.

As I put this together it's raining and more wet to come for the next week or so. Wonderful! We'll take it. They are still skiing at Mt. Ashland, steelhead fishing on the Rogue, ice fishing on the high lakes while the blossoms are out and more to come.....really a beautiful time of the year.

Oh, prior to close, one of the table topics was getting a letter to Cleve for the RUPA magazine.....please do! Drop a note! Cheers, *Bob*

The Intrepid Aviators of Southern Or (May) RUPA Luncheon

The hurrieder I get, the behinder I seem to fall...familiar? Ah well, maybe just me. However, it does seem the seasons are passing all too quickly this year. Our beautiful transition here from Winter to Spring and then from Spring to Summer seems to be swiftly moving along...too swiftly. A gorgeous Spring however here in the Rogue Valley. A bit of rain and yet more bright clear sky days. Birds abound at the feeders and at the pond, flowers and flowering trees throughout the garden...beautiful. Now it's also graduation time. For us, three over a two-week period. Already? Where did all those formative years go with the kids? Can I still grab the grandsons for our fishing trips amidst their ever-busier lives? Angst in the Old Man.

Ah, but the Intrepids... we never age (not true!), always a smile (mostly true!) and absolutely true, always a good time when we gather. We're coming up on 25 years since we first convened and what a joy it's been. Each month when we gather at the Pony Espresso in Jacksonville it's a renewal of our bonds of friendship, brother/sisterhood and that special bond of The Aviator communityand that's very special. Our numbers ebb and flow with the demands of the seasonal moves, medics, family, travel plans and such....but it's always so good to 'join up' once each month. May brought ten of us to our table.



Seated, L to R: Marty Niccolls, LeeAnn Fusco, Rose Spring, Steve Fusco, Banjo Bob Keasbey and Harvey Saylor.

Standing, Jim Jaeger, Bob Niccolls, Cleve Spring and Banjo's 'little boy', Chris.

In the area? Come join us!!!! Every third Thursday at the pony Espresso in Jacksonville, Oregon....itself a worth destination having been declared a Historic town. Till next time....Cheers, **Bob**

Pickles



The Big Island Stargazers RUPA Luncheon

It was a warm, Spring day for our May luncheon in Kailua-Kona.



Left to Right: Don Diedrick, Walt Wells, Linda Morley-Wells, Ebby & Lex Pinson, Gerry & Joan Baldwin, Bill & Linda Hayes.

Lex and Ebby Pinson delayed their trip to Colorado and were able to join us for an afternoon of comradery. Regrets came from David Carlson and Al Rimkus who were off island to attend the annual Super Sabre Society reunion.

Yours truly (still recovering from a broken knee) was able to hobble to the bar using a crutch. It was great to see everyone and to know that my drinking arm is fully functional.

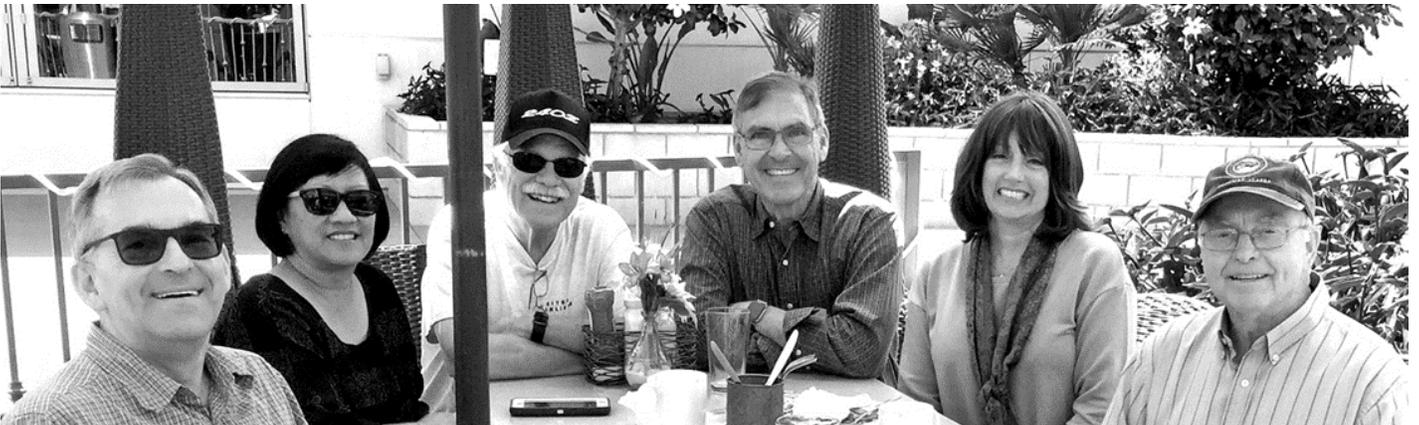
Talk story centered around the new Southwest flights to the islands and everyone agreed that the competition is welcomed. We hope the additional flights result in more affordable inter-island fares.

The Fish Hopper restaurant continued to treat us with complimentary pupus and desserts. Life is good on the Big Island! If you're Kailua-Kona on the third Thursday of the month, please join us on the waterfront.

Linda Morley-Wells

San Diego North County RUPA Luncheon

Another monthly meeting of some good friends at our favorite restaurant, The Landings at Palomar Airport in North County San Diego.



L to R: Scott Becker, Susan Mayer, Colin Winfield, Scott and Molly Herman and Mark Mayer. Michele's staff took very good care of us and made us feel like members of their extended family. Oh yeah, have I mentioned b4 that Michele is a prior UAL F/A and owns this Great restaurant?

Scott Herman's wife, Molly, joined us this month and had us laughing and participating in the conversation about pilots at UAL. Molly flies International Flights out of LAX and her schedule doesn't allow her to have the time off to join us, but we hope she'll be back!!! (does anybody remember flying getting in the way of activities at home?)

For our June meeting our members here in San Diego are joining the Dana Point Pilots for a group meeting. Stby for good stories. Once again, a good time had by all. *Mark*

Denver Good ol' Pilots' (May) RUPA Luncheon

On May 14th thirty Good Ol' Pilots and guests assembled at The Tin Cup Bar and Grill in Aurora for social/happy hour and lunch. The weather was good, and the lunch was excellent. After lunch our coordinator Ted Wilkinson provided some humor. Next, he informed the group that we had just last week received word that retired United pilot Jim Vohs had flown west on March 6, 2018. As of the meeting we had not been able to obtain any more information regarding any obituary etc.

Ted introduced new attendee recently retired United Captain Mike Hutchinson. Mike spoke briefly of his flying career. Here are some details of what he said. From his earliest years he was fascinated with flying. In 1972 at age 18 he obtained his private pilot certificate. Next, he borrowed money to finance his flight training and within two years was working as a flight instructor. He quickly attained all the airplane ratings as well as helicopter instructor and A & P mechanic and a two-year degree. In 1976 he began flying for Golden West Airlines in Los Angeles. In 1978 he turned down a job with Flying Tigers Airlines to accept a job with United. He had obtained his 727 F/E rating before being hired with United. Furloughed in 1980 he continued flying in General Aviation and teaching college aviation courses until recalled in 1984. In 1991 he took the first available Captain bid on the 737. In the ensuing years he obtained type ratings on the 737, 727, 757/767, 747, 777, and 787. He said his favorite was the 727 and his least favorite was the 787. He also served as LCA on the 727 and 757/767 fleets. Finally he gave full credit to his wife Peggy whom he had met in high school for supporting him throughout the years helping him to achieve a successful aviation career.

Attending were: Rick Bebee, Bob and Ann Blessin, Stanley Boehm and Marilyn Gifford, Ray Bowman, Ed Cutler, Phil Ecklund, Walt Ellwood, active pilot Sam Frey, Dick Grant, Bill Hanson David Horwitz, Mike and Peggy Hutchinson, Steve Jacques, Sue Johnston, Ron Juhl, Cliff Lawson, Jim Lee, Mark McGurk, Bruce Munroe, Dave Murtha, Joe Rozic, Don and Woodie Stearns, Rick Steele, Ted and Rose Wilkinson, and active pilot RJ Wolf.

Denver Good ol' Pilots' (June) RUPA Luncheon

In this update we will cover two items, notes on our latest lunch meeting and information regarding meetings between United new hires in training and current United line pilots which retired United pilots are encouraged to attend. The meetings with new hires take place on the second day of their training. The next meeting will be on Wednesday June 19. It is held at 5:30 P.M. at the Punch Bowl Social Restaurant in the old control tower at the former Stapleton Airport. Free beer and snacks are provided. There is a ceremony for the new hires at 1808 and 8 seconds P.M. The meeting is conducted by current line pilots with no affiliation with United management or ALPA. It is my understanding the purpose of the meetings is to enlighten the new hires regarding the legacy of line pilots at United and help the new pilots understand the history of same and that they are joining the ranks of those who have gone before as well as the value of the career they are beginning. There is no need to RSVP; you can just show up. However, if you do want more information, call active pilot R.J. Wolf 720-252-6826. He is one of the organizers of the event. In July the meeting will be on the 17th.

At our latest lunch meeting held on Tuesday, June 11, 26 Good OL' Pilots and guests assembled at The Tin Cup Bar and Grill in Aurora for lunch and social/happy hour.

After a nice catered lunch one of our local humorists, Ted Wilkinson, related a funny incident at a Colorado Rockies game. Next, we welcomed John Penney who attended for the first time. As is our custom, we asked John to speak about his flying career so we could know him better. John related that he first learned to fly in a J3 Cub in 1964 at Elk Grove, CA. He graduated from The US Air Force Academy in 1970. After Air Force flight training, he flew fighters. In 1972 -73 he flew The A7 in Vietnam. In 1979 he left The Air Force to fly for United. He had a rocky start. He along with his entire new hire classmates were furloughed one month after they were hired thereafter, they were to be known as "the class of 79". He next worked as a test pilot and in engineering development for Lear Fan Corp. He was recalled by United in 1985. When he refused to work during the strike, he was fired and did not get to start at United until October of that year after legal settlements. Once back at United his career proceeded rapidly. After a short stint as a B 727 FE, he moved up quickly flying 737 FO, working in the training center and was promoted to Captain in six years. He retired in 2007 after serving as Standards Captain on the 737, manager of the advanced maneuvers project, Captain on the 757/767, 777 and 747-400. Currently, he owns a company, MiG Masters, where he is an FAA designee for certification of warbird aircraft both prop and jets as well as training and certification of pilots for same.

Active pilot Phil Irwin attended for the first time. Phil, who is currently flying 787 captain, was a member of the 570 group. His dad Russ Irwin was a well-liked and highly respected Denver United pilot. Russ retired in 1982.

Attending were: Darrel Ankeny, Rick Bebee, Al Bielanski, Bob Blessin, Ray Bowman, Bill Hanson, David Horwitz, Mike and Peggy Hutchinson, active pilot Phil Irwin, Steve Jacques, Tom and Sue Johnston, Ron Juhl, Bill Kennedy, Dick Kobayashi, Cliff Lawson, John Penney, Dan Romsevich, Joe Rozic, Rob Schmidt, Don and Woodie Stearns, Rick Steele, Tony Twardziak and Ted Wilkinson. Your Scribe, *Tom*

SAC Valley Gold Wingers RUPA Luncheon

Good luncheon this month as the temperatures are starting to heat up in this part of the country.



Front Row Left to right: John Gorczyca, Jan Farley, Viv Stolp, Ed Akin, Julie Akein, Linda Akin.
Back rows: Tedd Stiles, Diana Stiles, Rod Farley, John Petts, Bill Authier, Trudy Engeldinger, Lori Muir, Ann Blalock, Dave Ulm, Steve McBride, Gary Redmann, Marv Alexander, Jim Harty, Chuck Kolesar, Jerry Blalock, Joni Cordano, Karl Winkelbrandt, Andy Fossgreen, Sharon Gorczyca and Dave Leippe.

Of the many discussion items, one of the most fascinating was the Facebook post by Clarence Copping on our RUPA FB group. He asked the question of how many pilots had lost an engine while flying for United Airlines. There were a huge number of comments but, by far, most of the pilots indicated they had not lost an engine during their United flying career. I found this so interesting and elated to reaffirm that our United maintenance professionals are some the best in the world.

Further, two of our longtime supporters, Bob and Kathy Lynch, of the Goldwinger group have been encumbered with some medical problems and have been ongoing for some time. We wish them the best.

The bottom line is we had a great lunch and look forward to our monthly luncheon next month.

Still Flying High, *John Gorczyca*

The Cleveland Crazies RUPA Luncheon

The Cleveland Crazies May meeting was well attended with seventeen members, wives and friends. We enjoyed our time together, the lively discussion, and the great luncheon and service at TJ's restaurant in Wooster, Ohio. The personal stories were interesting and the jokes from many members kept us all laughing. We are all looking forward to our June meeting at Carol and Rich McMakin's home.



Left to right standing: Phil Jach, Linda Jach, Rich McMakin, Pat Morris, John Hochmann, Dick Sanders, Tyler Tracey (Kenny's grandnephew), Jim Burrill, Monica Burrill, Bob Olsen, Joe Getz, Harvey Morris, and our server Jennie Hamric.

Left to right seated: JoAnn Pinter, John Pinter, Ken Wheeler, Bob Lang and Dawn Lang. Cheers, *Phil Jach*

Cleveland Crazies Summer Do

The Cleveland Crazies gathered at the beautiful home of Carol and Rich McMakin on a perfect summer day here on the North Coast. We always look forward to this June “Summer Do” because so many of our members attend that are not normally at our monthly meetings. We had twenty-seven members, wives and guests for an afternoon and evening of great stories, wonderful food and time together. We surprised John Pinter and Dick Sanders by singing Happy Birthday to recognize their coming birthdays.



Top row L to R: Dawn Lang, Bob Lang, Bob Olsen, Rich McMakin, Dick Sanders, Mary Lou Sanders, Bob Langevin, Sandy R., Al and Dannie Cavallaro and, Rip and Shirley Curtiss.

Middle row: Pat Morris, Skip Irwin, Dan Seiple, John Pinter, Monica and Jim Burrill.

Front row: Phil Jach, Harvey Morris, Linda Jach, Beverly Seiple, JoAnn Pinter, Carol McMakin and the wonder dog Peggy. Rick and Lisa Dubinsky and Lisa’s mother, Dorothy, arrived after the picture was taken.

Cheers, *Phil*

Pickles



The San Francisco Bay-Siders RUPA Luncheon

Despite all the rain, floods, hail and tornados going on to the east of us, the rains in California are definitely over, and we experienced an early June heat wave. There were 13 in attendance.



L to R: Bill O'Connell, Jeri Johnson, Hank Morales, Gerry DeLisle, Pat and Larry & Wright.



L to R: Rich and Georgia Bouska, Cindi and Rich Erhardt, Barry and Ginny Hamlin and Kelty Morris, Since many of us don't have air conditioning, it was a relief to go to our luncheon site and enjoy the cool atmosphere of the Hofbrau. One of the highlights of the day was hearing about the Hamlin's cruise...a 63+ day adventure that began in Australia, around Africa and ending in Italy where they disembarked for their return home.

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*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Sure enuf, never fails, the same thing every year....they've left us once again. ☹️ But the good news is - we get our roads back, no long waits at the restaurants or the checkout lines at the grocery store. Yes, MOST of our REGULARS have headed North for a few months for what they feel is 'greener pastures'. 😊



The six (6) of us that did show up L-R: Jack Boisseau, Bob Langevin, Jerry Holmes, Jim Dowd, Ted Osinski and Dick Baese.

We had much to talk about. However, most of the conversations (thank God - not all) seemed to involve Medical problems or issues. Dick Baese had rotator cuff surgery 3 weeks before our luncheon and has his left arm in a sling, Jim Dowd is experiencing left knee issues, and our local Hospital Group for the area (Martin Memorial) has just been acquired by The Cleveland Clinic.....so hopefully that will turn out to be GOOD News.

Bob Langevin just returned from a long weekend in CLE where he and Sandy stayed in the beautiful home of John and JoAnn Pinter in Vermillion, OH and attended the annual get together of The Cleveland Krazies at Rich and Carol McMakin's home. What a GR8 get together - it was 'phantastick' to be with friends in a social situation that we knew and flew with back in the late 70's and early 80's. It's very difficult to believe that 40 years have gone by since those days of The Mistake by the Lake. Happy Days, like The Fonz would say.

Jack Boisseau has been without an airplane for about a month so he decided to go up to Leesburg, FL the following day to SERIOUSLY look into buying a C-182. We're all looking forward to seeing how that 'look-see' went. :-/ Jerry Holmes took his sweet ole time getting to the luncheon.....so he ambled on in about 30 minutes late.....but who's counting? Right!!! ;-)

We all enjoyed a wonderful Shrimper's Lunch served very well by our server, George. That's about it from the news standpoint....Fini.

Wishing you all a Happy and SAFE Summer and if you are in the Stuart, FL area around the 2nd Tuesday of each month, come on over, we'll be at Shrimper's in the Port Salerno area of Stuart and we start at 11:30 AM. That's it for now....and Happy 4th of July to all.

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

New York Skyscrapers RUPA Luncheon



Those who Attended: Howie Aronson, Ray Bernosky, Bill Bickert, Roger Bjornberg, Dick Bromwich, Bob Carey, Vince Ciriello, Frank Decker, Ron Denk, Wayne Erb, Fabian Garcia .EWR Chief Pilot, Lou Garcia, Larry Gardner, Fran Groff, Sue Guletsky, Jim Haeni, Pat Harben, Jody Kraly and daughter Chris, Jim Lattimer, Tom Mannello, Steve and Lil Moddle, Paul Ramdial. Bob Scott, Mike Severson, Irv Soble and son Lee, Pete Sofman, Mark Strasfeld, George Williams, Woody Woodworth and Lyn Wordell.

Deaths/Illnesses: Bud Berlingeri died in February 2019, Doug Horne's wife, Edna, died April 2019, Chuck Wagner died May 25, 2019 (his wife, Helen, died Feb 2019) *Pete Sofman*

San Francisco North Bay RUPA Luncheon

The North Bay RUPA group did it one more time, at our favorite eatery, Sheraton Tolay at the Petaluma marina. Turnout was down to ten people, which is a low number for us, but this keeps the table chatter lively. Wayne Heyerly had some memorabilia from years ago to add to the conversation.



L to R: Don Madson, John Reed, Doris Donegan, Micki Orchard, Bob Donegan, Sam Orchard, Bill McGuire, Wayne Heyerly, Jules Lepkowsky and camera in hand, Barney Hagen.

First Wednesday of the month, Sheraton Tolay Petaluma marina, 12:00 noon and done by 2:00ish. Come join us. Per Ardua, *Barney*

Oregon Coasters RUPA Luncheon

A great time was enjoyed by all at the most recent Oregon Coasters RUPA Luncheon held at 1285 Restobar Italian Eatery in beautiful Old Town Florence, Oregon.

Attending were Bob Tanons driving up to join us from Sutherlin, Oregon (almost 84 miles one way!) Thanks so much for joining our group Captain Bob! Bob regaled us with stories from the “Industrial Relations Committee” that worked behind the scenes in LAX during the strike in 1985. Something about super glue and its effects on company locks was rumored but never proven, no B-Scale stickers, etc... In any event, we also had Dick Markee, Tom & Bonnie Vanderwest, David & Marie Baird, Al & Sue Poshusta and Larry & Crystal Farnsworth in attendance. Sam Spayd sent his regrets inasmuch as he is attending the 75th Anniversary D-Day celebrations in France and then a tour around Iceland, we therefore expect a full report upon his return. Jim Dunn and Jim Wilder also sent their regrets this month.



From Left to Right: Marie Baird, Al Poshusta, Bob Tanons, David Baird, Larry Farnsworth, Sue Poshusta, Dick Markee, Bonnie and Tom Vanderwest. (Not pictured Crystal Farnsworth who had grandkids duty).

Second photo: Enjoying pizza, cobb salads, crab cakes, burgers, mussels, etcour

Other subjects or rumors we talked about: A United DC-8 Water Wagon that had to dump water after a certain amount of time to avoid freezing the water onboard, only to discover that dumping said water froze the aircraft to the taxi-way, flight training in the “White Whale DC-7” and the DC-7 engine shut downs once

the oil ran out, use of the DC-7 engine analyzer, Larry flying as the Flight Engineer on a United Pilot training flight with 250 hours TT as a Fowler Aeronautical Flight Engineer student, staying at the infamous Mildew Plaza (Milford Plaza in NYC): a flight attendant who had a dead body under the bed (unbeknownst to her), the Hacienda Hotel in El Segundo, how to manage our Enrolled Friends and various surgeries and maladies in the group including cataract surgery, carpal tunnel surgery and the like.

We also talked about poisonous snakes and critters, Intervac home exchanges, and Add Pay for the short staffing United was experiencing today. (For example, the San Francisco to Singapore 5-day trip pay with overtime: \$25,185 for this one trip alone in your schedule). Larry and Crystal also recounted and showed a shark diving video from their three-week vacation in Tahiti, Moorea, Bora Bora, Rangiroa and Fakarava. (This shark diving trip was paid for many of Larry's first officers who wanted to move up a number more quickly!)

For the good of the order, we are scheduling our July Oregon Coasters RUPA meeting to Thursday, July 18th, 5:30 PM to 8:30 PM at 1285 Restobar. This is a RUPA Social and a Retirement Party for Larry Farnsworth who retires this month. All RUPA members are invited to attend. For more information you can call Crystal at 541-999-4085.

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

It's lucky June 13 and we had a turnout of 13 at the RUPA lunch today in Pompano Beach. We were also informed of the death of Captain Bob Dodson who died within the week. He was a great guy and a great ALPA supporter.



Today we had Bill Bonner, Rich Farmer, Jim Morehead, Paul Livingway, Francie Garrett, Bill Garrett, Bob Engelman, Ham Oldham, Rick Valdez, Dan Kurt, Stan Baumwald (NWA), Mike Warde, Joe Hernand. The next lunch will be on July 11 and look forward to seeing everyone there.

Jim Morehead & Art Jackson

Airbus partners with United Airlines to manage aircraft data



United Airlines has become the latest US airline to connect to Airbus' open-data platform, Skywise, following an agreement recently signed between the airline and Airbus. United will leverage Skywise to enhance all aspects of its maintenance and engineering operations on its Airbus fleet.

With flexible and visual tools, Skywise enables airlines to store, access, manage, and analyze data more efficiently while also benchmarking against other airline users' trends. Skywise provides all technology elements in one place, including data warehousing, visualization, alerting, and even machine learning packages, allowing United and other airlines to nimbly develop and deploy their own analytical products.

In addition, Skywise seamlessly connects with the data integration platform, Palantir Foundry. United began using this platform in 2018, and the combination of Palantir Foundry and Airbus' Skywise will provide United with the data and tools to enhance its operational reliability.

"We are proud to partner with Airbus and Palantir on this new data platform, which will allow us to maximize the performance of our Airbus fleet by analyzing the best data we have available and using those insights to continuously improve our operation," said Praveen Sharma, United's Vice President of Digital Products and Analytics.

Marc Fontaine, Airbus' Digital Transformation Officer said, "Skywise will bring significant value by unlocking data, which will power operational efficiency in aircraft maintenance and flight operations for United Airlines' fleet. He added, "By extending Skywise to other company business functions, with Palantir, the potential for United will be even bigger."

Launched in 2017, Skywise is fast becoming the platform of reference used by all major aviation players to improve operational performance, ensuring complete data continuity with benefits across the entire value chain. Today over 70 airlines around the world are connected to Skywise.

Skywise provides all users with one single access point to their aggregated and anonymized aviation data, enriched from multiple sources across the industry into one secure, cloud-based platform. The more data that airlines or OEMs share into the Skywise Core platform, the more accurate the predictions and models for customers connected.

UAL begins operations at LaGuardia Airport's new Terminal B



On Jun 2 United customers traveling through New York-LaGuardia Airport experienced new gates on the Terminal B Eastern Concourse, following the first phase of the \$4 billion, 1.3-million-square-foot redevelopment project of Terminal B, operated by LaGuardia Gateway Partners. With soaring ceilings up to 55-feet high and plenty of natural light, customers will have thirteen new shops, restaurants and services in the concourse to visit; all inspired by the best of New York – from the iconic Shake Shack and local Irving Farm Coffee Roasters to an outpost of New York's famous toy store, FAO Schwarz.

"United customers depend on LaGuardia for frequent service to key business cities such as Chicago and Denver and the new Terminal B represents a huge improvement in the facilities we are able to provide, including a gorgeous new United Club," said Jill Kaplan, United's President of New York and New Jersey. "A world-class city like New York deserves a state-of-the-art airport – which is why we are absolutely thrilled to be moving our operations to the spectacular new Terminal B Eastern Concourse at LaGuardia Airport."

"The move of United and its passengers into the first new concourse at Terminal B marks another key milestone of the \$8 billion redevelopment of an entirely new LaGuardia Airport," said Rick Cotton, Executive Director of the Port Authority of New York & New Jersey. "This is another important step in our ongoing commitment to provide world class facilities that turn Governor Cuomo's vision for a 21st century LaGuardia into reality. And we are undertaking this comprehensive rebuilding of LaGuardia Airport while continuing full operation at LaGuardia and serving record numbers of passengers."

The new concourse features ample gate seating, with charging stations throughout the seating area along with free unlimited high-speed Wi-Fi, offered by the Port Authority of New York and New Jersey. Additional features include a “park area” complete with greenery and benches, an airport themed children’s play area which contains a 16-foot interactive display and restrooms with spacious stalls and above sink shelves that will keep belongings dry while washing hands.

As part of the terminal redevelopment, United opened its newest United Club on June 2. Conveniently located after security near United’s gates, the new club offers a private oasis of 10,500 square feet with sweeping views of the tarmac. The Club, which is 30 percent larger than the prior LGA United Club location, combines the sleek styles of New York City with the modern touches travelers desire and features more than 200 seats. Additional amenities include complimentary high-speed Wi-Fi, wellness rooms and phone booths.

United new technology makes connecting the world easier than ever



Just in time for the busy summer travel season, United Airlines is introducing ConnectionSaver, a new tool dedicated to improving the experience for customers connecting from one United flight to the next. ConnectionSaver is powered by new technology that automatically identifies departing flights that can be held for connecting customers, while ensuring those who have already boarded the aircraft arrive at their destination on time. ConnectionSaver also sends personalized text messages to every connecting customer (who has opted in to receive notifications) with clear directions to the gate for their connecting flight and information about how long the walk will take.

United’s ConnectionSaver technology automatically scans flights for customers who are making tight connections to determine if the connecting flight can be held without inconveniencing other customers. The ConnectionSaver tool takes into account factors such as the time it will take for late connecting customers to travel gate-to-gate as well as the impact the hold may have on other flights and customers.

“Through improved technology and our dedication to running a reliable operation, customers with tight connections are making their flights. With summer travel picking up, as many as 150,000 customers will make connections on United flights every day and our goal is to provide our employees and these customers with the most up-to-date information to make connecting as stress-free as possible,” said Toby Enqvist, chief customer officer at United.

United launched its ConnectionSaver tool on all flights at Denver International Airport in February, and then expanded it to Chicago O’Hare International Airport – two of the airline’s busiest hubs with thousands of connecting customers every day. During the past four months, more than 14,400 customers, who would have otherwise missed their connections, were able to make their flights thanks to ConnectionSaver. Flights that were held for connecting customers were delayed an average of six minutes. This ConnectionSaver technology will expand to the airline’s hubs by this fall and to all other airports that United operates at in the future.

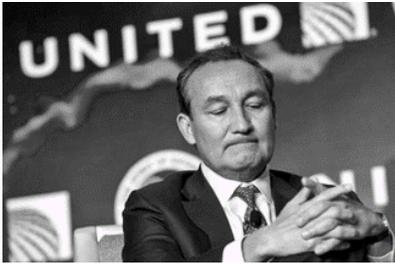
“ConnectionSaver only works if it allows us to care for as many customers as possible – without inconveniencing others – and that’s exactly what this technology has shown it can do. We’re determined to capitalize on as many opportunities as possible to better serve and care for our customers and that’s part of what sets United apart from our competitors,” said Enqvist.

The ConnectionSaver program also includes text notifications personalized for customers making connections through the airline’s hub airports, that will help them navigate and travel efficiently to the gate for their next flight. Once customers land at their connecting airport, they will receive a text message that tells them the gate where they are arriving, the gate where they will depart and the expected travel time between the two gates. The texts will also include a link with step-by-step directions to the next gate and a map of nearby amenities.

Earlier this year United added more detailed and helpful connection information to its reimagined mobile app. Customers using the latest version of the app will be prompted with information about their arrival and departing gates and a map of the airport once they land.



United CEO: We rebook Boeing 737 MAX passengers complimentary



United Airlines operates 14 Boeing MAX jets and has dozens more on order. United Airlines Chief Executive Oscar Munoz promised during an interview with a Canadian Newspaper, his airline would rebook any passenger concerned about flying United Airlines Boeing 737 MAX, once they are back in service. United is the only one of the three U.S. MAX operators to make such an announcement so far. Southwest Airlines Co, the world's largest MAX operator, said on Wednesday discussions were still ongoing.

Following two fatal crashes of the MAX model within months, an Ethiopian Airlines jet in March after a Lion Air jet in October, Munoz said he wants customers to feel as comfortable as possible. "If people need any kind of adjustments, we will absolutely rebook them," Munoz told reporters after the airline's annual shareholders' meeting.

None of the shareholders at the meeting questioned the company's MAX plans. United is in the midst of a growth plan that has fueled a 17% share rise over the past year.

Global regulators are meeting with the U.S. Federal Aviation Administration on Thursday to discuss Boeing's proposed software fix and training updates for the MAX, which has been grounded since mid-March.

DEN in full bloom



With our summer schedule in effect, we set a new record at DEN today, June 7, by offering more than 500 daily departures from our Rocky Mountain hub for the first time ever.

Since Jan. 1, 2018, we've added 32 new domestic and international routes out of DEN, creating more than 2,600 additional connection opportunities for our customers there. The 500-plus-daily-flights milestone is a result of those efforts, which are all part of our strategy to significantly grow our presence in our mid-continent hubs.

"Denver's record growth symbolizes the investments we're making in our people and our company, both in Denver and throughout our network," said President Scott Kirby. "As we focus on strengthening our mid-continent hubs, our record schedule allows us to provide our customers with a better travel experience by offering more connections and more destinations."

Along with being DEN's largest airline, we are also one of the region's biggest employers and economic drivers. The city is home to our brand-new, state-of-the-art flight training center, the largest single-site flight training center in the world, and we've increased our employee headcount in the area by 970 in recent years.

This growth is all about giving our DEN customers unrivaled choice and convenience when it comes to destinations and flight times. Along with that, thanks to our new DEN flight banks, we have increased the number of morning flights available to business customers traveling from Denver to the East and West Coasts, while improving connectivity to Midwest and mountain region destinations.

United Airlines expands its commitment to biofuel



United Airlines further strengthened its emerging reputation as the world's most environmentally conscious airline by renewing its contract with Boston-based World Energy, agreeing to purchase up to 10 million gallons of cost-competitive, commercial-scale, sustainable aviation biofuel over the next two years. The biofuel, which United currently uses to help sustainably power every flight departing its Los Angeles hub, achieves a greater than 60% reduction in greenhouse gas emissions on a lifecycle basis.

United's contract renewal follows the airline's original purchase agreement in 2013, helping United make history in 2016 when it became the first airline in the world to use sustainable aviation biofuel on a continuous basis. United is currently the only U.S. airline to use biofuel in its regular operations. World Energy's biofuel is made from agricultural waste and has received sustainability certification from the Roundtable on Sustainable Biomaterials.

World Energy recently announced that it will invest \$350 million to fully convert its Paramount, California, facility to renewable diesel and sustainable aviation jet fuel, bringing its total capacity to more than 300 million gallons of production annually at that location, one of the company's six low-carbon fuel manufacturing plants.

"Investing in sustainable aviation biofuel is one of the most effective measures a commercial airline can take to reduce its impact on the environment," said Scott Kirby, United's president. "As leaders in this space, United and World Energy are setting an example for the industry on how innovators can work together to bring our customers, colleagues and communities toward a more sustainable future." "Great companies lead," said Gene Gebolys, World Energy's chief executive officer. "We are honored to renew our commitment to United to advance their efforts to drive change to a lower carbon future."

United's contract renewal with World Energy will further assist the airline in achieving its recently announced commitment to reduce its greenhouse gas emissions by 50% by 2050. United's pledge to reduce emissions by 50% relative to 2005 represents the equivalent of removing 4.5 million vehicles from the road, or the total number of cars in New York City and Los Angeles combined. United's biofuel supply agreements represent more than 50% of the commercial aviation industry's total agreements for sustainable aviation biofuel.

United Aids Raptor Relocation Program



Two years ago, as an Eco-Skies initiative, we introduced a first-of-its-kind Raptor Relocation Program at EWR in partnership with Audubon International, aimed at moving birds of prey away from areas surrounding the airport to safer habitats where they could flourish. Since then, more than 80 birds have been successfully relocated, and, today, we're excited to announce that we're expanding the program to SFO, this time with the primary goal of protecting the region's barn owl population.

We will assist in transplanting the birds to Bay Area golf courses that are certified by the Audubon Cooperative Sanctuary Program to provide an ideal habitat for the raptors. Additionally, as an official sponsor of the PGA Tour, we plan to work with Audubon International to identify suitable golf courses for future relocation and help inform the golfing public about the importance of this type of conservation.

"Being environmentally conscious means more than just reducing our footprint; it means convening different groups to develop new and innovative ways to actively protect vulnerable species," said United's California President Janet Lamkin. "As we continue our commitment to protect raptors in the New York area, we are excited to expand our efforts to San Francisco and further underscore our industry-leading efforts to operate sustainably and responsibly."

United ExpressJet carrier began service with newest aircraft type



ExpressJet Airlines operates as United Express, on behalf of United Airlines, to serve more than 100 airports across the United States, Canada and Mexico, with over 3,300 weekly flights from bases in Chicago, Cleveland, Houston and Newark.

ExpressJet Airlines began service with its newest aircraft type – the Embraer E175. The first flight, UA4042 departed Houston's George Bush Intercontinental Airport for Hartsfield-Jackson Atlanta International Airport.

"For ExpressJet and its 3,000 aviation professionals, the Embraer E175 is more than a new, high-tech aircraft," said Chairman and CEO Subodh Karnik. "It is a symbol of ExpressJet's future as a growing and trusted United Express partner." The aircraft seats, 12 First Class, 16 Economy Plus and 48 Economy.

ExpressJet is adding 25 new E175s to its fleet in 2019. To date, the airline has taken delivery of four E175s and will continue adding new aircraft throughout the year. Additionally, ExpressJet recently expanded its crew training capabilities with the addition of an E175 full-motion flight simulator and a cabin door trainer at its Houston Training Complex.

To support its rapid growth, ExpressJet has hired more than 350 new pilots since the start of the year and will double that number by year end. Pilots who sign on with ExpressJet can expect a quick selection process, an immediate class date, and to bid for flying within three months

How is the Effect of Renewed Competition between Airbus and Boeing ?



The revival of competition between Boeing and Airbus is expected to result in record delivery of the highly popular narrow-body platforms and a 9.4% year-on-year growth in production. Boeing and Airbus will produce more than 1,750 aircraft in 2019, up from 1,606 units in 2018, and propel the market towards \$258.95 billion. Boeing will receive a boost once it finalizes its deal for Embraer's airliner business in 2019 to counter Airbus's acquisition of Bombardier's C Series program; it will continue to develop its new mid-

market aircraft (NMA) platform and position itself for growth in next-generation markets.

"Aircraft Original Equipment Manufacturers (OEMs) and suppliers will continue to focus on digitalization of platforms for streamlining flight operations, planning and scheduling, sales and distribution, marketing, disruption management, and technical operations," said Timothy Kuder, Research Analyst, Aerospace & Defense. "Top aerospace companies, as well as entrants, are investing in R&D centered on electrical propulsion, generation, distribution, storage, and conversion."

A 2019 Global Commercial Aerospace Outlook, analyses the current market landscape of the commercial aerospace industry at a global level. It covers the regions of Asia-Pacific, Europe, North America, Middle East, and Africa, and Latin America.

"Asia-Pacific will experience the highest growth in terms of aircraft deliveries and will sustain this position in the future. However, North America and Europe will continue to be the largest suppliers of aircraft," noted Kuder. "In terms of technologies, advanced composite materials, additive manufacturing, and electrification will disrupt the design and construction of platforms, while digitalization of aviation has already evolved into a \$1.5 billion business."

For additional growth opportunities, aircraft suppliers and MRO facilities will look to:

Adopt digital technologies like Blockchain, which can contribute to the mandated traceability requirements of many aerospace digital services.

Develop technologies such as fibre metal laminate (FML).

Seek opportunities to be vertically integrated with suppliers and OEMs.

Foster global partnerships covering new regions, especially in the narrow body markets.

Focus on collaboration, partnerships, and cross-industry relationships to achieve wider implementation.

Prepare for the servicing of next-generation airframes and engines.

Lufthansa uses telemedicine on board its long-haul fleet



As the first airline in the world to do so, Lufthansa has equipped all long-haul aircraft with the mobile ECG (Electrocardiogram) system CardioSecur. In case of on-board medical emergencies, the compact, intuitive system will allow flight attendants without cardiological expertise to record an ECG for passengers and send the test results directly to a medical hotline on the ground. The system has initially been tested in 2018 on the A380 fleet and now, it will be available for medical emergencies on all long-haul aircraft within the Lufthansa fleet. The results of the resting ECG conducted directly onboard the

aircraft provide a better basis for deciding whether it is necessary to divert a plane in order to provide medical care on the ground in case of medical emergencies," says Dr. Sven-Karsten Peters, a cardiologist with the Lufthansa Medical Service, as he explains the advantages of the system.

Cardiovascular complaints are the most common cause of medical incidents on board. If there are any doctors on the flight, they have been able to use the defibrillator so far as a workaround to better assess the situation. However, the results from that machine cannot replace an ECG.

Weighing only 50 grams, the compact mobile ECG system developed and distributed by Personal MedSystems GmbH under the name CardioSecur does not take up much space or weight. It consists of an app on the flight attendant's Cabin Mobile Device (mini iPad) and a small bag with an ECG cable and four disposable electrodes. If a passenger complains of heart trouble, the system can record an ECG in a few short steps: First, the flight attendant establishes an internet connection via the FlyNet WiFi network on the Cabin

Mobile Device and starts the app. The crew then connects the ECG cable to the four electrodes and places them on the upper body of the unwell passenger. The app records a 12-lead ECG; additional parameters such as the patient's age, weight, gender, blood pressure and oxygen saturation are captured manually.

This data will then be transferred from the app to the medical hotline of International SOS (ISOS). This Lufthansa partner can be contacted by pilots and pursers 24/7 in case of medical questions. ISOS will evaluate the ECG and advise the cockpit crew via telephone based on the gathered data. The cockpit crew will then have to make the final decision on whether it is necessary to divert the plane. If there is a doctor among the passengers on board, they can use the expert mode on the app to monitor the heart activity.

The existing program "Doctor on Board" allows the cabin crew to swiftly identify doctors present on board, including their specialties. This program provided by Austrian Airlines, Lufthansa and SWISS currently has 11,000 participating doctors from all specialties who can provide assistance in the case of medical incidents. For this purpose, an optimally equipped emergency kit that exceeds regulatory requirements is available, along with other materials. The crew is also well prepared for emergencies and receives first aid training every year.

An additional new feature: Lufthansa now offers a medical travel assistance service in cooperation with the service provider Medical Travel Companion. Passengers can choose to book either a nurse, a paramedic or a doctor to care for them during their entire flight. Lufthansa is the first European airline to offer this service. The medical companion program has different packages that passengers can choose from. Depending on their needs, customers can for example book medical supervision or wound management.

Skynet? Facial recognition tech coming to airport near you



Facial recognition technology may be coming to an airport near you in a bid to cut lines and speed up airline passenger travel. Its detractors warn that facial recognition systems, heralded a key innovation in surveillance and security, could wind up going full Skynet, resulting in some kind of robo-apocalypse even Arnie can't save us from. But its supporters say that it could transform travel by allaying security concerns while making for a much smoother passenger experience.

Here are some of the airports having a run at the futuristic tech in a bid to banish passenger backlogs:

Trendsetting Singapore: Singapore was among the first in the world to pioneer such technology to shuttle passengers through its airports more swiftly. Changi Airport launched its facial recognition support systems in late 2017, using biometric technology to free up passenger queues from check-in, through to immigrant checks and boarding.

Taking off in the US: The US opened its first biometric terminal in December 2017 at Hartsfield-Jackson Atlanta International Airport in Georgia. The airport plays a huge role in US flights and international transfers through North America and is the busiest in the US in terms of passenger numbers.

Biometric e-gates have since opened in LAX in California, New York's JFK Airport and Orlando International Airport in Florida, and more are being unrolled at other sites across the country.

China's Chengdu: Chengdu Shuangliu International Airport in China uses facial recognition to provide travel information to passengers after scanning their features, to the surprise of some who pass through the facility.

Tokyo 2020: Japan's busy Narita Airport near Tokyo plans to become the nation's first to use passengers' own faces as their boarding cards. The move is said to be part of Japan's preparations for the 2020 Summer Olympics and Paralympics to help ease queues at the airport as sports fans flock in.

Although travelers will still need their passports for clearing immigration, they can use facial recognition to check themselves and their bags in for their flights, and to get through security checks.

Heathrow hub: Heathrow Airport (the UK's biggest) says it's going to use facial recognition for passengers instead of boarding cards starting this summer. The airport already uses facial recognition in its security systems and is currently rolling out the tech to ease passenger congestion.

Last summer saw huge queues at the airport, with some unfortunate travelers spending more than 2 ½ hours waiting to get through border controls.

Aviation Stakeholders to Discuss Dangers Of Aircraft Maintenance Outsourcing

The Business Travel Coalition (BTC) today confirmed the agenda for a June 4 Aircraft Maintenance Outsourcing Summit at the National Press Club in Washington, DC from 8:30 am to 1:00 pm. The Summit, presented by the Transport Workers Union (TWU) and organized by BTC, will feature consumer protection advocate Ralph Nader and other aviation safety stakeholders.

“In recent years aircraft maintenance outsourcing has become controversial in the absence of a single U.S. standard for airline in-house versus outsourced domestic and foreign maintenance,” BTC Chairman Kevin Mitchell stated, “and there are serious questions about the adequacy of FAA resources and oversight. The recent developments with the Boeing 737 MAX have cast a bright light on what many observers insist is a too-cozy relationship with the aircraft manufacturers and airlines that the FAA is charged with overseeing.”

“Enlightened stakeholders and industry observers know that there would be benefit from helping shape and champion outsourcing and FAA oversight reforms,” Mitchell added.

Robert L. Crandall, Former Chairman & CEO of American Airlines, went on the record in a letter to BTC this week questioning the safety of outsourcing practices.

“I do not think the government should permit airlines to offshore heavy maintenance,” Crandall wrote. “While doing so undoubtedly saves money, it does so at the expense of good jobs we need here in the States. Moreover, since the FAA does not have the ability to supervise the work as intensively as it would if the work were done in the U.S., offshoring represents an unnecessary compromise of safety.”

Airbus and SAS sign hybrid and electric aircraft research agreement



Airbus has signed a Memorandum of Understanding (MoU) with SAS Scandinavian Airlines for hybrid and electric aircraft eco-system and infrastructure requirements research. The MoU was signed by Grazia Vittadini, Chief Technology Officer, Airbus and Göran Jansson, Deputy President EVP Strategy & Ventures, Scandinavian Airlines. Collaboration will start in June 2019 and will continue until the end of 2020.

Under the MoU, Airbus and SAS Scandinavian Airlines will cooperate on a joint research project to enhance understanding of the operational and infrastructure opportunities and challenges involved with the large-scale introduction of hybrid and full electric aircraft to airlines modus operandi. The project scope includes five work packages, which focus on analyzing the impact of ground infrastructure and charging on range, resources, time and availability at airports. The collaboration also includes a plan to involve a renewable energy supplier to ensure genuine zero CO2 emissions operations are assessed. This multidisciplinary approach—from energy to infrastructure—aims to address the entire aircraft operations ecosystem in order to better support the aviation industry’s transition to sustainable energy.

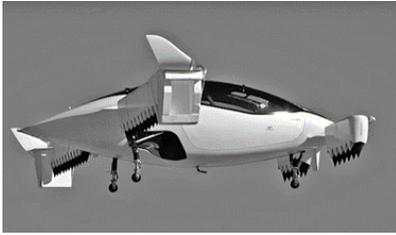
Aircraft are roughly 80% more fuel efficient per passenger kilometer than they were 50 years ago. However, with air traffic growth estimated to more than double over the next 20 years, reducing aviation’s impact on the environment remains the aim of the industry.

To overcome this challenge, the Global Aviation Industry (ATAG) including Airbus and SAS Scandinavian Airlines have committed to achieving carbon-neutral growth for the aviation industry as a whole from 2020 onwards, cutting aviation net emissions by 50% by 2050 (compared to 2005).

This agreement further strengthens Airbus’ position in a field where it is already investing in and focusing its research efforts on developing hybrid-electric and electric propulsion technologies that promise significant environmental benefits. Airbus has already started to build a portfolio of technology demonstrators and is currently testing innovative hybrid propulsion systems, subsystems and components in order to address long-term efficiency goals for building and operating electric aircraft.

**You're never
childless,
when you
have a
husband.**

Lilium: Air taxis to service world's major cities by 2025



According to the German aviation startup Lilium, air taxis will offer services in many major cities all over the world in the next six years or so. “We plan to start operations in several cities around the world by 2025, although in some locations the service will be launched earlier. There is a huge interest in our project from the city authorities, but we have not yet decided exactly where to begin providing our services,” Oliver Walker-Jones, Lilium’s head of communications, said.

Recently, the company revealed the design of its five-seat Lilium Jet electric aircraft. The vertical take-off and landing jet completed its maiden flight in June.

The price of “flights will be competitive compared to travel by means of other vehicles,” according to Walker-Jones.

“Our aircrafts are completely electric and do not produce CO2 emissions. When starting, there is noise, like from the engine start of a truck, but you will not hear it during flight,” he said.

According to the representative, the air taxis are currently undergoing various certifications. Everything will be organized in such a way as to “not create obstacles for regular air traffic,” Walker-Jones said, noting that at first the jets will be controlled by pilots, but later switched to the unmanned mode.

“Lilium jets will practically become an alternative to long-distance trains and intercity buses. They are faster and more environmentally friendly than these types of transport and must be available ‘on-demand,’” said Walker-Jones.

The Lilium Jet has no tail, no rudder, no propellers, no gearbox, and only a single moving part in the electric motors. The full-size prototype is powered by 36 all-electric jet engines. It is capable of traveling up to 300 kilometers per hour.

Denver airport's talking gargoyle spooks travelers

Travelers passing through Denver International Airport best be aware of the air hub’s newest official — a talking animatronic gargoyle statue that is full of sass, sarcasm and spooky conspiracy theories.



Reps for DEN unveiled the chatty creature, perched in the main terminal, in honor of the airport’s 24th year in operation, the Atlanta Journal-Constitution reports. The airport shared video footage of the eloquent gargoyle surprising passersby to YouTube, where it has since gone viral with over 70,000 views.

“Welcome to the Illuminati Headquarters, I mean, Denver International Airport!” the gargoyle exclaims, shocking travelers.

“You know, you can actually put the phone down and have a conversation with me,” the creature – which claims to be 243 years old – chides a “millennial” on their cell phone.

Reps for DEN returned Fox News’ request for comment on the origin and purpose of the gargoyle with the following statement:

“DEN is known for the conspiracies about our airport, and we wanted to find a playful way to embrace the conspiracies. We always strive to win the hearts of our passengers by giving them the unexpected,” a spokesperson said. “We hope the gargoyle gave them all a good belly laugh, and more reason to want to travel through DEN.”

7 new technologies that will rock the future of air travel



Air travel technology is changing at a rapid pace — what can we expect to see in the near future? Air travel experts invite you for a sneak peek of 7 new technologies that are going to rock the future of air travel.

1) Robotic assistants — navigate your airport with ease. Robotic airport assistants are becoming increasingly more commonplace — they help you navigate your way through a crowd, and at the same time, keep track of your flight information. According to a report from the International Air Transport Association (IATA), the global demand and frequency of travel is

expected to increase by 3.5% per year, and air travel is predicted to increase from 3.8 billion travelers in 2016, to well over 8.2 billion passengers by 2037.

In an effort to ease the overwhelming increase in airport traffic, many airports have now ‘hired’ robots who are ready to guide you to the check-in counter and provide you with all the necessary gate and flight information from the moment you first step into the airport. They streamline the check-in experience, eliminate long lines, and make airports more efficient. You can now enjoy robotic assistance at Taoyuan, Incheon, and Munich airports. Dutch airline KLM’s robots ‘Care E’ take it even one step further — they will not only guide travelers through the airport but also carry their luggage for them!

2) Biometrics—no piece of paper can represent you better than your own face. Biometrics are on the way to fully replace the need for manual identity checks. We all know how endless lines at the check-in counter, border check, tax-free shops, and boarding gate can kill your weekend holiday spirit. On top of that, flight delays and cancellations can further add to the confusion — if you are unlucky to travel on a Friday, you might have to endure the fact that every 3 in 10 flights are delayed at the airport, which makes Friday the worst day to travel of the week. In contrast to Fridays, Tuesdays are likely to give you a smoother check-in experience, because it is the best day to travel with flight departure and arrival with an on-time rate of 75%.

With the introduction of biometrics, long waits might become a thing of the past. There will come a time when we will no longer have to prove our identity — with advanced recognition technology, you can automatically pass all checks and be granted entry into an aircraft without ever having to show your passport and boarding pass. As long as you are on the passenger list and have no outbound restrictions, your unique biological traits, such as iris and fingerprint, will be sufficient in proving your identity to customs and airline staff.

Johnny Quach, CPO at AirHelp, predicted that in few years, there will be a big platform that will incorporate many new technologies, including advanced recognition technology, blockchain, AI, AR, and VR. It will result in an industry-wide transformation.

3) VR/AR—make the unreal, ‘real.’ Virtual Reality (VR) and Augmented Reality (AR) are the two hottest topics in tech — what would happen if we apply them to air travel.

AR is a type of technology that displays virtual interfaces in the real world, often with the help of mobile or wearable devices. The implementation of AR in the air travel industry has a lot of potential — for example, travelers can navigate their way through the airport more efficiently by using an AR interface on their phone or through smart glasses. Airport staff can also use AR technology to easily verify a passenger’s identity and evaluate their baggage size and weight.

AR can also enhance the flying experience itself. With the use of AR, flight attendants can detect subtle changes in a passenger’s emotions without even having to exchange words, thus allowing them to adjust their services to better meet their passengers’ needs. For example, giving medical assistance to a passenger who can’t speak up because of their personal concerns.

On a similar note, VR can also improve the air travel experience — Using VR equipment, passengers can keep themselves entertained for hours in the virtual world, blocking out the dullness of the aircraft interiors. VR has the potential to totally change inflight entertainment as we know it.

4) Supersonic airplanes—zooooooom! We may not be able to teleport as of yet, but accelerated air travel is already on its way to being the closest thing that we will have to instant travel. Just imagine being on the longest non-stop flight in the world — from Singapore to New York, which lasts 19 hours — and then be able to cut your travel time down to just 9 hours! It will for sure make a world of difference.

Long haul flights are exhausting, plus, they are prone to delay. According to AirHelp’s study, more than 50% of all long-haul flights are either delayed for at least 15 minutes, or completely canceled. With the introduction of accelerated air travel, lengthy delays will no longer be a problem — planes will be traveling so fast that most delays will be negligible.

Though supersonic airplanes already exist, they are not available commercially due to the sky-ripping noise they create when traveling at a speed faster than sound. In the near future, more mature technology might solve the sound problem and finally bring these high-speed aircraft to commercial aviation.

5) Autopilot—smooth and affordable air travel. Our current aviation industry has already implemented a partial automatic pilot system, and it is only a matter of time before we switch over to complete cockpit automation! So, what does it mean for future air travelers? The answer is clear: lower organizational costs, more precise ETAs, safer route planning and air traffic management, and a cheaper flight ticket.

6) IoT—everything you want right at your fingertips. Internet of Things (IoT) makes devices around us smarter and allows us to interact with them even from a distance. When you are high up in the air, you can enjoy the convenience of adjusting your lighting, seat inclination, and many other creative features — controlled entirely from your phone! Once landed, IoT technology will also allow you to track down your luggage using your phone, order it to roll over to you, and follow you as you walk through the airport.

7) AI—a smarter travel partner. Many companies now use Artificial Intelligence (AI) to improve and customize your online booking experience. From the flight to hotel booking, AI streamlines the process and minimizes human error — no more lost luggage or booking mistakes with the hotel! Moreover, AI can optimize your search result by scouring every corner on the internet and provide holiday suggestions tailored to your preferences. The use of an AI-powered chatbox can also take care of any immediate questions that came to mind and are much faster in responding than human customer service.

Uber is bringing flying taxis to Melbourne next year



Uber announced plans to launch trials of its flying cars next year in Melbourne, Australia. The city is the third flagged by Uber for the new taxi service, while it is working to create “first world’s aerial rideshare network.” Melbourne is one of the most populous cities in Australia and is set to become the first international market for Uber Air, beating out cities in Brazil, France, India, and Japan to join Dallas and Los Angeles, as a pilot location for the project. The test flights are scheduled for 2020, while commercial operations are set to kick off in 2023.

“We want to make it possible for people to push a button and get a flight,” Eric Allison, the global head of Uber Elevate, said on Wednesday.

The aerial route is set to cover 19 kilometers from the Central Business District (CBD) to Melbourne Airport and take around 10 minutes, instead of the usual journey that takes from 25 minutes to around an hour. The flight is reportedly expected to cost less than \$90, about the same as a trip in a luxury Uber Black car.

The aerial taxi service is set to be launched even sooner than the long-awaited rail link to Melbourne Airport. The rail line will link the air hub to the Melbourne CBD by 2031.

The Uber Air project states that riders can take a special vertical takeoff and landing aircraft (VTOL) which can travel between ‘skyports’ capable of handling up to 1,000 landings per hour. The company is working with five aircraft manufacturers, including Boeing, to design the aircraft for the future rides.

However, Uber may face some hurdles to get the initiative off the ground, some analysts believe. For example, lack of proper regulations, obtaining safety certification, and approval for air routes, as well as building the infrastructure for the project.

“I’d hate to see us be in a position where it’s a repeat of Uber ground vehicles where governments aren’t adequately prepared for this technology, and aren’t proactively working with these companies to look at how to make sure that we can benefit from this technology, and not end up in a situation where it’s absolute chaos,” Jake Whitehead, a University of Queensland researcher, said.

Boeing Built Deadly Assumptions Into 737 Max Blind to a Late Design Change

By Jack Nicas, Natalie Kitroeff, David Gelles and James Glanz



SEATTLE — The fatal flaws with Boeing’s 737 Max can be traced to a breakdown late in the plane’s development, when test pilots, engineers and regulators were left in the dark about a fundamental overhaul to an automated system that would ultimately play a role in two crashes.

A year before the plane was finished, Boeing made the system more aggressive and riskier. While the original version relied on data from at least two types of sensors, the final version used just one, leaving the system without a critical safeguard. In both doomed flights, pilots struggled as a single damaged sensor sent the planes into irrecoverable nose-dives within minutes, killing 346 people and prompting regulators around the world to ground the Max.

But many people involved in building, testing and approving the system, known as MCAS, (Maneuvering Characteristics Augmentation System) said they hadn’t fully understood the changes. Current and former employees at Boeing and the Federal Aviation Administration who spoke with The New York Times said they had assumed the system relied on more sensors and would rarely, if ever, activate. Based on those misguided assumptions, many made critical decisions, affecting design, certification and training.

“It doesn’t make any sense,” said a former test pilot who worked on the Max. “I wish I had the full story.”

While prosecutors and lawmakers try to piece together what went wrong, the current and former employees point to the single, fateful decision to change the system, which led to a series of design mistakes and regulatory oversights. As Boeing rushed to get the plane done, many of the employees say, they didn’t recognize the importance of the decision. They described a compartmentalized approach, each of them focusing on a small part of the plane. The process left them without a complete view of a critical and ultimately dangerous system.

The company also played down the scope of the system to regulators. Boeing never disclosed the revamp of MCAS to F.A.A. officials involved in determining pilot training needs, according to three agency officials. When Boeing asked to remove the description of the system from the pilot’s manual, the F.A.A. agreed. As a result, most Max pilots did not know about the software until after the first crash, in October.

“Boeing has no higher priority than the safety of the flying public,” a company spokesman, Gordon Johndroe, said in a statement. He added that Boeing and regulators had followed standard procedures. “The F.A.A. considered the final configuration and operating parameters of MCAS during Max certification and concluded that it met all certification and regulatory requirements,” Mr. Johndroe said.

At first, MCAS — Maneuvering Characteristics Augmentation System — wasn’t a very risky piece of software. The system would trigger only in rare conditions, nudging down the nose of the plane to make the Max handle more smoothly during high-speed moves. And it relied on data from multiple sensors measuring the plane’s acceleration and its angle to the wind, helping to ensure that the software didn’t activate erroneously. Then Boeing engineers reconceived the system, expanding its role to avoid stalls in all types of situations. They allowed the software to operate throughout much more of the flight. They enabled it to aggressively push down the nose of the plane. And they used only data about the plane’s angle, removing some of the safeguards.

The disasters might have been avoided, if employees and regulators had a better understanding of MCAS.

A test pilot who originally advocated for the expansion of the system didn’t understand how the changes affected its safety. Safety analysts said they would have acted differently if they had known it used just one sensor. Regulators didn’t conduct a formal safety assessment of the new version of MCAS.

The current and former employees, many of whom spoke on the condition of anonymity because of the continuing investigations, said that after the first crash, they were stunned to discover MCAS relied on a single sensor. “That’s nuts,” said an engineer who helped design MCAS. “I’m shocked,” said a safety analyst who scrutinized it. “To me, it seems like somebody didn’t understand what they were doing,” said an engineer who assessed the system’s sensors.

MCAS Is Born

In 2012, the chief test pilot for the Max had a problem. During the early development of the 737 Max, the pilot, Ray Craig, a silver-haired retired Navy airman, was trying out high-speed situations on a flight simulator, like maneuvers to avoid an obstacle or to escape a powerful vortex from another plane. While such moves might never be necessary for the pilot of a passenger plane, the F.A.A. requires that a jet handle well in those situations. But the plane wasn't flying smoothly, partly because of the Max's bigger engines. To fix the issue, Boeing decided to use a piece of software. The system was meant to work in the background, so pilots effectively wouldn't know it was there.

Mr. Craig, who had been with Boeing since 1988, didn't like it, according to one person involved in the testing. An old-school pilot, he eschewed systems that take control from pilots and would have preferred an aerodynamic fix such as vortex generators, thin fins on the wings. But engineers who tested the Max design in a wind tunnel weren't convinced they would work, the person said. Mr. Craig relented. Such high-speed situations were so rare that he figured the software would never actually kick in.

To ensure it didn't misfire, engineers initially designed MCAS to trigger when the plane exceeded at least two separate thresholds, according to three people who worked on the 737 Max. One involved the plane's angle to the wind, and the other involved so-called G-force, or the force on the plane that typically comes from accelerating. The Max would need to hit an exceedingly high G-force that passenger planes would probably never experience. For the jet's angle, the system took data from the angle-of-attack sensor. The sensor, several inches long, is essentially a small wind vane affixed to the jet's fuselage.

Adding More Power

On a rainy day in late January 2016, thousands of Boeing employees gathered at a runway next to the 737 factory in Renton, Wash. They cheered as the first Max, nicknamed the Spirit of Renton, lifted off for its maiden test flight. "The flight was a success," Ed Wilson, the new chief test pilot for the Max, said in a news release at the time. Mr. Wilson, who had tested Boeing fighter jets, had replaced Mr. Craig the previous year. "The 737 Max just felt right in flight, giving us complete confidence that this airplane will meet our customers' expectations," he said.

But a few weeks later, Mr. Wilson and his co-pilot began noticing that something was off, according to a person with direct knowledge of the flights. The Max wasn't handling well when nearing stalls at low speeds. In a meeting at Boeing Field in Seattle, Mr. Wilson told engineers that the issue would need to be fixed. He and his co-pilot proposed MCAS, the person said.

The change didn't elicit much debate in the group, which included just a handful of people. It was considered "a run-of-the-mill adjustment," according to the person. Instead, the group mostly discussed the logistics of how MCAS would be used in the new scenarios. "I don't recall ever having any real debates over whether it was a good idea or not," the person said.

The change proved pivotal. Expanding the use of MCAS to lower-speed situations required removing the G-force threshold. MCAS now needed to work at low speeds so G-force didn't apply. The change meant that a single angle-of-attack sensor was the lone guard against a misfire. Although modern 737 jets have two angle-of-attack sensors, the final version of MCAS took data from just one.

Using MCAS at lower speeds also required increasing the power of the system. When a plane is flying slowly, flight controls are less sensitive, and far more movement is needed to steer. Think of turning a car's steering wheel at 20 miles an hour versus 70. The original version of MCAS could move the stabilizer — the part of the tail that controls the vertical direction of the jet — a maximum of about 0.6 degrees in about 10 seconds. The new version could move the stabilizer up to 2.5 degrees in 10 seconds.

Test pilots aren't responsible for dealing with the ramifications of such changes. Their job is to ensure the plane handles smoothly. Other colleagues are responsible for making the changes, and still others for assessing their impact on safety. Boeing declined to say whether the changes had prompted a new internal safety analysis.

While the F.A.A. officials in charge of training didn't know about the changes, another arm of the agency involved in certification did. But it did not conduct a safety analysis on the changes. The F.A.A. had already approved the previous version of MCAS. And the agency's rules didn't require it to take a second look because the changes didn't affect how the plane operated in extreme situations. "The F.A.A. was aware of Boeing's MCAS design during the certification of the 737 Max," the agency said in a statement. "Consistent with regulatory requirements, the agency evaluated data and conducted flight tests within the normal flight

envelope that included MCAS activation in low-speed stall and other flight conditions.”

‘External Events’

After engineers installed the second version of MCAS, Mr. Wilson and his co-pilot took the 737 Max for a spin. The flights were uneventful. They tested two potential failures of MCAS: a high-speed maneuver in which the system doesn’t trigger, and a low-speed stall when it activates but then freezes. In both cases, the pilots were able to easily fly the jet, according to a person with knowledge of the flights. In those flights, they did not test what would happen if MCAS activated as a result of a faulty angle-of-attack sensor — a problem in the two crashes.

Boeing engineers did consider such a possibility in their safety analysis of the original MCAS. They classified the event as “hazardous,” one rung below the most serious designation of catastrophic, according to two people. In regulatory-speak, it meant that MCAS could trigger erroneously less often than once in 10 million flight hours.

That probability may have underestimated the risk of so-called external events that have damaged sensors in the past, such as collisions with birds, bumps from ramp stairs or mechanics’ stepping on them. While part of the assessment considers such incidents, they are not included in the probability. Investigators suspect the angle-of-attack sensor was hit on the doomed Ethiopian Airlines flight in March.

Bird strikes on angle-of-attack sensors are relatively common. A Times review of two F.A.A. databases found hundreds of reports of bent, cracked, sheared-off, poorly installed or otherwise malfunctioning angle-of-attack sensors on commercial aircraft over three decades. Since 1990, one database has recorded 1,172 instances when birds — meadowlarks, geese, sandpipers, pelicans and turkey vultures, among others — damaged sensors of various kinds, with 122 strikes on angle-of-attack vanes. The other database showed 85 problems with angle-of-attack sensors on Boeing aircraft, including 38 on 737s since 1995. And the public databases don’t necessarily capture the extent of incidents involving angle-of-attack sensors, since the F.A.A. has additional information. “I feel confidence in saying that there’s a lot more that were struck,” said Richard Dolbeer, a wildlife specialist who has spent over 20 years studying the issue at the United States Department of Agriculture, which tracks the issue for the F.A.A.

A Simple Request

On March 30, 2016, Mark Forkner, the Max’s chief technical pilot, sent an email to senior F.A.A. officials with a seemingly innocuous request: Would it be O.K. to remove MCAS from the pilot’s manual? The officials, who helped determine pilot training needs, had been briefed on the original version of MCAS months earlier. Mr. Forkner and Boeing never mentioned to them that MCAS was in the midst of an overhaul, according to the three F.A.A. officials. Under the impression that the system was relatively benign and rarely used, the F.A.A. eventually approved Mr. Forkner’s request, the three officials said.

Boeing wanted to limit changes to the Max, from previous versions of the 737. Anything major could have required airlines to spend millions of dollars on additional training. Boeing, facing competitive pressure from Airbus, tried to avoid that.

Mr. Forkner, a former F.A.A. employee, was at the front lines of this effort. As the chief technical pilot, he was the primary liaison with the F.A.A. on training and worked on the pilot’s manual. “The pressure on us,” said Rick Ludtke, a cockpit designer on the Max, “was huge.” “And that all got funneled through Mark,” Mr. Ludtke added. “And the pushback and resistance from the F.A.A. got funneled through Mark.” Like others, Mr. Forkner may have had an imperfect understanding of MCAS.

Technical pilots at Boeing like him previously flew planes regularly, two former employees said. “Then the company made a strategic change where they decided tech pilots would no longer be active pilots,” Mr. Ludtke said. Mr. Forkner largely worked on flight simulators, which didn’t fully mimic MCAS. It is unclear whether Mr. Forkner, now a pilot for Southwest Airlines, was aware of the changes to the system.

Mr. Forkner’s attorney, David Gerger, said his client did not mislead the F.A.A. “Mark is an Air Force veteran who put safety first and was transparent in his work,” Mr. Gerger said. “In thousands of tests, nothing like this had ever happened,” he said. “Based on what he was told and what he knew, he never dreamed that it could.”

The F.A.A. group that worked with Mr. Forkner made some decisions based on an incomplete view of the system. It never tested a malfunctioning sensor, according to the three officials. It didn’t require additional training.

William Schubbe, a senior F.A.A. official who worked with the training group, told pilots and airlines in an April meeting in Washington, D.C., that Boeing had underplayed MCAS, according to a recording reviewed by The Times. "The way the system was presented to the F.A.A.," Mr. Schubbe said, "the Boeing Corporation said this thing is so transparent to the pilot that there's no need to demonstrate any kind of failing."

The F.A.A. officials involved in training weren't the only ones operating with outdated information. An April 2017 maintenance manual that Boeing provided to airlines refers to the original version of MCAS. By that point, Boeing had started delivering the planes. The current manual is updated.

Boeing continued to defend MCAS and its reliance on a single sensor after the first crash, involving Indonesia's Lion Air.

At a tense meeting with the pilots' union at American Airlines in November, Boeing executives dismissed concerns. "It's been reported that it's a single point failure, but it is not considered by design or certification a single point," said Mike Sinnett, a Boeing vice president, according to a recording of the meeting. His reasoning? The pilots were the backup. "Because the function and the trained pilot work side by side and are part of the system," he said.

Four months later, a second 737 Max crashed in Ethiopia. Within days, the Max was grounded around the world.

As part of the fix, Boeing has reworked MCAS to more closely resemble the first version. It will be less aggressive, and it will rely on two sensors.

Boeing's 797 could be built to fly with just one pilot on board



Boeing's next commercial jet design could come with a cockpit built for just one pilot, according to industry analysts.

Rumors have swirled for months that the U.S. plane manufacturer will announce a New Midsize Airplane (NMA), dubbed by industry insiders as the 797, at the Paris Air Show next month. Plans for a big reveal may have been put on hold by Boeing's ongoing problem with its 737 Max planes, two of which have been involved in recent fatal crashes.

Over the last few weeks, analysts at Jefferies have quizzed plane-buying executives at airlines and leasing companies on what they would want from any new Boeing offering. The researchers said that given the NMA would start from a completely fresh design, airline executives see scope for just one pilot to be physically sat in the plane. A second pilot would be ground based and be able to "monitor several aircraft" at the same time. Reducing the number of pilots from an airline's payroll could save a company millions of dollars in salaries and training costs.

The Jefferies note, claimed the technology to do this is still 10 years away but Boeing customers would find the capability "valuable." Boeing Research and Technology Vice-President Charles Toups said in February that one-pilot jets would likely begin with cargo flights and it would be a "couple of decades" before passengers would be convinced of their safety.

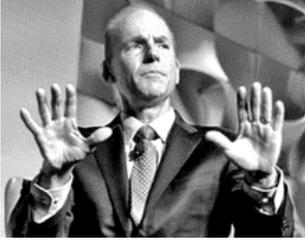
Outside of the cockpit, airline execs want a new Boeing plane to have more flexibility in how seats could be arranged and reshuffled, with some premium carriers calling for more flexibility to install lie-flat beds.

The NMA is predicted to hold between 200 and 250 passengers but fly with the range of a larger plane. A plus-size variant could accommodate as many as 290 passengers and executives told Jefferies that a widebody aircraft (one with two aisles) is a likely preference. Typically, the NMA is seen serving transatlantic routes, connecting smaller cities in the United States with "secondary" European cities such as Brussels or Copenhagen.

Given Boeing's recent woes, Jefferies believes entry into service for the "797" could now be as far away as 2028.

In February, U.K. firm Rolls-Royce pulled out of the race to provide engines for Boeing's new offering. The engine maker withdrew its tender stating it was "unable to commit to the proposed timetable." Boeing is now expected to choose between engines built by United Technologies unit Pratt & Whitney and CFM International, a General Electric joint venture with France's Safran.

Boeing CEO admits failure to properly implement 737 MAX safety alert feature



Dennis Muilenburg, the President, Chairman and Chief Executive Officer of The Boeing Company, said his company failed to properly implement a safety alert feature on its 737 MAX aircraft, grounded globally in wake of two deadly plane crashes.

“We clearly fell short... The implementation of that software, we did not do it correctly,” Muilenburg said.

“Our engineers discovered that,” he said, adding that the company was working to resolve the issue.

The safety feature can notify pilots of problems early in a flight, and possibly could have prevented the crash of Ethiopian Airlines flight 302 in March, Chris Brady, the author of Boeing’s 737 Technical Guide, told the BBC.

“I’m fairly confident that the Ethiopian Airlines flight probably would not have crashed if they had had the AOA disagree alert,” Brady said, referring to the safety software.

The crash, which killed all 157 passengers, is now being investigated, but the prime suspect is the malfunction of the aircraft’s flight control system. A doomed Lion Air flight out of Indonesia, also a 737 MAX, is said to have experienced a similar problem last October before it crashed, killing the 189 people onboard.

Boeing said last month that the alert, which could have prompted pilots to follow a different emergency procedure, “has not been considered a safety feature on airplanes and is not necessary for the safe operation of the airplane.”

The US Federal Aviation Administration concluded in an internal investigation earlier this month that the agency failed to properly oversee Boeing’s safety tests for the 737 MAX, deferring to the company’s own experts and allowing the defective systems through the agency’s approval process.

FAA resumes its Contract Tower Program



The Federal Aviation Administration (FAA) resumed accepting applications to the FAA Contract Tower (FCT) program, as called for under the FAA Reauthorization Act of 2018. Contract towers are air traffic control towers that are staffed by employees of private companies rather than by FAA employees.

Like most federal investments, the agency is required to perform a benefit-cost analysis (BCA) on each contract tower to determine whether or not it is eligible for participation in the FCT program. In order to be admitted into the FCT program, the safety and efficiency benefits of a tower must exceed its costs. The FAA will calculate an official benefit-cost ratio associated with each applicant, and the types of volume and activity that it supports. The agency’s BCA calculations comply with congressional direction on specific changes to costs and benefits in the model. The processing of each application is expected to take at least three months.

There are currently 256 contract towers in the FCT program. Airports interested in applying should contact the Program Implementation Manager (PIM) in their service center.

FAA announces changes for recreational drones



The Federal Aviation Administration (FAA) is implementing changes for recreational drone flyers mandated by Congress in the FAA Reauthorization Act of 2018. While recreational flyers may continue to fly below 400 feet in uncontrolled airspace without specific certification or operating authority from the FAA, they are now required to obtain prior authorization from the FAA before flying in controlled airspace around airports. Furthermore, they must comply with all airspace restrictions and prohibitions when flying in controlled and uncontrolled airspace.

The new requirement to obtain an airspace authorization prior to flying a drone in controlled airspace replaces the old requirement to notify the airport operator and the airport air traffic control tower prior to

flying within five miles of an airport.

Until further notice, air traffic control facilities will no longer accept requests to operate recreational drones in controlled airspace on a case-by-case basis. Instead, to enable operations under the congressionally mandated exception for limited recreational drone operations, the FAA is granting temporary airspace authorizations to fly in certain “fixed sites” in controlled airspace throughout the country. The fixed sites are listed online and will be routinely updated. The sites are also shown as blue dots on Unmanned Aircraft Systems Facility Maps. The maps depict the maximum altitude above ground level at which a drone may be flown safely for each location in controlled airspace.

In the future, recreational flyers will be able to obtain authorization from the FAA to fly in controlled airspace. The FAA currently has a system called the Low Altitude Authorization and Notification Capability (LAANC), which is available to non-recreational pilots who operate under the FAA’s small drone rule (Part 107). The FAA is upgrading LAANC to allow recreational flyers to use the system. For now, however, recreational flyers who want to operate in controlled airspace may only do so at the fixed sites.

Another new provision in the 2018 Act requires recreational flyers to pass an aeronautical knowledge and safety test. They must maintain proof that they passed and make it available to the FAA or law enforcement upon request. The FAA is currently developing a training module and test in coordination with the drone community. The test will ensure that recreational flyers have the basic aeronautical knowledge needed to fly safely.

Some requirements have not changed significantly. In addition to being able to fly without FAA authorization below 400 feet in uncontrolled airspace, recreational users must still register their drones, fly within visual line-of-sight, avoid other aircraft at all times, and be responsible for complying with all FAA airspace restrictions and prohibitions.

Additionally, recreational flyers can continue to fly without obtaining a remote pilot certificate provided they meet the eight statutory conditions of Section 349 of the Act, which are described in a Federal Register notice.

If recreational flyers do not meet any of the conditions, they could choose to operate under Part 107 with a remote pilot certification. Drone operators who fail to comply with the appropriate operating authority may be subject to FAA enforcement action. Furthermore, flying a drone carelessly or recklessly may also result in FAA enforcement action.

The FAA will help recreational flyers learn and understand the changes by posting updates and additional guidance, including regulatory changes, on the FAA website.

FAA issues waiver for drones with parachutes



The Federal Aviation Administration (FAA) announced that it issued Hensel Phelps Construction Company of Washington, D.C., a Part 107 waiver on June 1 to operate a DJI Phantom 4 drone, equipped with a parachute, over people. A waiver is required to operate a drone contrary to the rules in part 107, which is the small unmanned aircraft rule.

The FAA did not certify or approve the parachute that will be used; however, it determined that the waiver application sufficiently met the standard design specification (ASTM 3322-18) and that the proposed small Unmanned Aircraft

System (sUAS) operation could be safely conducted under the terms and conditions of a waiver.

This waiver represents the first time the FAA has collaborated with industry in developing a publicly available standard, worked with an applicant to ensure the testing and data collected acceptably met the standard, and issued a waiver using an industry standard as a basis to determine that a proposed sUAS operation can be safely conducted under the terms and conditions of a waiver under Part 107.

This process is scalable and available to other applicants who propose to use the same drone and parachute combination. The FAA will require each applicant to provide the testing, documentation, and statement of compliance listed in ASTM3322-18 in their applications using the same drone and parachute combination.



FAA has \$6 million in matching funds available



The Federal Aviation Administration (FAA) announced that it will partner with qualified commercial companies who can match the agency's \$6 million pledge to perform vital drone integration safety work at the FAA's UAS test sites.

"The FAA intends to bridge the gap between industry and the test sites to tackle some of our most difficult technical and operational challenges," said Acting FAA Administrator Dan Elwell today at the FAA UAS

Symposium in Baltimore.

The June 3 Broad Agency Announcement (BAA) states that applicants must be able to match the federal funds they request through this program. A company must demonstrate an existing contractual relationship with or show that FAA funding would enable it to enter into a contract with a test site. Companies must have the technical capability to work on these essential integration technologies:

- Develop and enforce geographic and altitude limitations (Geo-fencing);
- Provide for alerts by the manufacturer of an unmanned aircraft system regarding any hazards or limitations on flight, including prohibition on flight as necessary;
- Sense and avoid capabilities (DAA);
- Beyond-visual-line-of-sight operations (BVLOS);
- Night time operations;
- Operations over people;
- Operation of multiple small unmanned aircraft systems;
- Unmanned aircraft systems traffic management (UTM);
- Other critical research priorities; and
- Improve privacy protections through the use of advances in unmanned aircraft systems technology.

The FAA announces \$840 million in DOT infrastructure grants



U.S. Department of Transportation announced that the Federal Aviation Administration (FAA) will award \$840 million in airport infrastructure grants, the first allotment of the total \$3.18 billion in Airport Improvement Program (AIP) funding for airports across the United States. "This significant investment in airport improvements will fund construction and rehabilitation projects that will help maintain high levels of safety in U.S. aviation," said U.S. Department of Transportation Secretary Elaine L. Chao.

The 432 grants will fund infrastructure projects at 381 airports around the country. Selected projects include runway reconstruction and rehabilitation, construction of firefighting facilities, and the maintenance of taxiways, aprons, and terminals. The construction and equipment supported by this funding increase the airports' safety, emergency response capabilities, and capacity, and could support further economic growth and development within each airport's region.

Airport infrastructure in the United States, with 3,332 airports and 5,000 paved runways, supports our economic competitiveness and improves quality of life. According to the FAA's most recent economic analysis, U.S. civil aviation accounts for \$1.6 trillion in total economic activity and supports nearly 11 million jobs. Airports can receive a certain amount of AIP entitlement funding each year based on activity levels and project needs. If their capital project needs exceed their available entitlement funds, the FAA can supplement their entitlements with discretionary funding.

Some of the grant awards include:

Birmingham-Shuttlesworth International Airport in Birmingham, AL, \$11.5 million – grant funds will be used to construct an aircraft rescue and firefighting building, acquire two aircraft rescue and firefighting vehicles, and conduct an environmental study.

Wiley Post-Will Rogers Memorial Airport in Utqiagvik, AK, \$17.1 million – grant funds will be used to construct an aircraft rescue and firefighting building, a sand and chemical storage building, a snow removal equipment building, and an emergency operations center building.

Bishop Airport in Bishop, CA, \$4.6 million – the airport will use grant funds to rehabilitate some of the airport's taxiways.

Des Moines International Airport in Des Moines, IA, \$10.3 million – grant funds will be used to reconstruct a runway and an apron.

Blue Grass Airport in Lexington, KY, \$11 million – the airport will use grant funds to construct a taxiway.

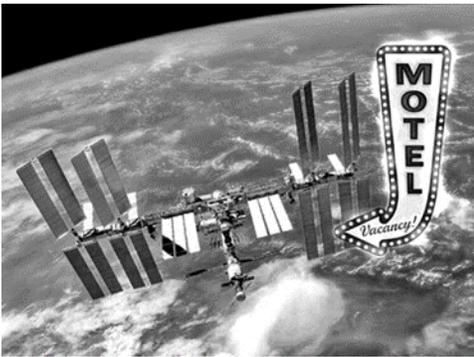
Fitchburg Municipal Airport in Fitchburg, MA, \$13.8 million – grant funds will be used to rehabilitate a taxiway and reconstruct and extend a runway.

Crater Lake-Klamath Regional Airport in Klamath Falls, OR, \$6.7 million – the airport will use grant funds to replace the airport’s wind cone, reconstruct and rehabilitate taxiways, and rehabilitate taxiway lighting.

McGhee Tyson Airport in Knoxville, TN, \$14.1 million – grant funds will be used to reconstruct a runway.

Virginia Tech/Montgomery Executive Airport in Blacksburg, VA, \$1.3 million – the airport will use funds to extend a runway.

NASA to allow private tourism to International Space Station



US National Aeronautics and Space Administration (NASA) has been forced to take on some extra work to pay the bills: playing host to private tourists aboard the International Space Station.

The space agency, floundering under the weight of its promise to return to the Moon by 2024, has announced its section of the space station is open for business, available for leasing to private astronauts and commercial companies alike, starting as soon as next year. Not only will customers have access to space – they’ll even be able to use NASA’s astronauts for their commercial work and use their technology to execute their projects – whether it’s a film shoot, an advertisement, or perhaps the world’s most expensive birthday party.

Use of the ISS won’t be cheap, of course – that would defeat the purpose. A “mission,” lasting no more than 30 days, will reportedly cost over \$50 million. While NASA will only send up two private missions per year, the money adds up quickly and would go a long way toward filling the ever-widening void left as the Trump administration’s interest in returning to the Moon wanes.

NASA has struggled to keep up with private space companies like SpaceX and Blue Origin, which are wholly unconstrained by the vicissitudes of government budgets and free to commercialize their every move. Until its announcement that it was flinging the ISS’ doors open to the (very wealthy) public, NASA did not allow anything without an educational or research component aboard – certainly not private visitors – and its “welcome” video is somewhat disorienting.

“Enabling a vibrant economy in low-earth orbit has always been a driving element of the space-station program,” astronaut Christina Koch says, promising that the new, privatized NASA “will make space more accessible to all Americans.”

Unlike the old government-funded Moon missions, the new and improved NASA will send “private astronauts” to the ISS on privately-funded dedicated flights operated by companies like SpaceX and Boeing, using US spacecraft as transportation; NASA hopes that as these voyages become more frequent, their operators will develop better and cheaper technology.

Eventually, NASA suggests, the ISS will merely be an outpost en route to a series of “gateways” floating near the Moon and later Mars, and they plan to make one part of the ISS available to private companies for commercial purposes, hoping to trigger the creation of dozens of “private space stations” in Low-Earth Orbit.

NASA’s attempt to formulate a plan to return to the Moon in 2024 without selling itself to the highest bidder crashed and burned last month, forcing the resignation of project special assistant Mark Sirangelo after Congress declined to supply the agency with the funds it would have needed to reach the Moon.

But despite the brave face NASA chief Jim Bridenstine has put on the new, privatized NASA, he continues to avoid any estimates of the project’s total cost, and the scale of crass commercialism he’s suddenly embraced – allowing companies to buy the naming rights to rockets, for example – suggests the number is quite large indeed. Which doesn’t bode well for the future of the program as, according to his Twitter feed, President Trump is already bored with the Moon and has moved on to Mars.

Moscow Mayor: New City-Wide Facial Recognition System



**BIG BROTHER
IS WATCHING**

The Mayor of Moscow said on Thursday that Russian capital's authorities plan to create a large-scale facial recognition system comprising more than 200,000 CCTV cameras in the city. The facial recognition system was first introduced when Moscow hosted the 2018 FIFA World Cup, the mayor recalled, speaking at a meeting with Russian President Putin.

“Now we have tested the video facial recognition in the metro, through cameras at entrance halls and detected dozens of criminals who had been on a wanted list. This year, very soon, we will announce a competition to create a large-scale video recognition system jointly with the Interior Ministry, comprising more than 200,000 CCTV cameras in Moscow. It will become one of the world's largest, to be only rivaled by Chinese systems,” the mayor said.

The mayor also said a speech recognition technology has been introduced in the capital. “Today between 40% and 70% of calls are serviced at our call centers through chatbots,” Sobyenin said. Now speech recognition technologies have been tested in transport, schools and medical institutions, “facilitating the work of a huge number of people,” he added.

Today some 167,000 CCTV cameras are working in Moscow, with 16,000 users having access to them. These are staff members of law enforcement agencies, state and municipal organizations. All of them have their access level, and each log-in in the system is recorded.

Second largest airport in the world about to open

The new Beijing Daxing International Airport completed its first test flights of passenger planes in May 2019. The airport's construction is expected to be completed on June 30 and flight service is expected to start on Sept. 30. The terminal building, the second-largest single-building airport terminal after Istanbul Airport, with an area of more than 11,000,000 sq ft.

The ground-breaking for Beijing Daxing International Airport took place on Dec. 26, 2014, meaning the construction process will have spanned less than five years in total. This speed has amazed the whole world. Yet a report from the New York Times sounded sadly envious, saying that the airport reflects China's reliance on big infrastructure projects as “a salve for deeper problems in politics and economics.”



This raises a question of necessity. First of all, Beijing, as a fast-growing megalopolis, has relied on the three terminal buildings and three runways of Capital International Airport for years. Last year, the passenger throughput of Capital airport exceeded 100 million, which is almost at maximum capacity. Under the circumstances, building a new airport was imperative.

Moreover, whether speaking of an airport or other projects, what is the purpose of China's infrastructure? Does an infrastructure project only have to be matched with the economic level of its area? These questions need to be answered with practical examples.

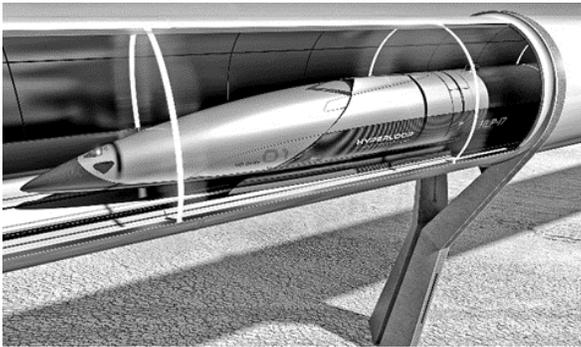
Take northwest China's Gansu province, where landforms range from mountains and plateaus to valleys to the Gobi Desert. Massive investments there have gone into building bridges, railroads, and highways in order to get around the mixed terrain, bringing convenience to residents and reducing transportation costs. As another example, among the 100 highest bridges around the world, almost half of them are in southwest China's Guizhou province, as it is the only province in China without any plains. In this regard, bridges have become indispensable to building roads through its mountainous terrain.

Most of the projects above were implemented by Chinese state-owned enterprises. Indeed, if simply

considered from the perspective of return on investment, these infrastructure projects may not meet the expected returns. However, these endeavors have delivered tangible benefits to locals.

Just as a road can well increase the economic growth of a village, an airport can contribute mightily to the development of a city, or even an entire country. Beijing Daxing International Airport is neither a “publicity stunt” nor an “infrastructure-based drive for economic growth.” Instead, it meets a practical need for Beijing’s further development, and contributes to fulfilling the people of China’s aspirations for a better life.

European Commission assesses Hyperloop regulatory needs



For the uninitiated, hyperloop is a high-speed passenger transport system that involves a sealed tube through which high-speed pods move, slashing travel times. For example, the journey from London to Edinburgh - which takes more than four hours on a train - would theoretically take just 30 minutes.

Hyperloop Transportation Technologies announced the presentation of the first finalized generic guideline for design, operation, and certification for Hyperloop systems to the Director of Land Transport at DG Move, the Directorate-General for Mobility and Transport of the European Commission in Brussels. This marks the first critical step to

begin the process of regulating Hyperloop systems by the European Union.

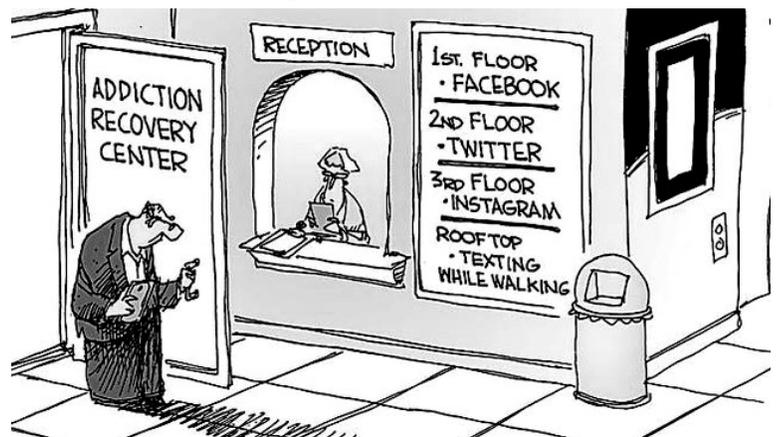
The guideline was created as part of an ambitious approach from HyperloopTT and TÜV SÜD, one of the world’s leading testing, certification and inspection companies. In September of 2018, the two organizations along with world leading reinsurance company, Munich Re, revealed that Hyperloop was safe and insurable with the first core safety requirements and insurance frameworks for Hyperloop systems. Today’s guideline builds on the completion of the core safety requirements and the implementation of certification processes as well as further development for the construction and operation of Hyperloop systems worldwide.

“The EU is a world reference for transport research, safety standards and regulation. To facilitate their development and being open to innovation: this is why we are interested in the analysis presented here on Hyperloop. Hyperloop as new transport technologies can be a great opportunity to connect EU countries and regions even better, and to deliver energy efficient, carbon-free land transport,” said Elisabeth Werner, Director of Land Transport at DG Move.

“It is important to create unified standards and procedures with HyperloopTT’s system along with other potential system providers. HyperloopTT continues to be at the forefront of the Hyperloop movement, working directly with governments and members of the regulatory industry,” said Dirk Ahlborn, CEO of HyperloopTT. “We are pleased to be working alongside the European Commission and our industry-leading partners to help create this latest guideline.”

“We are working with governments around the world to create the necessary legal framework. It is exciting to see these efforts move forward,” said Andres De Leon, COO of HyperloopTT. “The United States has created a special council for Hyperloop commercialization and the European Commission has now taken the first step in creating industry wide regulations.”

“In a multi disciplinary approach by utilizing certification for existing aerospace, train and other industries – and testing this against the experience of HyperloopTT’s engineering teams we have created the most comprehensive work to date for the design, operation and certification of Hyperloop systems,” Ferdinand Neuwieser, CEO of TÜV SÜD Industrie Service GmbH. “With this effort we will be able to accelerate Hyperloop technology development while creating what promises to become the safest means of transport in the modern era.”





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

RUPA Pass Travel Report July 2019

Captain Pat Palazzolo
rupapasstravel@rupa.org

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

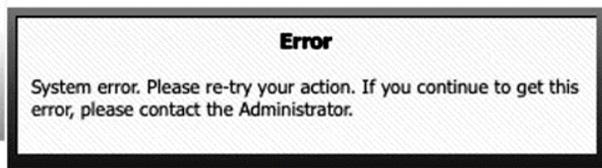
Hello fellow aviators,

Two items in this month's column:

1. The dreaded Oracle error message when logging in on Flying Together.
2. List of Airlines allowing us to take companions.

Have you ever tried to log into Flying together and ended up staring instead at the dreaded Oracle error message?

ORACLE
Access Manager



The message tells you to contact the administrator, but I can guarantee you you'll never find this person.

Well, here's a quick fix thanks to my own trial and error. I use Safari, so I can't vouch that it will work with other browsers.

1. Close the browser completely.
2. Open the same browser and type in ft.ual.com once again. This time it should take you straight to Flying together without requiring you to sign a second time.

Retirees and employees can take companions on any of the participating Star Alliance carriers.

We receive 8 roundtrip companion passes per year. We can take up to two people with us, and most importantly, we must accompany our companions on the flights.

You can purchase the companion ticket the same way you purchase any other off line ticket - through the MyIDTravel link on Flying Together.



Participating STAR Alliance Partners:

Airline	Economy	Business
<u>Air Canada (AC)</u>	ZED High	ZED High
<u>Austrian Airlines (OS)</u>	ZED High	ZED High
<u>Avianca Brazil (O6)</u>	ZED High	ZED High
<u>Eurowings (4U)</u>	ZED High	N/A
<u>LOT Polish (LO)</u>	ZED High	N/A
<u>Lufthansa (LH)</u>	ZED High	N/A
<u>Scandinavian Airlines (SK)</u>	ZED High	ZED High
<u>South African Airways (SA)</u>	ZED High	ZED High
<u>SWISS (LX)</u>	ZED High	ZED High
<u>TAP Portugal (TP)</u>	ZED High	ZED High

Here's a Short Guide to a Successful Road Trip this Summer



Whether you're hitting the road for a cross-country adventure or exploring destinations within a short drive of your own city, "road tripping" is a timeless summer tradition that can open your eyes to new places and experiences—without the hassle of air travel. If you're planning to do some sightseeing by car this summer, follow these tips to ensure that your road trip is a success:

Pack lightly. Inevitably, you will return from your trip with more items than you left with, particularly if you are traveling with kids. Trash will be generated while en route, tightly packed bags will expand, and you will likely pick up souvenirs along the way.

Since you will be spending a great deal of time in the car, comfort is key—so pack only what you will need, leaving ample legroom for all passengers.

Stock your car with the safety and comfort essentials. While packing lightly is important, safety is, of course, the foundation of any successful trip—and traveling by car may present an array of unique challenges that you may not have necessarily anticipated. To be prepared for anything the open roads throw at you, be sure to bring items such as the following, a well-stocked first-aid kit, blankets, your car's up-to-date registration and insurance information, jumper cables, a spare tire (along with a jack and tire iron), flashlights, maps (yes, the old-fashioned paper kind--you may not have cell phone reception in all places!), a gallon or two of water in case you are ever stranded, and any other essentials that you or your family may need.

Buy a National Park Pass. Whether you're planning to camp, hike, or simply visit some of the most beautiful natural wonders that the country has to offer, a National Park Pass is your easy-access ticket. An annual pass covers the entrance and standard amenity fees at more than 2,000 federal recreation sites, including national parks, forests, and wildlife refuges. There are also free or discounted passes available for members of the military, senior citizens, and 4th Grade students!

Make a plan—but keep an open mind. While it is important to have an idea of what you want to see on your trip and how you will get there, one of the best things about traveling by car is the freedom to easily change course as you see fit. As you drive, be on the lookout for "off-the-beaten-path" sites that you may want to visit, and don't forget to just enjoy the ride—after all, road trips truly are about the journey, not the destination.

ePassport Gates ease entry into UK for citizens of US



Citizens of the US and Canada are among seven countries who can now use ePassport gates, giving easier and faster entry into the UK.

The expansion of the ePassport gate eligibility is set to significantly reduce lines and improve the flow of passengers as well as the overall experience at the UK border.

In line with the ePassport gate expansion, which was previously only available to nationals from the UK and the EU, eligible nationals will be exempt from the landing card requirement, providing a faster route through the border.

VisitBritain Director of The Americas Gavin Landry said: "We aim to provide a world-class experience for the millions of American and Canadian visitors who travel to the UK every year, and we are thrilled this new process will allow travelers even more time to explore on the ground.

"The new eGate access for eligible travelers boosts our competitive tourism offer and our message of welcome, building on the growth we have seen and inspiring even more visitors from Canada and the US to book a trip to the UK right now.

With more direct airline routes and more daily flights from the US on offer, and with the UK offering great value and a fantastic summer of events lined up, it really is a great time to book a trip."

The US is the UK's most valuable inbound visitor market for tourism spend. VisitBritain is expecting 3.9 million visits from the US this year with visitors forecast to spend £3.8 billion. Forward flight bookings from the US to the UK are currently tracking ahead 8% for arrivals from May to July this year compared to the same period last year.

Rise in Unruly Behavior on Planes Is Tied to Stress of Flying

By Amy Zipkin



Flying has increasingly become a world of the haves and have-nots, starting with purchasing a ticket and continuing as passengers are sorted by status to board. Once on the plane, passengers can see where they fit in the hierarchy, with the seats getting smaller and thinner and legroom tighter with each passing row. Then, there's the scramble to secure space in the overhead bins. "By the time you walk down the jet bridge, you are a bundle of nerves," said Henry Harteveltdt, founder of Atmosphere Research Group, a travel analysis firm in San Francisco.

Now, some researchers are arguing that the stresses of flying — and they say income inequality is among them — contribute to an increase in unruly behavior on planes. Add to that mix the fact that there are fewer flight attendants on duty than there once were. Most domestic flights, said Taylor Garland, a spokeswoman for the Association of Flight Attendants, are run with the minimum number of attendants allowed, which means crews may not be aware of problems. Airlines fully comply with all federal safety rules and regulations, including those pertaining to crew staffing aboard the aircraft, a spokesman for Airlines for America, the group's trade association, said.

The International Air Transport Association, an industry trade group with about 290 member airlines, found that there was one disruptive incident for every 1,053 flights in 2017, the last year for which data was available. In 2016, there was one incident for every 1,424 flights. And every incident can affect passenger and flight safety. In some cases, pilots turn planes around, creating major delays.

"Airplanes are the physical embodiment of a status hierarchy," said Keith Payne, a professor of psychology and neuroscience at the University of North Carolina at Chapel Hill and the author of "The Broken Ladder: How Inequality Affects the Way We Think, Live and Die." "They are a social ladder made of aluminum and upholstery in which the rungs are represented by rows of boarding groups and seating classes." "Crowding," Mr. Payne added, "is a risk factor for aggression, and more people in a small space make that more likely to happen." One general option when an interaction starts to escalate, he noted, is to walk away and cool off. But, he said, on a plane there are few escape routes.

A study, published in 2016, found that multiple classes on an aircraft increased the likelihood of misbehavior. The study, "Physical and Situational Inequality on Airplanes Predicts Air Rage," by Katherine A. DeCelles, now at the University of Toronto, and Michael I. Norton, at Harvard Business School, was published in the Proceedings of the National Academies of Sciences. The authors found that the presence of a first-class cabin, in addition to an economy-class cabin, was associated with more frequent air rage incidents. And boarding through the first-class cabin rather than the midsection of a plane increased those incidents.

The air transport association found that disruptive incidents fell into several categories, with ignoring safety regulations, excessive drinking before a flight and smoking the most common. The association also had reports of more severe disruptions, including physical aggression and damage to equipment. Now, British and European Union organizations are starting programs to minimize disruptions. "No one wants to be next to that passenger who has consumed too much alcohol or is aggressive or rude due to other reasons," said Henk Van Klaveren, head of public affairs at the Airport Operators Association in London. In July, the Airport Operators Association, the U.K. Travel Retail Forum and the air transport association (and, later, Airlines U.K.) introduced a media campaign to curb excessive drinking. Called One Too Many, the program is expected to return this summer. The campaign began at 10 airports (14 now participate, including Heathrow) with airport screens and posters and a leaflet distributed by the police. It also appeared on Facebook, Instagram and Snapchat. Bars and restaurants eliminated shots and two-pints from their menus. (A pint in Britain is 20 fluid ounces.) World Duty Free shops, a subsidiary of Dufry, voluntarily introduced sealed bags to carry alcoholic purchases at 24 airports in Britain.

The One Too Many campaign "reminds passengers of their responsibilities and the severe consequences of drinking to excess," said Karen Dee, chief executive of the Airport Operators Association. "These consequences range from being denied boarding to unlimited fines, flight bans and prison sentences for the most serious offenses." The campaign is showing decreases in alcohol-related offenders at Glasgow Airport, Manchester Airport and Birmingham Airport, according to the operators association.

Beginning in April, the European Union Aviation Safety Agency and the airline transport association started a separate campaign on social media and YouTube. That campaign, #NotOnMyFlight, is intended to draw attention to rowdy behavior. The 28 European Union member states and four associate states — Iceland, Norway, Liechtenstein and Switzerland — participate voluntarily. A video, created for dramatic effect, shows a passenger dancing in an aisle, another tossing an inflatable toy and luggage from the overhead bin and a third smoking in a lavatory. Each vignette intersperses a mug shot of the passenger with a designated punishable offense. “The campaign is to remind passengers that each has the responsibility to behave in the correct manner when they fly,” a spokesman for the aviation safety agency said. The One Too Many campaign “reminds passengers of their responsibilities and the severe consequences of drinking to excess,” said Karen Dee, chief executive of the Airport Operators Association. CreditUK Travel Retail Forum

One of the more extreme incidents occurred on a Ryanair flight from Dublin to Malta at the end of April. Fights broke out, and inebriated passengers danced on seats and abused the flight crew. The crew requested police assistance while in flight and, when the plane landed, the police removed and detained some of the passengers. “We will not tolerate unruly or disruptive behavior at any time, and the safety and comfort of our customers, crew and aircraft is our No. 1 priority,” the airline said in a statement. “This is now a matter for the local police.”

The police in Malta said two 23-year-old male passengers had been arraigned before a magistrate. They were accused of boarding an aircraft when drunk, acting in a manner likely to endanger an aircraft or any person and interfering with the aircraft crew’s ability to perform its duties. Each was fined 1,500 euros, or about \$1,674.

In March, two hours into a Hawaiian Airlines flight from Honolulu to Los Angeles, two passengers started quarreling in the aisle. Flight attendants tried to move one to another seat. The pilot enforced security procedures and returned to Oahu. When the plane landed, the flight attendants were treated for injuries, and the passengers who had been fighting were taken into custody. The aircraft finally arrived in Los Angeles five hours late.

What an airline considers acceptable behavior is outlined in its contract of carriage. This document is available online, at airline ticketing facilities or by request from customer service. Contracts may be different for domestic and international flights.

An international effort is underway to adopt broader regulations to handle passenger disruptiveness, called the Montreal Protocol 2014.

Currently, a serious offense is tried according to the law of the aircraft’s country of registration. The new regulation would consider whether a serious offense had been committed regardless of national registration. Jurisdiction over disruptive passengers would extend beyond the country where the aircraft is registered, to include the destination country. The treaty requires 22 countries for ratification. Currently, 19 have ratified it. The agreement adds provisions to recover costs from unruly passengers, said William V. O’Connor, a partner at the law firm Cooley in San Diego whose practice includes aviation matters. “There are issues of proof,” he said, “and airlines are reluctant to involve customers as witnesses.”

There is no timetable for the international treaty to go into effect. “You can’t force signatories or put them on the clock,” Mr. O’Connor said.

Yet “airlines keep crowding people in the same amount of space and keep adding gradations in the space,” Mr. Payne of the University of North Carolina said, even as they create social norms about appropriate flight behavior.

The Annual **GUPPY GATHERING** *Continues!* ¶



With much thanks to Jan Wheadon for her many years of organizing this fun event, Dee and Larry Whyman will be hosting this year’s event, which will be held Wednesday, Sept. 18 from 11-2pm at the NE corner of the Sonoma Town Plaza in Sonoma, CA. Any and all pilots, flight attendants, maintenance folks, or office staff associated with the guppy are invited. For more information you can contact Larry at LarryW737@aol.com or phone 707-996-9312 ¶

Arctic tourist train for foreign visitors launched in Russia



Russian Far East Investment and Export agency announced that the first charter train to Russia's Arctic region will set off with more than 90 tourists from St. Petersburg on Wednesday, June 5. "Currently, we are launching our first project. Foreign tourists will get an opportunity to see St. Petersburg's white nights, admire Russia's northern regions and visit UNESCO heritage sites," said the agency's director Leonid Petukhov.

During an 11-day trip, the train will make stops in Russia's Petrozavodsk, Kem, Murmansk, Nickel, as well as Norway's Kirkenes and Oslo. Travelers from seven countries (Germany, Switzerland, Norway, the USA, Austria, Luxemburg, and the Netherlands) will visit one of the largest open-air museums in Russia, the Kizhi Museum. They will also travel to Solovetsky Islands, or Solovki, an archipelago located in the Onega Bay of the White Sea. Tourists will be provided with professional guides during sightseeing.

According to the agency, train services comply with the highest standards to guarantee a comfortable journey. During the trip, meals will be prepared by chefs who were trained in Switzerland.

In March, the Far East Investment and Export agency inked an agreement with German tour provider Lernidee Erlebnisreisen "in order to attract investment that would be directed into the tourism industry." Lernidee Erlebnisreisen said there are already reservations for the Arctic train tours for 2020 – 2021, and the demand is growing.

2019 Golf Rule Changes:

Rule Changes In Effect For Golfers Age 55+



Rule 9k.34 - If a tree is between the ball and the hole, and the tree is deemed to be younger than the player, then the ball can be moved without penalty. This is so because this is simply a question of timing; when the player was younger, the tree was not there so the player is being penalized because of his age.

Rule 1.a.5 - A ball sliced or hooked into the Rough shall be lifted and placed on the Fairway at a point equal to the distance it carried or rolled into the Rough with no penalty. The senior player should not be penalized for tall grass which ground keepers failed to mow.

Rule 2.d.6 - A ball hitting a tree shall be deemed NOT to have hit the tree. This is simply bad luck and luck has no place in a scientific game. The senior player must estimate the distance the ball would have traveled if it had not hit the tree, and play the ball from there.

Rule 3.B.3 - There shall be no such thing as a lost ball. The missing ball is on or near the course and will eventually be found and pocketed by someone else, thereby making it a stolen ball. The senior player is not to compound the felony by charging himself with a penalty.

Rule 4.c.7 - If a putt passes over a hole without dropping, it is deemed to have dropped. The Law of Gravity supersedes the Rules of Golf.

Rule 5. - Putts that stop close enough to the cup that they could be blown in, may be blown in. This does not apply to balls more than three inches from the Hole. No one wants to make a mockery of the game.

Rule 6.a.9 - There is no penalty for so-called "out of bounds." If penny-pinching golf course owners bought sufficient land, this would not occur. The senior player deserves an apology, not a penalty.

Rule 7.G.15 - There is no penalty for a ball in a water hazard, as golf balls should float. Senior players should not be penalized for any shortcomings of the manufacturers.

Rule 8.k.9 - Advertisements claim that golf scores can be improved by purchasing new golf equipment. Since this is financially impractical for many senior players, one-half stroke per hole may be subtracted for using old equipment.

Please advise all your senior friends of these important rule changes and keep multiple copies in your golf bag. Those not following the rules need to be provided a copy.

Golf is...above all...a game of integrity.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



Flight 974

B-727: DEN-GRR



"Hank's mind juggled the problems that faced him . . ."

Hank Citrolo wiped his mouth, then covered the tray on his lap with the napkin. The meal had been typical — chicken with potatoes and some unidentifiable green vegetable. He turned to his Flight Engineer.

"Carol? Call the First Flight Attendant. Ask her if she'd come get the trays. I'd like to talk to her."

"Sure, Hank." She reached up and hit the cabin chime, then picked up the handset. "Nancy, the Captain wants to talk to you. Can you come up front?" As she put the handset back into the cradle, she chuckled lightly.

"Anything wrong?"

Carol smiled. "No, nothing wrong . . . it's just that the flight attendants still have a little trouble realizing that there can be a woman's voice in the cockpit."

The Captain looked at her. "I never really thought about it. It must be rough sometimes."

"No sweat, Hank. I've gotten used to it over the past two years." She picked up the log book. "Don't anybody touch anything; I'm going to take the engine readings."



All Former United pilots are familiar with CRM - Cockpit Resource Management, originally called CLR - Command / Leadership Resource Management. The program was primarily instigated by the 1976 Portland, Oregon DC-8 crash.

I "plead guilty" to designing the (so called) "PackMan" logo. I worked with Dave Jackson of DENTK in developing the program. We had the type set at Chicago's World Headquarters (this was before computers) I did the "paste-ups" and pencil sketches illustrating the various pages.

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.

How to send a letter or article to the Editor

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

If you must send a letter by mail, please print or type it to make sure it's legible.

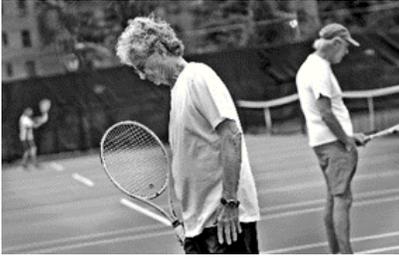
Send to:

RUPA, 2209 Quail Point Terrace, Medford, OR 87504

The deadline for having things printed in the magazine is the 15th of each month.

Deadly Falls in Older Americans Are Rising Rapidly

By Katie Hafner/The New York Times



As the population ages, the number of older Americans who die following a fall is rising. A study published in the medical journal JAMA found that for people over 75, the rate of mortality from falls more than doubled from 2000 to 2016. Researchers analyzed information obtained from death certificates maintained by the federal government's National Center for Health Statistics. In 2016, the rate of death from falls for people 75 and older was 111 per 100,000 people, they found. In 2000, that rate was 52 per 100,000 people.

Elizabeth Burns, a health scientist at the Centers for Disease Control and Prevention, who was an author of the study, said the reason for the increase was unclear. "The most likely reason is that people are living longer with conditions that in the past they might have died from," she said. In addition, she continued, older adults are on medications that increase their risk of falling. Women are slightly more likely to fall than men, but men are slightly more likely to die as a result of a fall.

"The take-home message is that falls kill," said Dr. Lewis Lipsitz, a professor of medicine at Harvard Medical School and director of the Marcus Institute for Aging Research at Hebrew SeniorLife, a housing, research and health care organization in the Boston area. He was not involved in the study. Although the trend is disturbing, falls needn't be an inevitable part of aging, and they are preventable. "The biggest risk factor for falls that can't be changed is your age," said Dr. Elizabeth Eckstrom, a geriatrician at Oregon Health & Science University. "Most of the other risks can be mitigated."

Here are some measures you can take to help prevent a fall.

Exercise! Dr. Lipsitz emphasized the importance of incorporating exercise into a daily routine. He suggested at least 20 minutes a day, combining aerobic and anaerobic exercise. Weightlifting, particularly for strengthening the legs, is a good idea, he said.

Tai chi, the Chinese martial art, appears to be an effective way to improve balance. It involves very slow, purposeful movements in coordination with breathing and muscle activity. A study published last year found that among adults over 70 who practiced tai chi twice a week for an hour, the incidence of falls was reduced by 58 percent. Dr. Eckstrom, one of the study's authors, said the participants in the study did tai chi twice a week for an hour over a six-month period. "When you fall, your body has not figured out how to stay posturally stable, and tai chi helps with that," Dr. Eckstrom said. "With a lot of the classic tai chi moves, you make a fairly large step out, or to the side. Or you lean forward, with your trunk. You're putting yourself in a position of almost falling." All of this, she added, trains the body to remain stable when put in an off-kilter position.

The CDC maintains a compendium of recommended exercises that includes tai chi.

Mind your meds! Medications, especially those that help with sleep, can compromise balance. Dr. Eckstrom said benzodiazepines such as Valium and Xanax are especially bad. "Metabolism slows in older adults, so toxicity to benzos builds up, which can cause dizziness," she said. The same goes for non-benzodiazepines such as Ambien. Sedating antihistamines such as Benadryl and Advil PM are also bad for balance. "If everybody got off the sleeping pills, it would help a lot," Dr. Eckstrom said. As an alternative, she recommended melatonin to her patients, which she called a safe and effective sleep aid.

Re-accessorize! Eyesight is a crucial component when it comes to falls. Avoid bifocal or progressive lenses when walking outside. "If you're wearing bifocals and stepping down off a curb, that changes your depth perception," said Ms. Burns, who recommends a single-focus lens for walking outside. Then there's footwear. Fashion, said Dr. Lipsitz, needs to take a back seat to function. "No high heels," he said. Dr. Eckstrom agreed. Anything the foot slides into is a terrible idea, she said: "Avoid cute slide-in sandals." All shoes should have a back, and a sole with good tread. Slippers, too, can be bad. "Slippers make you slip," said Dr. Eckstrom.

Are you too proud to use a cane or walker? Get over it. "If your doctor has recommended a walker, use it," Dr. Eckstrom said. "It will allow you to be more independent for longer."

Eliminate tripping hazards! The accumulated clutter of a lifetime can be lethal. Get rid of small scatter rugs in your home, and eliminate extension cords that stretch across a floor. Pets can also be a hazard. "It's so

easy to trip over your pet,” said Dr. Eckstrom. Take a closer look at the height of thresholds between rooms; it takes just a fraction of an inch to cause a trip. Keep a light on at night for visual access to the bathroom.

Early and often to the bathroom! Hydration is a good way to fight dizziness. Drink plenty of water throughout the day, said Dorothy Baker, a senior research scientist in geriatrics at the Yale School of Medicine. “Don’t wait until you’re desperate to go to the bathroom and need to rush,” Dr. Baker said. There’s a bonus to frequent bathroom trips, she added. “Doing that sit-to-stand is really good exercise and good for balance. Do a few extras while you’re there.”

Put Down Your Phone, It May Help You Live Longer

By Catherine Price/The New York Times



If you’re like many people, you may have decided that you want to spend less time staring at your phone. It’s a good idea: an increasing body of evidence suggests that the time we spend on our smartphones is interfering with our sleep, self-esteem, relationships, memory, attention spans, creativity, productivity and problem-solving and decision-making skills. But there is another reason for us to rethink our relationships with our devices. By chronically raising levels of cortisol, the body’s main stress hormone, our phones may be threatening our health and shortening our lives.

Until now, most discussions of phones’ biochemical effects have focused on dopamine, a brain chemical that helps us form habits — and addictions. Like slot machines, smartphones and apps are explicitly designed to trigger dopamine’s release, with the goal of making our devices difficult to put down. This manipulation of our dopamine systems is why many experts believe that we are developing behavioral addictions to our phones. But our phones’ effects on cortisol are potentially even more alarming. Cortisol is our primary fight-or-flight hormone. Its release triggers physiological changes, such as spikes in blood pressure, heart rate and blood sugar, that help us react to and survive acute physical threats. These effects can be lifesaving if you are actually in physical danger — like, say, you’re being charged by a bull. But our bodies also release cortisol in response to emotional stressors where an increased heart rate isn’t going to do much good, such as checking your phone to find an angry email from your boss.

4 Hours a Day: If they happened only occasionally, phone-induced cortisol spikes might not matter. But the average American spends four hours a day staring at their smartphone and keeps it within arm’s reach nearly all the time, according to a tracking app called Moment. The result, as Google has noted in a report, is that “mobile devices loaded with social media, email and news apps” create “a constant sense of obligation, generating unintended personal stress.” “Your cortisol levels are elevated when your phone is in sight or nearby, or when you hear it or even think you hear it,” says David Greenfield, professor of clinical psychiatry at the University of Connecticut School of Medicine and founder of the Center for Internet and Technology Addiction. “It’s a stress response, and it feels unpleasant, and the body’s natural response is to want to check the phone to make the stress go away.” But while doing so might soothe you for a second, it probably will make things worse in the long run. Any time you check your phone, you’re likely to find something else stressful waiting for you, leading to another spike in cortisol and another craving to check your phone to make your anxiety go away. This cycle, when continuously reinforced, leads to chronically elevated cortisol levels. And chronically elevated cortisol levels have been tied to an increased risk of serious health problems, including depression, obesity, metabolic syndrome, Type 2 diabetes, fertility issues, high blood pressure, heart attack, dementia and stroke. “Every chronic disease we know of is exacerbated by stress,” says Dr. Robert Lustig, emeritus professor in pediatric endocrinology at the University of California, San Francisco, and author of “The Hacking of the American Mind.” “And our phones are absolutely contributing to this.”

Smartphone Stress: In addition to its potential long-term health consequences, smartphone-induced stress affects us in more immediately life-threatening ways. Elevated cortisol levels impair the prefrontal cortex, an area of the brain critical for decision-making and rational thought. “The prefrontal cortex is the brain’s Jiminy Cricket,” says Dr. Lustig. “It keeps us from doing stupid things.” Impairment of the prefrontal cortex decreases self-control. When coupled with a powerful desire to allay our anxiety, this can lead us to do things that may be stress-relieving in the moment but are potentially fatal, such as texting while driving.

The effects of stress can be amplified even further if we are constantly worrying that something bad is about

to happen, whether it's a physical attack or an infuriating comment on social media. (In the case of phones, this state of hypervigilance sometimes manifests as "phantom vibrations," in which people feel their phone vibrating in their pocket when their phone isn't even there.) "Everything that we do, everything we experience, can influence our physiology and change circuits in our brain in ways that make us more or less reactive to stress," says Bruce McEwen, head of the Harold and Margaret Milliken Hatch Laboratory of Neuroendocrinology at The Rockefeller University. Dr. McEwen also notes that our baseline cortisol levels ebb and flow in a regular 24-hour cycle that is thrown out of whack if we get less than seven to eight hours of sleep a night, which is all too easy to do if you're in the habit of checking your phone before bed. This in turn leaves our bodies less resilient to stress and increases our risk of all the stress-related health conditions mentioned above. Put this all together, and the hours we spend compulsively checking our phones may add up to much more than a waste of time.

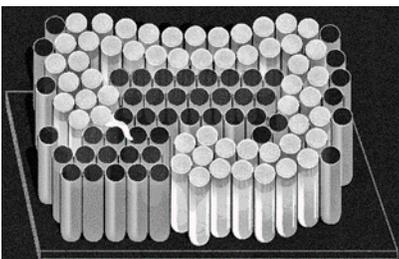
Breaking the Cycle: The good news is that if we break this anxiety-driven cycle, we can reduce our cortisol levels, which in turn may both improve our short-term judgment and lower our risks for long-term stress-related health problems. Over time, says Dr. McEwen, it's even possible to retrain our brains so that our stress responses are no longer on such a hair-trigger to begin with.

To make your phone less stressful, start by turning off all notifications except for the ones you actually want to receive. Next, pay attention to how individual apps make you feel when you use them. Which do you check out of anxiety? Which leave you feeling stressed? Hide these apps in a folder off your home screen. Or, better yet, delete them for a few days and see how it feels. And while you're at it, start paying attention to how individual apps affect you physically, too. "If we're not aware of our physical sensations, we're not going to change our behaviors," says Dr. Judson Brewer, director of research and innovation at the Mindfulness Center at Brown University and author of "The Craving Mind." According to Dr. Brewer, stress and anxiety often manifest as a feeling of contraction in the chest. Regular breaks can also be an effective way to rebalance your body's chemistry and regain your sense of control. A 24-hour "digital Sabbath" can be surprisingly soothing (once the initial twitchiness subsides), but even just leaving your phone behind when you get lunch is a step in the right direction. Also, try to notice what anxiety-induced phone cravings feel like in your brain and body — without immediately giving in to them. "If you practice noticing what is happening inside yourself, you will realize that you can choose how to respond," says Jack Kornfield, a Buddhist teacher at the Spirit Rock Meditation Center in California. "We don't have to be at the mercy of algorithms that are promoting the fear of missing out."

Unfortunately, it isn't easy to create healthy boundaries with devices that are deliberately designed to discourage them. But by reducing our stress levels, doing so won't just make us feel better day-to-day. It might actually lengthen our lives.

Colon Cancer Screening Can Save Your Life

By Jane E. Brody/The New York Times



With colorectal cancer being found in an increasing number of younger adults, the pressure is on to screen millions more.

Although I usually refrain from writing columns linked to national health observances, I believe that Colorectal Cancer Awareness Month is too important to ignore. There are simply too many people who are still getting and dying from this preventable disease because they failed to get screened for it, including people without excuses like ignorance, lack of health insurance or poor access to medical services. And as Joy Ginsburg's

experience shows, even some doctors may need to be pushed into encouraging their patients to be tested. Ms. Ginsburg of Leawood, Kan., where she is executive director of an organization that raises private funds for public education, was 48 when her primary care doctor suggested that she have a baseline colonoscopy. But the gastroenterologist she consulted was reluctant to perform one. "He made fun of me," she said. "I was not yet 50 and had no symptoms, risk factors or family history of colon cancer." Still, Ms. Ginsburg was aware that last year the American Cancer Society had lowered the recommended age to start screening from 50 to 45, so she insisted. And it was lucky that she did. A very large precancerous polyp, the size of a golf ball, was found that required surgical removal along with 40 percent of her colon. "If I had waited until 50 to get screened, I would have had a very different story to tell," she said. "Now I'm screaming from the rooftops for everyone to get screened. Having a colonoscopy is a lot easier than getting cancer."

Five years ago this month, the American Cancer Society and the Centers for Disease Control and Prevention established the National Colorectal Cancer Roundtable with a goal to get 80 percent of all Americans ages 50 to 75 screened for cancers of the colon and rectum by any medically accepted method by 2018. At the time, only about 65 percent of those in the designated age group were up-to-date with an approved test. Now, with colorectal cancer being found in an increasing number of younger adults, the pressure is on to screen millions more adults in every community of the United States. The current goal is to test at least 80 percent of residents ages 45 to 75 in each community using an approved method. More than 1,800 community organizations have already lined up to help make this happen.

“We’re not insisting that everyone get a colonoscopy, even though it’s the gold standard for detecting and preventing colon cancer,” said Dr. Richard C. Wender, chief cancer control officer at the cancer society. “A lot of people don’t want it, some can’t afford it, and sometimes it’s not available.” But finances are not the only stumbling block, Dr. Wender said. “Seventy-five percent of the people who hadn’t been screened when the campaign started five years ago had health insurance, many of them through their employers.”

Other issues include a failure of people “to get started with screening when they reach the appropriate age,” the doctor said. “In 2016, only about 49 percent of adults aged 50 to 54 had been screened.” Another obstacle is that all too often, people go to the doctor only when they’re sick. They’re not focused on preventive care, Dr. Wender said, and neither are many of their doctors.

How the American medical system is organized is yet another obstacle. The typical visit to independent primary care doctors is spent on diagnosis and treatment with little time left for prevention. By contrast, in the Kaiser Permanente system, which has a strong financial incentive to keep its members healthy, 80 percent of members throughout the system — and 90 percent of members on Medicare — have undergone screening for colorectal cancer. Colorectal cancer is the second most common cause of cancer deaths in this country, with more than 51,000 people expected to die of the disease this year. Although the overall death rate has been dropping for several decades, thanks largely to increased detection and removal of precancerous polyps, deaths among people younger than 55 have increased by 1 percent a year since 2007. This means it’s all the more important to encourage screening among middle-aged adults.

These are the tests currently available:

Colonoscopy. Although this test is the costliest and involved, it is the best not only because it can find an existing cancer, but because it also detects polyps that may become cancer and can be removed during the screening test. It uses a scope and requires a thorough pretest cleansing of the bowel, a step most people find rather unpleasant. But for people without risk factors or a personal or family history of polyps or colorectal cancer, it is usually done only once every 10 years.

FIT. This immunological test, done yearly on a stool sample, checks for blood in the stool, a possible sign of cancer. It usually fails to pick up polyps and thus would not prevent cancer, but it is more effective than the old fecal occult blood test.

FIT-fecal DNA. This test, sold as Cologuard and usually done every three years, combines FIT with markers for abnormal DNA in the stool, making it better able to detect a cancer and advanced precancerous polyps. It misses about half of precancerous polyps.

Virtual colonoscopy. This is an imaging study done every five years via a CT scan that, like an ordinary colonoscopy, requires a thorough bowel cleansing. It visualizes the entire colon, but if anything abnormal is detected, a second prep is needed to permit a regular colonoscopy.

Septin 9 assay. This is a serum test done via a blood sample that, although more convenient and less “yucky” than stool tests, is only half as effective as the FIT test in detecting cancer and not at all effective in picking up precancerous lesions.

As important as getting screened for colorectal cancer is the need to avoid risk factors for the disease that individuals can control. These include being overweight or physically inactive, smoking, consuming alcohol immoderately, and eating lots of red meat and processed meat.

Risk factors that are unavoidable include getting older; having an inflammatory bowel disease (ulcerative colitis or Crohn’s disease), or having close relatives (such as parents or siblings) who had colorectal cancer or adenomatous polyps or an inherited cancer syndrome like Lynch syndrome or familial polyposis. Doctors may advise people with these risk factors to get screened for colorectal cancer as often as every year or two.

LETTERS

ODE TO EIGHT – OH!

*A time to reflect, a time to think.
But first I must pause to find my drink!
I raise my glass to friends of long ago
Those who did not reach the big eight-oh.*

*Many young bold pilots still in their prime
Were called to fly west before it was time.
Those of us who reach the eighty plateau
Realize we haven't much farther to go.*

*Remember that old bold pilots never die,
They just fade away into the sky!
Cast your eyes up on a cloud-dappled day,
You'll see them there, they've come to play!*

*Their winged chariots zoom up and down,
You hear them laugh as they horse around!
Now that I know where old pilots go,
I guess it's okay to reach the big EIGHT-OH!*

Bill Eads 30 June 2019



JIM BERTELSON—Ivanhoe, IL
From age 70 to 72: Started Social Security and IRA RMD's, getting old.

20 days Europe, 12 on the Danube, highlight: Vienna Opera House for Strauss and Mozart.

A week babysitting our son's three boys at their new home in Montana. Our daughter's two girls for Xmas here.

January, 2018: 22 days Australia and New Zealand. Really enjoy RUPA medical and travel articles.

Still driving the old Corvette.

July, 2018: 13 days Montana, including Glacier NP. Exterior upgrades on house: garage floor, sidewalk to front door, replace driveway.

Sept, 2018: two week cruise New England and Eastern Canada.

Jan, 2019: three weeks Buenos Aires and Antarctica. Awesome.

Our 45 year old GE dryer died. What can you count on?

May, 2019: 20 days northern Italy, all good, Florence tremendous.

As a 50-year grad, I get to walk in with the new grads at Northwestern.

Life was good until a very serious family medical emergency today. Nothing else matters.

Jim jamesa.bertelson@gmail.com

GERRY DELISLE—Mountain View, CA
Hi Cleve. We miss you Looking forward to seeing you and Rose in Dayton. Bill Norwood's letter inspired me to write. I had the pleasure of being in Bill's new hire class and soon recognized him as an exceptional person. I guess the response from so many on his last flight proved my early recognition.

My last flight was also in 1996, but I did a one way to Maui with 15 family members and my old navigator from the Canadian Air Force. We stayed and played for a week. Great memories.

So far retirement has been great, hope it continues a while longer.

Thanks to all who write letters, it really is fun to hear such interesting stories from so many amazing people. I was so lucky to be a United pilot.

Cheers *Gerry*

WALT FINK—Woodstock, IL
I got a tour of United's Network Operations Center with the Chicago chapter of RUAEA. This 24/7/365 facility occupies the 27th and 28th floors

of the Willis Tower (formerly---and still better known as---The Sears Tower) and for a retiree of 19 years, was a mind-blowing experience of sensory overload in its complexity and efficiency. Things have sure changed since I was on the property.

This is a "letter within a letter" here.

I received this e-mail from Captain Bob Odgers and though it was addressed to me, it's meant for all the RUPA members and volunteers. Bob's crews, both UAL and Navy, will like hearing from him.

DEAR WALT: (From Capt. Bob Odgers

   , Former MEC Hotel Chairman)

No excuses...Just a well deserved "Thank you, so very much for all your Work, Time, AND EFFORT!  !"

As I approach the 9.0 Birthday, please accept my compliments and may I pass on a geezer thought to you. I was having morning coffee with my former stewardess wife, when I turned to her and said," You know what I really MISS??"

I miss the military!?!? As a Naval Aviator, the Squadrons (PBM,P5M P2V) the camaraderie, Team effort, in short being a lucky survivor! I NEVER thought I would miss the military more than United!

Yes, I do miss all the good times, but now the SHORT Term memory is losing to the LONG Term memory of vanishing United Birdmen.

So, I wish you well and feel free to use this compliment, to remind the guys to participate while they can?

Captain Bob. MDW-1955, SFO, EWR, DCA, DEN, ORD, LAX-1989 Aviator.

He says it better than I could.

Cheers, *Walt*

Walt Fink (ORD 1967 – 2000)

ALLAN HOLMES—Bainbridge Island, WA
It's been 16 years since I decided to hang it up, flew my last trip to SYD and we took off in the boat for almost a year in Mexico.

Dona and I still live in the same house on Bainbridge Island WA, grow a few oysters on the beach and satisfy most of our travel desires with one of those 25' Mercedes based motorhomes wandering between Alaska and Newfoundland.

We are finally joining the 21st century, having cut the Cable TV Cord, discovered "streaming" and are now able to watch live our 9-year-old grandson playing baseball in Santa Rosa and 19 year old granddaughter surfing on the WSL Championship Tour. It doesn't get much better than that other than

those 9-10 time differentials remind me of flying SFO/HKG/DEL. *Al*

BOB GILLETTE—Stone Lake, WI

Not much news to report from Stone Lake Wisconsin this year. Judy's and my health continues to be good, except that I walk slower, and like to take more naps. (Those of you who flew with me won't think much has changed in that regard!)

Although we sold our home in Long Beach when I retired in 2000 and, moved to our log cabin up here in the woods, we left the old Jaguars and Volvo in a rented warehouse/living space in Long Beach, because of the five mile dirt road into our place. A few years ago we bought the old Fire Station in Stone Lake to house the cars and, this past Winter, with the rent increasing, and the L.A. traffic getting worse, we moved everything into the remodeled Fire Station. Now, when I get all the runway mowers running and, all the work done around here, I can figure out what to do with all the stuff we shipped back. After I go flying!

Thanks to all the RUPA Volunteers for all you do. I'll pay my dues online. I hope you all have a very good year,

Bob & Judy ORD, LAX, SFO (Mostly LAX)

BUCK MANNING—Tampa, FL

Hi Cleve, I'm both delighted and surprised that we are both still here, and in reasonably decent health.

I can still drive (my car), dress and feed myself, and so many colleagues are either disabled or deceased. Anyhow, May is my birthday month, you published my long letter in your December issue, and I'm asking for one more posting. My dues are current, into May of 2020, and this one will be short. Thanks, Buck Manning

The year was 1973, I was an ORDFO FMT, and a fellow manager in SFOFO had just phoned to suggest I check the file on senior captain "anonymous." He assured I would be both amazed and amused with my finding. Captain Tom Dawe was away, in EXO, where he secured nice little pay raises for all ORDFO managers, so therefore I crept unnoticed into the file drawers.

After leafing through some 15 or 20 "green sheets," all of which contained monotonous summary narrative, "continues making normal progress" (do you remember?), I came across a single sheet entitled "Record of City Court Disposition, First Name, Middle Initial, Last Name, and dated middle 50s, for still anonymous Captain Marvel. He plead nolo contendere (no contest) to a misdemeanor charge of

"Pressed Ham," and paid a \$27.00 fine. I had to call my SFOFO buddy back to learn what this meant.

Buck

BOB MC CORMICK—Crystal Lake, IL

Five years ago attending my first RUPA meeting in the Chicago area, I was awarded a surprise copy of Bill Norwood's fine autobiography because I was the youngest retiree that day. Accepting the prize at this crowded event, I thanked the group and reflected on the fact that this would be the last time I would be the youngest pilot in any room. The remark did not have the uniformly warm response I expected. As Seinfeld says, sometimes it just the audience.

After being one of seven kids, with 54 close cousins, and having six kids of my own, "Me Time" is a valuable asset. The kids live coast-to-coast and the siblings are spread out from Alaska to Florida. Car trips, visits in our C-172 XP, and airline passes on United and other airlines, help maintain my grandparental policy: Neither a burden nor stranger be. The 14 grandchildren merely sweeten the pot.

Overlapping 20 year Navy and 36 year United careers and a dozen years of playing Builder Bob with a half dozen rental homes, prepared me for spending more time in interesting locations, longer than 26 hours on layovers. My first Camino was 500 miles across northern Spain with friends; my second was 300 miles solo from Lisbon, Portugal to Santiago, Spain; my son and I knocked off the first 80 miles of the French Camino going west out of Geneva; fellow retiree Pete Novak has treated me to several sailing trips out of Maine; I've walked down the Aosta Valley in Italy from the Swiss border on the Francigena; the Cape-to-Cape hike with friends south of Perth, Australia was great; and I've climbed the tallest mountain in the world with my son, no not that one, Mt Lamlam in Guam. (No, really)

Aside from the hikes, my wife and I had a wonderful car trip in southern Spain and Gibraltar. I spent a month with Kiwi friends exploring the NZ South Island, which I only saw from the air for three years

**I'd grow my own
food if I could only find
bacon seeds.**

en route to McMurdo, Antarctica. I just recently spent three weeks exploring Muscat, Oman where my son's family moves to later this year, stopping in Edinburgh, Scotland to visit half of my DNA pool.

After a few weeks home, I get itchy to travel. Sometimes my travels conflict with RUPA meetings or our biannual Navy Glenview dinners so apologies to the devoted volunteers who organize those outings. And to you RUPA volunteers, congratulations on a fine periodical. To the new retirees: retirement doesn't mean you have nothing to do, it means you can do anything you want. Now, where did I put my passport? **Bob**

MARVIN MEYER—Anthem, AZ

I had a great final flight May 7, 1963. Had my wife, Anna Marie, and daughter, Linda, along. I remember well parking at ORD and still being able to have family there to greet us at the gate.

I had a very bad New Years Eve 2018 as my wife Anna Marie died after fighting dementia for over seven years. We had been married over 64 years. Just hope and pray that sometime soon they will find a cure. She certainly is in a much better place now.

I certainly enjoy the *RUPANEWS*. Keep up the good work. Thanks, **Marv**

JOHN C. PEDRETTI—Madera, CA

I'm a little late with this but seeing the few letters written I thought I would add my two cents worth.

85th birthday a few months ago and 25 years of retirement. Hard to realize a quarter of a century has passed. The 747-400 was a true queen of the skies then and now she is retired also.

A couple of letters from "old" Captains I flew with brought some incidents to mind. One is Capt. Bob Bowman who was a pleasure to fly with. I was a S/O on a DC-6 landing at LAX one morning, and Bob made his usual smooth landing but, as the nose gear touched down, what started as a slight thump soon turned into a very hard bouncing motion. We had a flat nosewheel tire. When we stopped Bob calmly made a PA for all to remain seated. By then all the debris and dust on the floor was so bad we could hardly see and breath. Bob opened the cockpit window and sat on the head rest with his feet on the seat until UAL towed us to the gate. A good lesson to me on how to remain calm.

The other "old" Captain I enjoyed a few flights with was Bill Horn. I was a DC-8 F/O when it was the Queen of the fleet in the late 60's. LAX to HNL was

the prime trip on it. We junior F/O's got a bone now and then on reserve with a trip to HNL. Bill was a great guy to fly with and also a top-notch golfer. I was a beginner and a bonus was to go with Bill to the driving range. I got some very good lessons from him. On this one trip on walking into HNL dispatch they all greeted Bill with " There's Horny Bill." He was not happy about it and they showed him flight papers with a y added to his name. He blamed me at first, but I eventually convinced him that I was innocent.

Our navigator was quite a character. A guy named Cal Ford. I think it was him. Anyway, Bill still invited me to go to the driving range with him.

Both of these fine Captains are now in their late 90's. Let's keep hearing from you guys as you are a great inspiration to guys like me.

My health is still good with no problems yet. My wife of 66 plus years is not so lucky. She has been fighting Alzheimer's for over 8 years, but it is unrelenting. I am her caregiver and will keep her home with me as long as my health holds out.

My hats off to all of you RUPA leaders for the great job you are doing. A special thanks to you Cleve-I hope you can retire again soon.

John, 1961-1994 mostly LAX

WALT PHILIPS

I just took a look at the April issue of *RUPANEWS* and noticed a misspelling in the obit listing. My old friend - elementary school through high school - ended up at CAL and passed away suddenly at the end of last year, just a few months shy of 65. His name is Jay P. Jarboe, not Jan as listed. Also, I didn't see his name in the flown west alphabetical compilation.

If you'd please very kindly address this, I think it would be right and proper.

Many thanks.

Best regards,

Walt Philips ORDFO (until Jan.24, 2020)

RALPH RIDGE—Castle Rock, CO

I thought I'd write something a little different this year, rather than talking about my past year's travels. The following is a true event and all of the names have been changed to protect the innocents....just kidding. I did clear this article with all of the participants as the Statue of Limitations has expired (I hope).

In 1997, I was working in the Training Center (DENTK) as a DC-10 Job Share Standards Captain. That was the year that UAL decided to get into the

high priority air freight business. To start, they converted five DC-10-30s to freighters and opened a crew base in Anchorage, AK. After much fanfare, they planned the inaugural flight from ANC to NRT, to continue on to another far east destination. Since all of the ANC crews would need to be route qualified, the initial flight fell to one of our LCA Captains out of ORD by the name of Capt Jim McCusker. Jim had a reputation as being very thorough and UAL had high hopes for an uneventful flight. As is often the case, mechanical equipment breaks down and Jim and his crew found themselves landing in NRT with an engine problem. Under the watchful eye of the company and the media, NRT maintenance began an attempt to salvage the debut flight while the crew waited patiently. Pushing legalities, the aircraft was finally declared fixed and the crew took off to only experience a total engine failure, ending their attempt to finish the flight.

Fast forward to December of that year when I was checking my PC assignments on the schedule board in TK. Much to my surprise, I was assigned to conduct a PC on one Capt Jim McCusker on December 23rd. I knew that Jim was retiring in January and I was surprised to see him scheduled for a PC. I talked to Jim in the hallway on his day 2 and he explained that the company would not give him a 30-day grace period and was requiring him to do a full PC. I also knew that by the time a PC normally ended, he wouldn't be able to make the last flight back to ORD in time to be home for Christmas eve day. I felt that after all this gentleman had done for UAL that this was totally unfair. I immediately went into my boss's office, DC-10 Fleet Captain Bob O'Brien, and with Bob's concurrence we hatched a plan.

After the PC, I received the following poem written by Capt McCusker about his PC experience. I will let that poem explain what happened in that PC. I have always treasured this poem and keep it with my written memorabilia. After you read this poem, I hope you'll realize that a lot went on behind the scenes at TK and that we were not all out to "get ya."

BTW, I don't remember the names of the FO and SO on that PC (intentionally) but they were sworn to silence. *Ralph*

McCusker's Last Stand

(December 23rd, 1997)

Twas two days before Christmas and all through T.K.
The Sims were all jumping and dancing away.
And I and my crew - we numbered just three
Were clawing our way through my very last P.C.

Days one and two had flown right on. by

As we learned how to Evacuate, Hijack and Fly.
 Our only concern was about who it would be
 For the checkride and oral on my very last P. C.
 So off to the schedule board we flew like a flash
 Much like the crew of the TV show "MASH".
 And what to our wondering eyes did appear
 But a heart stopping name that made us tremble with fear!
 We fought off the strong urge to jump off a bridge
 Upon seeing the infamous name of Ralph "RAZOR" Ridge!
 Who was known far and wide for his slashing attack
 And his Oral ending statement, "*In six months you'll be back!*"
 So surprise lit our faces like a big Christmas tree
 When advised, by the "RAZOR" that the questions were three-
 Did we have (1) licenses, (2) medicals and (3) home tests
 complete?
 "YES!", we replied and the "RAZOR" said, "Good, let's go
 eat!"
 We were still in a daze when we arrived at the Sim
 And all we could say was "What's gotten into him?"
 Since no PC before had ever been this easy
 We were certain he'd nail us - now we're all feeling queasy!
 And while starting the first engine we heard a loud "CRACK!"
 "RATS!"- The APU had blown up and everything went black.
 "There's smoke from the tail section!" the mechanic did shout,
 I said, "Notify the tower - and get everyone out!"
 The Evac went smooth and with the emergency complete
 We looked back at the "RAZOR" still strapped in his seat
 "The crew desk just called to notify all of you
 That this trip has been cancelled and you guys are all
 through!"
 At that very same moment a strange figure did appear
 And we suddenly realized that Santa Claus was here.
 But a much closer look left us both laughin' and cryin
 Cause this Santa was none other than "Father O'Brien!"
 Decked out in a red hat and white beard to match,
 "This PC's now over", said Santa, "You've an early flight to
 catch."
 "So hurry on home to your families so dear
 And MERRY CHRISTMAS' to all and a 'HAPPY NEW
 YEAR!"
 So I tell all who will listen, it was the best Christmas yet
 With a "Gift" from some friends that I'll never forget.
 These past thirty-odd years have certainly flown by,
 And you have allowed me to retire with my head still held
 high.

JD DAVE THOMPSON—St Petersburg, FL
 It has been some years since my last annual letter.

Number 80 this year celebrated by reversing every
 mirror I see. Fortunately, I feel much better than I
 look but losing hope of getting "discovered."

I have been in the same house in Saint Petersburg
 FL since 1985. I wanted to get settled in before the
 chariot comes, and I still enjoy my toys that age
 along with me. I still have my MH as my hurricane
 escape vehicle and tour mobile and report daily to
 my hangar at SPG where I fly along the beaches
 about 3-4 days a week in my small Ukrainian built
 twin pusher. Sadly, I find myself the oldest active

pilot in my local peer group.

Hired late in 1967, I was in a seniority group that
 served a lengthy apprenticeship before taking the
 first captain bid available.

In the years since retirement in 1999 I find myself
 thinking more and more about all of the men I flew
 with then than I do when I became the man to get
 along with. Perhaps a blessing in disguise.

Good luck and good health to all of you who recog-
 nize my name.

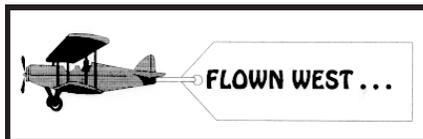
JD Dave Thompson..EWR, ORD, IAD, MIA

D. L. (LARRY) WRIGHT—Los Altos, CA
 Twenty-four years out on the street. Apparently my
 sub-conscious is finally accepting retirement. It's
 been awhile now since I had one of those dreams
 where I had to get to the airport and there were nu-
 merous obstacles and impediments to my getting
 there. The other re-occurring favorite that has also
 disappeared, is not being in the same place as my
 flight bag.

No bad tales of travel woes to report. I did have one
 interesting life event. In December my gall bladder
 became very upset with me. It took a couple of
 days and numerous tests to decide that it was the
 gall bladder that was causing all my pain. By the
 time they sent me to the hospital, (due to a late arri-
 val and no reservation) I was told, "We cannot offer
 you access to the operating room at this time." I
 waited sixteen hours before they could get to me. I
 have never been that sick in all my life, but I did
 find that if I didn't move much it was bearable.
 When they finally got the gall bladder out, it was
 gangrenous. I went from zero to gangrene in four
 days. It was a laparoscopic procedure, so the heal-
 ing was quick and I'm back to normal.

Not much else to report. Just the regular duties
 around the house. Our pine trees in Oregon are still
 growing well and sometimes a mature one falls in a
 strong wind, but that makes firewood in the clean-
 up. We usually drive up there every month to have
 a change of scene.

Our immediate family of seven are all well and ac-
 tive. The grandchildren are very involved in sports,
 so their parents are also. Pat and I have a three-mile
 route that we walk every day, either in the morning
 or afternoon depending on schedules with organiza-
 tions that we attend, or weather conditions, i.e. the
 second Tuesday of every month we attend the Bay-
 sider's lunch at Harry's Hofbrau in Redwood City.
 I also attend Sons in Retirement Society (SIRS) ac-
 tivities and Pat has her groups. All in all, we stay
 busy. *Larry*



*Bob Dodson	Jun. 11, 2019
*Philo W. Lund	May 28, 2019
George D. McCullough	May 14, 2019
*Joseph Portlock	May 2019
*John R. Steidl	Dec. 04, 2017

**denotes RUPA non-member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds—and done a hundred things
You have not dreamed of—wheeled and soared and swung
High in the sunlit silence. Hovering there
I've chased the shouting wind along and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace,
Where never lark or even eagle flew.
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.
John Gillespie Magee, Jr., September 3, 1941

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

July, 2019 Edition

From:

RUPA
P.O. Box 757
Stowe, VT 05672-0757



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To:

RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-378-6855
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—Please RSVP—831-622-7747
SAC Valley Gold Wings (1st Monday, 12:00)—*Cliff House of Folsom, Folsom, CA*—916-941-0615
San Diego Co. (2nd Tuesday)—*San Marcos CC*—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*
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 Crazies (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 (2nd 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