
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, 4080 Errante Dr., El Dorado Hills, CA 95762-7636. 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



Greetings Ladies and Gentlemen of RUPA. As you read this, the biennial August vote has occurred within the Board of Directors and the Executive committee. I am extremely elated and humbled to have been nominated and elected by the RUPA Board of Directors to serve as your next RUPA President. It is an honor to represent some of the finest aviators in the world both current and past. It goes without saying as stated in the RUPA bylaws that the purpose of this organization is to enhance the welfare of and maintain the friendships and associations of its members. I will attempt, in every way possible, to be true to the stated purpose of RUPA.

After becoming a member of RUPA many years ago, I noticed a strong desire by my predecessors to maintain this tradition of unity and to keep RUPA a very vibrant organization. My immediate predecessor, Bob Engelman, continued with these traditions through his exemplary leadership. He has always maintained levity and a sense of purpose. I very much enjoyed working with Bob as his Vice President and you will never find a more gracious and humble person. I wish him all the luck in the future.

There are two people who deserve a special recognition from my prospective. It is Cort de Peyster and Jon Rowbottom. Both have been excellent Presidents in the past and have striven to improve the objectives of RUPA. If it were not for them, I would not be writing this President's Letter that you are reading today. They continuously provide their sound ideas and perspectives within the organization. This background of information and ideas provide for the direction we want to maintain. I do not want to overlook the previous Presidents and board members as they too have contributed so much to our association.

We are very fortunate to have two officers of RUPA who have contributed immensely to our goals and direction. The first is Cleve Spring. Of course, Cleve is responsible for developing the *RUPANEWS* magazine as our consummate editor. He has done such a tremendous job on a monthly basis with developing the camaraderie within our ranks. His articles of the happenings of United Airlines, keeping us abreast with what is happening within the aviation community, providing detailed medical information for us older folks and publishing the various missives of our retired pilots have all been such an asset to RUPA. Further, our secretary/treasurer, John Rains, has taken the bull by the horn and provided us with excellent financial reports and giving expert guidance with respect to the needs and requirements of RUPA. He is one dynamic individual and I have very much enjoyed working with him through the years. We are so very fortunate to have both Cleve and John on our team. Others that I would like to personally compliment are Phyllis Cleveland, Pat Palazollo, Rich Bouska and Larry Whyman as committee chairmen for their contributions to RUPA.

I am more than looking forward to working with our new Vice President, Don Wolfe. Don has had such a distinguished career in both the military and with United Airlines. He is well known throughout the United system and if you get an opportunity to meet him, I am sure you will enjoy his humor and intellect.

With regard to me, I retired from United over 5 years ago and I am also retired from the US Air Force. My passion in life is golf and trying to give back to the community as much as I can. My wife, Sharon, and I love to travel and visit with our grandchildren as much as we are able.

The Retired United Pilot Association is very vibrant and financially stable. I would like to expand the number of monthly luncheon groups and encourage as many pilots, both active and retired, to become new members. I will do my level best to continue the traditions of RUPA and to serve admirably with the current officers and board members.

To continue with the established practices of the past, we would like to welcome our newest RUPA members:

Capt Len Abruzzo (DEN) Highlands Ranch, CO
Capt Michael Dennis (DEN) Castle Rock, CO
Virginia Carole Glaze, Kirkland, WA
Capt RJ McGavren (SFO) Angels Camp, CA
Capt. Trevor A. Nunez (EWR) Palm Coast, FL
Capt Rick Shaw (LAX) Redondo Beach, CA
Capt. Donald D. Wolfe (SFO) Forest Hill, CA
Still Flying High, *John Gorczyca*

Capt Howie Christensen (EWR) S. Pasadena, FL
Charles P. Gersbach (EWR) Mount Laurel, NJ
Capt Molly Flanagan Littlefield (SFO) Kent, WA
Capt. Otto R. Nuila (SFO) Provo, UT
Capt Larry Sandford (ORD) Mundelein, IL
Capt. Brian K. Walker (SFO) Novato, CA

Vice Presidents Letter

Don Wolfe (Wolfman)



I am excited to serve as the RUPA VP for the next term. I know numerous past and present RUPA officers and am proud to be associated with them. I am also very proud to be associated with you, the retired pilots of United.

Over my 40-year career there were numerous opportunities for us to be critical about the extraneous ventures of United Airlines. United Airlines once owned a premium hotel chain, rental car agency, computer company, business jet startup, Allegis Corp. and various other businesses unrelated to operating an airline. In spite of this, the one thing United Airlines always “got right” was Flight Op’s. That’s you and me and our brothers and sisters on the flight deck. We flew big jets all over the world and we flew them well. The pilots of United were always leading the way in safety, training and airline operations. We were ALWAYS there for each other and we were there for the long term benefit of United Airlines. These facts about our integrity and performance cannot be taken away from us. We have paid it forward with a solid foundation of reliability and service to United Airlines and the next generation of aviators.

On another note, the RUPA Reunion is coming up quickly. I’ve attempted to round up the 6 surviving members from my new hire class to join us in Dayton. 3 pilots from Class 08/14/78 have signed up and we’re hopeful the other 3 can make it too. We’ll be the “junior” guys in our late 60’s and mid 70’s over in the far corner of the banquet room. Stop by and we’ll share the secret of how to make \$1 million dollars in aviation.

Those of you who registered for the WPAFB museum tour will not be disappointed. The displays are really something to see and experience. If you served in the military, you may find your “old ride” there. Even if you didn’t serve, there are numerous military airplanes on display that were also operated by civilian companies. ALL 5 of airplanes that I flew in the military are in that museum. I’m not sure how those planes got in there because I do not feel that old!

I look forward to seeing you in Dayton. Cheers! *Wm*

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**

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.

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

OK.....do ya want the good news or the bad news 1st? Times up!!! I'll start out with the BAD News - the Stuart area of FL has been getting overwhelmed (flooding galore) with afternoon and early evening rain showers for the past week or so. Some areas are getting 2-3" each day causing a GR8 deal of flooding.

☹️ BUT, we are surviving and will continue to survive. (see the picture that I have included of the 'yacht' ?? - such as it is) that is sitting in the flood waters in front of Shrimper's. (BTW, the SS Mainliner would make Gilligan proud I'm sure. 😊)

Now for the GOOD News - one of our long-time recently (June, 2019) Retired Pilots, Paul 'Rambo' Ramdial made the long (almost 2 hour) drive up from the Tamiami area of MIA to join us for our Stuart RUPA Luncheon. What a treat for all of us. As the 'youngster', he brought a LOT of enthusiasm and vigor to our group and shared many stories of what is NOW going on at UAL and also some of his 'shared' experiences that he had while flying S/O for Jim Dowd in New York. Rambo indicated that the current relationship between UAL Mgt. and the Pilot group is quite GOOD and that the Pilots are quite happy with the current Pilot Contract. We were all glad to hear the good news and how things are playing out now that the Continental Merger with UAL is complete. We certainly hope that Rambo will be joining us for all (or at least many) of our future Luncheons. Welcome Paul, glad to have you.



L - R: Dave Damon, Jack Boisseau, Andy Lambert, Jim Dowd, Ted Osinski, Jerry Holmes, Paul 'Rambo' Ramdial and Bob Langevin.

Jack Boisseau told us how EXTREMELY HAPPY he is with his new toy, a Cessna 182 that he's recently purchased. It did require some work, but it is now up and flying - wonderfully. He said that the hardest part of the entire process was the PAPERWORK required by the Feds to get everything Legal, but Capt. Jack got it done....as he always seems to do. I can't give you any details in this Publication, but Andy Lambert did share with us some of the PA Announcements that he had the B---s to make. At this point, I have nothing more to say about that subject.....🙄. (Sgt. Schultz of Hogan's Hero fame is my idol BTW!!!) Terri, our Server, did a terrific job in catering to our every need (well, ALMOST every need) in delivering the delicious Shrimper's food and 'drink'.

That's about it for now, but if you happen to be in the Stuart area on Tuesday, Sept. 10th, we'll be at Shrimper's once again at 11:30 AM.....come and join us, we'd love to have you. By the time that you get this, Labor Day will have already past.....so I hope that you and your family had a Happy and SAFE Labor Day Holiday. Cheers and Best Regards, **Bob Langevin** (MIAFO, CLEFO and ORDFO)

**I hate it when I see some old person and realize
We went to high school together**

Dana Point RUPA Luncheon



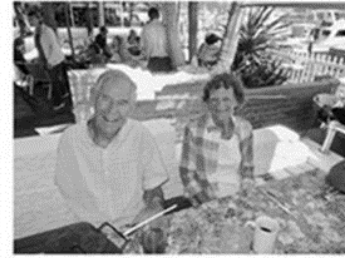
**Molly Herman
Colin Winfield
Scott Herman**



**Molly Herman
Colin Winfield
Bruce Dunkle**



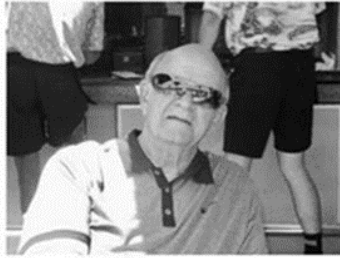
Joe Udovch



**Brad and Rhoda
Green**



Marie Ryerson



Chuck Ryerson



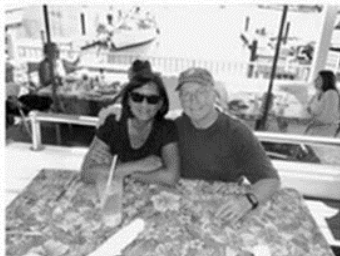
Bob Fuhrmann



Bill Stewart



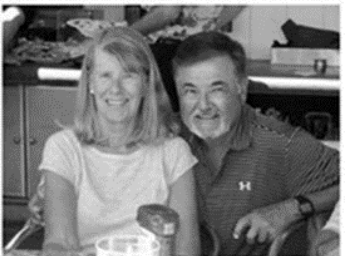
Rico Santamaria



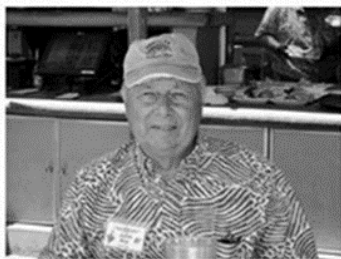
**Susan and Mark
Mayer**



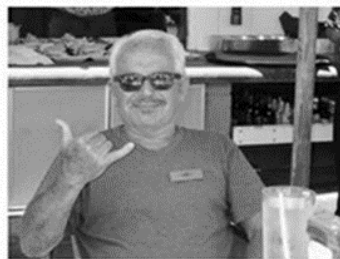
**Jim and Karen
Grosswiler**



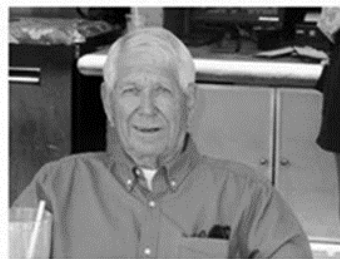
**Laurie and Roger
Parsons**



John Arp



**Rusty Aimer
says "Hang
loose, Brudda"**



Bill Rollins

Another terrible day in Paradise! 75F with light ocean breeze and plenty of sunshine in Dana Point, California brought the RUPA gang out in force!

The North San Diego group and wives honored us with their presence. I don't recall ever having such a large group, but the yummy lunch was served by the Wind and Sea great staff. Our guests from North San Diego especially liked the steak sandwiches.

Aside from reminiscing old memories, we managed to solve most of the world's problems, including global warming, while sipping icy Arnold Palmers.

Our memories of LAXFO include the boxes of paychecks at the office because United didn't do payroll deductions. Sue, the FOSR then, had a side business depositing paychecks into her pilot clients' accounts. There was the embossing machine to mark the write-your own-paper pass travel tickets. Memories of flying included taking a high-speed exit on the 727 with the nose gear still off the ground - and with an FAA inspector on board!

Roger Parsons moved down from Washington State and we discussed the differences living down here. Those include the lack of storage in the generally smaller homes, hence the prolific storage business, taxes, etc. On the other hand, there is the great weather all around.

Bill Stewart and Chuck Ryerson (ex. PAA) brought up the flying in the old Berlin Corridors. Brought some fond memories when I flew the Aero America 707's in the Corridors in the late 70's. Racing Pan Am 727's around the old Berlin Tower and getting embarrassingly beat every time!

We had to be extremely careful to stick to the center line of the one-mile wide roadway in the sky that extended only to 10,000' at 370kts. or risk getting shot down by the loitering Soviet Migs with itchy fingers and hair triggers, on our wing tips. Today's superb Auto Flight and GPS Nav systems would have helped but we relied on our old VOR and ADF accuracy and some help from the US military controllers.

Rico Santamaria, a current UAL 787 Captain, told us about the recent HKG flight cancellations due to the political unrest there. Roger Parsons added that a lot of hotels there are hurting." *Rusty*

PNW Flyers (July) RUPA meeting

9 retirees, 1 active and 1 spouse, braved the Pacific Northwest "summer" weather to attend the 1st "official" RUPA meeting of the PNW Flyers group.



Left to right: Pete Lara, Rich Warden, Alex Dunn, Donette and Don Wright, Bill Sanford, yours truly, Don Lake, Steve Craig (active), Jon Steine rand Gary Robbins.

Earlier in the month the RUPA BOD gave the blessing to make our new and unique group, official. We've had ad hoc meetings for the past year, with fly in, drive in, boat in, meetings at various airports with cafes, around the Puget Sound.

We met this time at Tacoma Narrows Airport (KTIW) at the Hub cafe. Four planes made it, several by scud running, and one under IFR. Yes, the weather guesser blew it and it was a bit soggy.

The furthest traveled prize goes to Rich Warden who flew up from Northern Oregon and the closest prize goes to Don Wright who along with his bride had to drive 3 whole minutes. Good food and lots of stories ensued.

Next meeting is planned on Blakey Island, a private island in the San Juan island archipelago. Our own Karen Flynn and her husband have graciously offered to host it at their house on the Blakey island airstrip.

The date has yet to be determined at this writing.

If you're interested in getting on the invite list for future lunches, contact me at: Cortreno@aol.com
Humbly submitted, *Cort de Peyster* Scribe

DCA Eddie O'Donnell RUPA Lunch July 17th

Gathering at JR's Stockyards Inn, Hal Cockerill and Gary Cook again welcomed each individual attendee at check-in. At noon, we opened with a moment of silence to remember those flown west since our last lunch. Capt. Bob Crosby, Capt. John Galligher and Capt. Fred Martin. We remembered the pleasure of their company and the part they played in our lives and our profession.



Left to Right: Ed Miller, Ward O'Brien, Sim Stidham, Bob Gilbert, Gene Couvillion, Jon Beckett, Gary Cook, Hal Cockerill, Don Reinhard, Larry Grube, Paul Gilson, Pierre Ney, Bernie Schwartzman, Gil Coshland and E.K. Williams. Camera shutter apparently caught us after one of my attempts at humor. JR's goes out of their way to make us welcome and their kitchen is really great. There were many compliments regarding the steak but, by far, the raves were for the dessert, Sopapilla Cheesecake Squares. We spoke of Dolores Miller, Earl Jackson and Jerry Goebel and voiced our best wishes as they deal with the challenges each one faces.

We talked about the RUPA Reunion in Dayton and several indicated they plan to be there. Good time expected. It was pointed out that one of the benefits available to retirees traveling abroad is International SOS. United has partnered with International SOS to provide security and medical assistance in emergency and non-emergency situations. Sign up before you leave. We were reminded of the good information available at RUPA.org.

The RUPA Leesburg Breakfast and RUPA Manassas Breakfast were discussed and it was noted the RUPA Boys Night Out in Hagerstown is August 14th. Let Stokes Tomlin know you are coming.

Then, there was a long discussion regarding the history of our lunch group and the future location and format of our Quarterly Lunch gathering. For now, we will stay at JR's for the Coed Lunch on October 16th but keeping in mind the MRD (Min Req Diners) of 20 for booking our room. Mark your calendar and make a plan. See you in Dayton, **E.K.**

Washington RUPA Patriots in Williamsburg (July) Luncheon

We beat all the heat and humidity at Victoria's. It was a great time to get together inside and share memories of Capt. Vic Shumaker with Penny. *Jb*



Left to Right: Penny Shumaker, Jim Krasno, JoBeth Lynch

The Big Island Stargazers RUPA Luncheon

We enjoyed a beautiful July afternoon for our monthly luncheon in Kailua-Kona.



L to R: Buck & Dottie Martin, Don Diedrick, Joan & Gerry Baldwin, Linda Morley-Wells, Walt Wells, Linde & Al Rimkus and Richard Morley

After a two-year absence, it was great to see Buck and Dottie Martin back on island. They escaped the summer heat in Palm Desert to reestablish their annual visits to the Big Island. Al and Linde Rimkus spoke about their upcoming domestic and international travel plans, and Al and Walt Wells told tales about their flying days in the F-100. We also extended a welcome to this scribe's brother, Richard Morley, who is a Big Island resident and American Airlines retiree. He plans to join us at future luncheons to enjoy our camaraderie and airline talk story hour.

We had a discussion about the adage that airline pilots are cheap, but we had one abstention. However, we all know how the Grand Canyon was formed...and everyone enjoyed the free pupus and desserts provided by The Fish Hopper restaurant.

If you're in town, please join us on the third Thursday of the month. *Linda Morley-Wells*

San Francisco North Bay RUPA Luncheon

The North Bay gang met once more at the Sheraton Tolay restaurant at the Petaluma marina. A turn out of the usual suspects and a lively table chatter ensued.



L to R: Barney Hagen, Rick Saber, Bill McGuire, Galen Wagner, Dick Hanna, Mike Tar, Bob Grammer, Larry Whyman, Jules Lepkowsky, Mickie and Sam Orchard.

Larry Whyman reminded us of the upcoming Guppy Gathering on September 18th in the town of Sonoma on The Square. Gather at 11:00 am, and this year will be dedicated to Leon Scarbrough for all THAT he did for the group and for his dedication to RUPA.

Rick Saber talked of his support of an organization, Unbound, and the wonderful work they do for children in the third world who can use a little help. Check it out, Unbound.org.

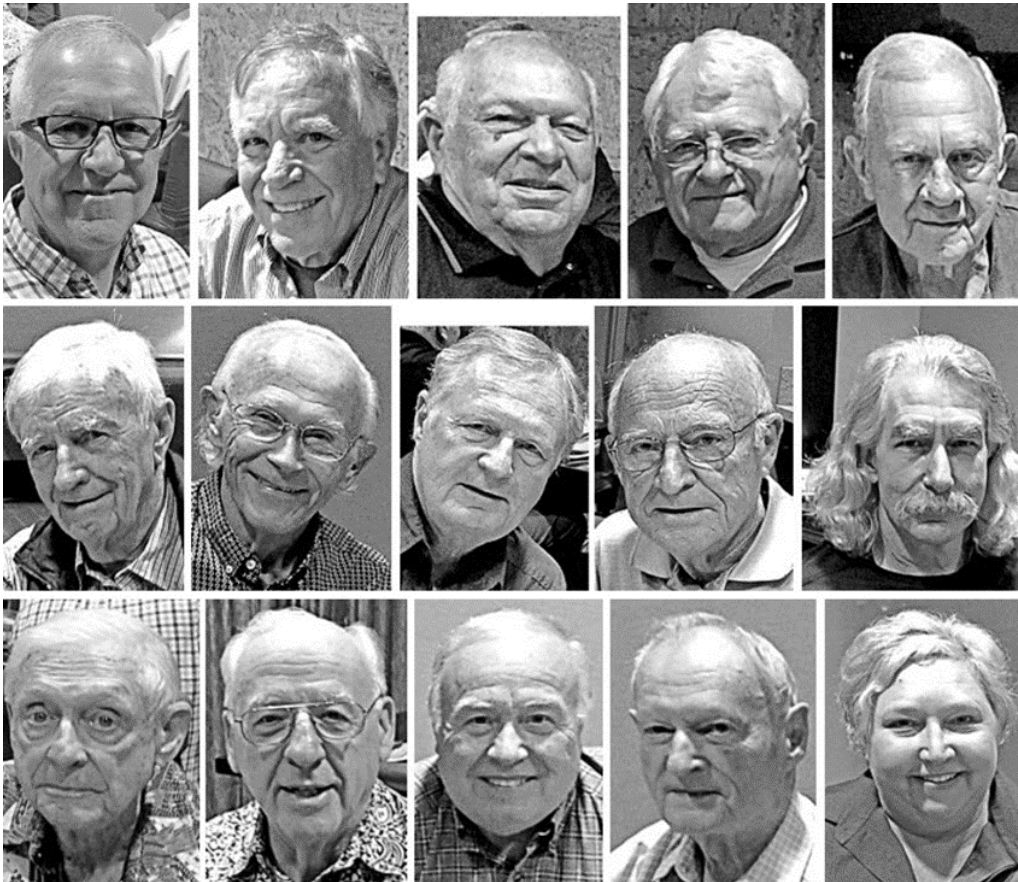
Come join us. First Wednesday of the month, Sheraton Tolay at the Petaluma marina. 12:00 o'clock meet and sit down at 12:30, out the door at 2:00ish. Per Ardua, *Barney*

Seattle Gooney Birds RUPA Luncheon

August 8th, 2019 was a perfect summer day for Western Washington. 68 degrees at noon with Cloudy Skies. 16 Gooney Birds attended the lunch, and conversations ran the gamut from early days at United up through the Boeing Max 8 crisis. This month's issue will feature two long-time Gooney Bird members, Dave Fahrenbach and Gerry Ackerson.

Pictures to the right, top, Dave Fahrenbach: "The airplane is a Cessna 0-1 Birddog of 1967 shortly before my graduation from army flight school at Fort Rucker, Alabama. 2 months later I was flying visual reconnaissance combat assault missions in the central Highlands. 276 missions and the old dog always brought me home."

Pictures to the right, bottom, Gerald Ackerson first solo flight. Gerald Ackerson, Willamette University AFROTC cadet lieutenant colonel, took to the air on his own Friday afternoon to become the first cadet at the school to solo under the flight instruction program.



L to R, Top to Bottom Rob Robison, Dave Fahrenbach, Bob Howard, Jerry Ackerson, Bob Reid, Dave Mosby, Tom Smith, Eric Malm, Bill Jensen, Pete Lara, Jack Brown. Jim Barber, Bill Sanford, Bill Stoneman, not pictured Hank Kerr and Peg our waitress. *Hank*

Denver Good OL' Pilots RUPA Luncheon

On Tuesday August 15th 35 Good OL' Pilots and guests assembled at The Tin Cup Bar and Grill in Aurora for social-happy hour and lunch at noon. Some attendees started arriving as early as 11:00 and most had arrived by 11:30. The banquet room where we meet is a nice space for members to enjoy conversation before lunch with plenty of room and a premeal side bar with coffee, lemonade and water. Round dining tables which seat eight also promote discussion during lunch. Our caterer served a lunch of a salad followed by chicken parmigiana, pasta, vegetables and finally dessert served last.

After lunch Ted Wilkinson provided some humor. Daryl Rice has compiled quite a bit of information regarding facilities, contacts and benefits in the Colorado area for retired military and some information

regarding veterans. A printout of this data was passed around in case anyone was interested. Members were reminded of the RUPA Reunion next month in Dayton, OH.

Attending were: Jim Adair, Darrell Ankeny, Bob & Ann Blessin, Ray Bowman, Tom Bush, Jon & Kris Carter, Al & Judy Dorsey, Tom Gordon, Dick Grant, Bill Hanson, Nick Hinch, David Horwitz, Mike & Peggy Hutchinson, Tom & Sue Johnston, Dick Kobayashi, Cliff Lawson, Rich Martinez, Mark McGurk, Daryl Rice, Dan Romceovich, Joe Rozic, Bob Sannwald, Rick Steele, Tony Twardziak, Casey & Gail Walker, Roger Widholm and Ted & Rose Wilkinson. *Tom*

SAC Valley Gold Wingers RUPA Luncheon

We enjoyed our August luncheon and thank all who came out and joined us. So, my wife and I just returned from our three-week vacation to Europe which included the 12 day RUPA cruise. I must say that the cruise was highlighted by the wonderful time we had with the other RUPA members on the cruise. We had dinner together and took various excursions together which made the cruise such an extraordinary experience. We had several cocktail parties and dinners hosted by our travel agent, Jerry Poulin. The entire cruise came together by the outstanding work Rich Bouska did for all the RUPA cruisers. I highly recommend anyone participating in a future RUPA cruise.



Seated: Sharon Gorczyca, Linda Akin. Back row: Tedd Stiles, Diana Stiles, Marv Alexander, Julie Akin, Bill Authier, Ed Akin, Chuck Kolesar, Bruce Milan, Steve McBride, Don Wolfe, Vivian Stolp, Lori Muir, Dave Ulm, Mary Harty, John Petts, Jim Harty, Dave Leippe, Ken Ledwith, Jerry Blalock and John Gorczyca.

We discussed the huge number of bogus emails our RUPA members have been receiving. Many of these emails request donations to various organizations. RUPA does not condone this or anything that requests funds for any sources. I suggested two good books that aviators may enjoy reading. The first is "Fly Girls by Keith O'Brien and the second is "Take Off, 21 High Flying Secrets for Success" by Steve Forte who used to be our Sr VP for Flight Ops at United. We talked about the amazing flight Neil Armstrong and his crew took to the Moon some 50 years ago. Of particular interest was the General Dec submitted by Neil Armstrong and his crew after departing from the Moon and arriving in Honolulu. Also, we discussed the travel voucher submitted by the crew that amounted to \$33. Quite fascinating! Another milestone date was the 30th anniversary of the United flight 232 crash that occurred in Sioux City, Iowa. We continue to thank the likes of Captain Al Haynes and Captain Denny Finch for their heroic actions that day in Iowa. It was announced that the B-737 Max will not be rectified until probably the first part of 2020. We are very sorry to report the United pilots arrested in Glasgow, Scotland for excessive limits of alcohol. This is such a tragedy. Further, United announced the upgrade of the Flying Together which will allow instant access to some of the most recently used pages. I hope this will be a much more useful tool.

We have lost one of our Goldwinger members who is moving to the state of Washington. We wish Geoff Greco and his wife the best in the future. A couple in our group who have actively supported our Goldwinger group are Bob and Kathy Lynch. Both Bob and Kathy are struggling with some medical problems and we wish them the best during their recovery.

Enjoy your Summer and the upcoming months of Fall. Still Flying High, *John Gorczyca*

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

We held our August RUPA lunch at Galuppi's in Pompano Beach. It was well attended considering it's summer. We want to extend a welcome to Bev Warde for attending



Clockwise were: Mike Warde, Bill Garrett, Ham Oldham, Cookie Palsgraf, Paul Ramdial, Dave Friend, Stan Baumwald (NWA Ret), Gene Anderson, Jim Morehead, Diana and Bob Engelman and Bev Warde.

No significant worthy items. It should be noted that Steve Forte has written a book on aviation hiring and Career Success. It is called *Take Off* and sold through Amazon. I have a copy and it arrived well within one week. Among other things Steve was senior VP of flight operations in Chicago and was one of the chief pilots in Miami.

The next month's lunch will be September 12th, which as always is the second Thursday of the month, so mark your calendars and look forward to seeing you next month. *Jim Morehead & Art Jackson*

The San Francisco Bay-Siders RUPA Luncheon

Five people arrived at the appointed time and we wondered if we were all that would be having lunch today, but eventually six more arrived.



L to R: Ed & Pat Manning, Isabell Traube, Carol Gillett, Jeri Johnson, Rich Erhardt, Pat & Larry Wright, Rich & Georgia Bouska and Jerry Terstiege.

We were happy to see the Bouska's and Mannings', fresh off the RUPA cruise. Of course, Rich is very involved in the RUPA Reunion in Dayton, Ohio this October and has already made plans for the next RUPA cruise.

In addition to the loss of Bill Hartman and George Mondonca, we are sad to report the passing of Bob Norris last month. Bob and his son Craig's repartee were highlights of many of our luncheons. Craig is a captain on the Airbus out of San Francisco but attends our luncheons when possible.

Our luncheons are always on the second Tuesday of the month – 11 a.m.

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

Ohio Cleveland Crazyies RUPA Luncheon

We had sixteen members wives and friends present for our August meeting at TJ's Restaurant in Wooster, Ohio.



Left to Right standing: Phil Jach, Denny Flanagan, Linda Jach, Harvey Morris, Pat Morris, Paulette Church, George Bleyle, Carol McMakin, John Hochmann, Carol Cusick, John Cusick, Rich McMakin, and our new server Maddy.

Left to Right seated are: Dick Sanders, Dawn Lang, Bob Olsen and Bob Lang.

As usual the talk was lively, the food excellent, and the service perfect. We were introduced to our new server Maddy, and she is already well liked by all. For desert Pat Morris treated us to wonderful chocolates as she has done so many times before.

Many of the plans for September were reviewed and discussed. On September 11th we have plans to meet at the Medina 911 Memorial at 9:30 am to remember the crew and passengers of United Flight 93. Denny Flanagan is working on the plans and gave new hats with United wings to all pilots present. Also, on September 11th the Flight 93 National Memorial service at Shanksville, PA will start at 9:45 and run until noon. All pilots attending are asked to wear their uniform.

On September 14th Mary Serpentine is hosting the annual Flight Attendants and Pilots Reunion at her home starting at 2:00 pm. It's BYOB. Bring a dish to share and enjoy the time together.

Finally, at our Third Thursday meeting on September 19th, we will have a speaker that was involved with the crash site of United Flight 93. I ask that any planning to attend let me know so seating can be arranged at TJ's. Cheers, *Phil*

Los Angeles South Bay RUPA Luncheon

Thursday was our LAX RUPA lunch and because of vacations and other appointments, we had a small gathering. Food was good at Mimi's, and it was easy to visit, so we enjoyed chatting.



L to R: Gary and Treva Forister, Suzanne Tyree, Sharon and Don Crawford.

Next lunch will be second Thursday in October at Mimi's restaurant in Torrance. Hope you join us then!

Sharon

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Summer greetings to all from the Rogue Valley and the Intrepid Aviators. Again, we enjoyed our gathering at the Pony Espresso in Jacksonville on our third Thursday.



Left to right seated: Chris(son) and Banjo Bob Keasbey, Scot Lee, Jim Jaeger, Rose Spring, Steve Fusco. Standing, Bob Niccolls, Cheryl Jaeger and Cleve Spring.

Always good to gather and renew friendship and fellowship with our group. Again, as always, good conversation and humor flowed across the table. Among the topics 'The Shingles Shots' now available. For me, my doctor suggested waiting a year to prove the new shots. So, I did and thus this year he strongly suggested I get them. They come in two shots, separated by from two to six months. Claimed results are for 90% success and at zero co-pay (for us at least). Side effects were mild with some soreness and mild discomfort the next day. Given the really ugly life Shingles can bring, please look into it. We had ours at the CVS pharmacy with our plan, Cleve and Rose at Costco pharmacy....again, at zero co-pay.

Well summer is in full bloom and, so far at least, no fires in the area. Result has been gorgeous weather and thus an invitation to immerse oneself in the many things to do in this beautiful region. For us, today, off for the lake cabin for a week. Come see us any third Thursday!!! Cheers, **Bob**

The Columbia River Geezer's RUPA Luncheon

We had 8 Geezers show up for lunch on a perfect Oregon summer day.



From the left: Bill Englund, Rich Warden, Lew Meyer, Mike Thomas, Jim Wilder, Rusty Harrison, Steve Barry and Mac McCroskey.

Jim Wilder is new to our area, and our group. He came to United with the Pan Am pacific acquisition, retired off the 400 out of JFK, and recently moved from Connecticut to Eugene, Oregon to be near family. His presence brought up a lot of conversation focused around the Pan Am merger, from both sides. Jim talked about some of the seniority scrambling going on at Pan Am prior to our merger, especially with the

National merger still being felt. Mac talked about being one of the first, and only United Captains on the L-1011. That led to a discussion of odd things like up rigged ailerons on the 1011 and other aircraft. It was amazing some of the details we could recall about odd aircraft systems, yet unable to remember what we just ordered for lunch. Rusty's scratched up hands and arms told some of the story of the very extensive restoration he is near finishing on his Bonanza. He has high hopes it will be flying by the next meeting. We meet the second Tuesday every month at California Pizza Kitchen in Clackamas Town Center, Happy Valley, OR 97086. If you are in the area, please join us. *Steve* sjbarry72@yahoo.com

San Francisco East Bay Ruperian's Luncheon

We had a good turnout for our August luncheon at the Primavera restaurant.



Sitting around the table clockwise are Jon Schaffer, B. S. Smith, Georgia and Rich Bouska, Neal Dahlstrom, Shirley and Lee Francis, Cynthia and Steve Kesinger; at the table in the background facing the camera is Andre Mantha. Jerry Udolhoven had to leave early.

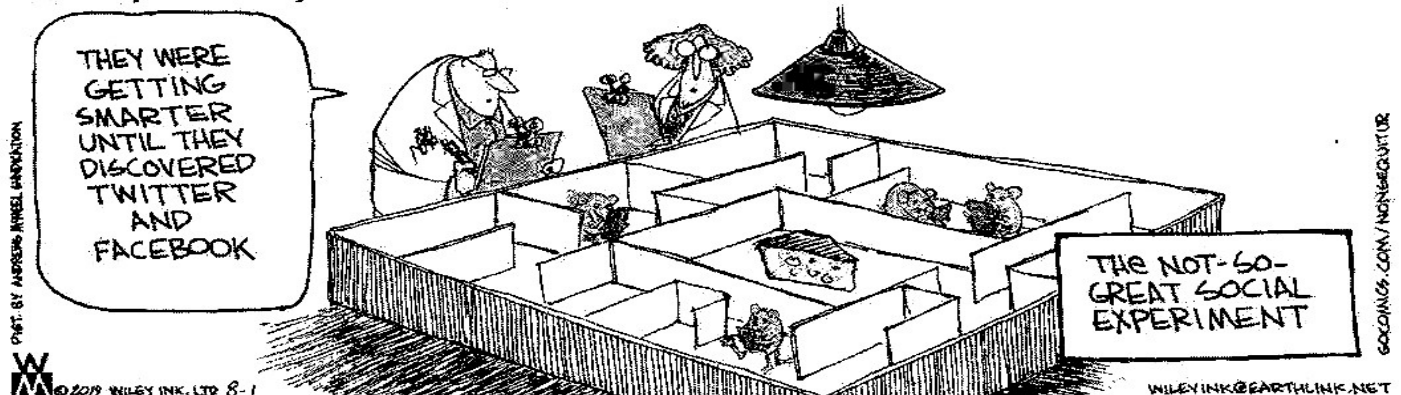
The conversations were quite lively covering a myriad of topics. I couldn't hear them all as several were going on simultaneously. Shirley Francis announced she is going in for knee replacement surgery shortly which was of particular interest to Cynthia Kesinger as she has knee problems too. My wife Georgia mentioned her upcoming cataract surgery; it seems like most of us this age have had it. B.S. Smith filled us in on his recent cruise experience. He went on the first 12 days of the recent RUPA Mediterranean cruise, and then flew to Copenhagen to join 31 of his family members on a Regent cruise of the Baltic to visit St. Petersburg.

We also discussed the RUPA Reunion in Dayton and how it is shaping up quite well with over 100 planning to attend.

Quite by accident we were seated next to a table of four, one of which was retired Capt. Andre Mantha. We will have to have him and his wife, Pauline, join us on a regular basis.

We meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramone. Come by and join us. *Rich Bouska*

Non Sequitur Wiley Miller



Manassas RUPA Breakfast



Left to right: Jim Foster, EK Williams, Gene Couvillion, Bill Davis, Stokes Tomlin, Stokes retirement picture, Hal Cockrill, Gary Cook, John King, Sim Stidham and Fred Streb.

This was a great summer break with no medical adventures. Bill Davis related his successful crabbing trip on the Chesapeake. Stokes Tomlin, always looking to broaden our conversations, brought his retirement picture. Reading the congratulatory messages caused us to reminisce as we identified signators. John King let us know about a balloon festival the weekend of August 17th at the Flying Circus. As always this was a good get-together. *Gene*

United Offers More Business Class Seats Between New York And London Than Any U.S. Carrier



United Airlines announced every flight between Newark/New York and London Heathrow will be operated with its newly reconfigured Boeing 767-300ER aircraft. The extended cabin features 46 United Polaris business seats in the premium cabin and 22 United Premium Plus seats. United's fifth daily nonstop flight became available for sale on July 27 for travel beginning Sept. 15, 2019.

“By reconfiguring aircraft and adding more space and seats, and ultimately comfort, we are committed to making United the airline that customers choose to fly,” said United’s Chief Commercial Officer Andrew Nocella. “We have seen an increase in customer demand for

premium seats and we’re excited to be able to expand the number of seats on all of our flights between New York/Newark and London.”

The reconfigured Boeing 767-300ER aircraft features 16 additional United Polaris business class seats – a more than 50 percent increase in all-aisle-access seating – bringing the total premium cabin seat count to 46. The aircraft will also feature 22 United Premium Plus seats (becoming the first United 767-300ER to offer this seat type); 47 Economy Plus seats and 52 Economy seats. United will operate the reconfigured 767 – which will feature the highest proportion of premium seats on any widebody aircraft operated by any U.S. carrier – between Newark/New York and London, offering more premium seats in the largest premium route in the world.

United Polaris business class service is designed to bring a new level of quality to every aspect of premium cabin travel –from lounge to landing – and provide the best sleep in the sky. Customers booked in the Polaris cabin will continue to receive signature amenities such as Saks Fifth Avenue bedding, amenity kits featuring custom products from luxury skincare line Sunday Riley, a variety of inflight entertainment options, elevated food and beverages and access to the Polaris lounge at Newark Liberty International Airport and the arrivals lounge and United Club at London Heathrow.

The newly launched United Premium Plus seats are located closer to the front of the aircraft, directly behind Polaris. Customers traveling in United Premium Plus receive Premier Access check-in, complimentary checked bags, larger and more spacious seats, an upgraded dining experience, an amenity kit, Saks Fifth Avenue bedding and more.

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

Roger Ashely Adams	Myron & Pamela Ashcraft	Bill & Rosemary Authier
Joe & Mary Bieryla	George Bleyle	Rich & Georgia Bouska
Rod & Deborah Boyd	Phyl Cleveland	Pat Coshland
Garry Nancy Coulter	Michael & Kristen Coyle	Clark Crawford
Barry Davidson	Camille dela Rigaudiere	Gerry & Sheila Delisle
Michael Dennis	Cort & Nancy de Peyster	Kevin Dillon
Bob Diana Engelman	Richard Erhardt	Walt Fink
Melvin & Michael Franzen	Bill & Carol Gander	John & Sharon Gorczyca
Tad & Cheryl Gordon	Fred & Janet Hodge	Joe & Donna Holub
James Howard	Ron & Gayle Huddleston	Art Jackson Carol Jarmar
Fred Keister	Ted & Joni Keskey	Pat Koester James Krasno
Richard Kuhn	Dan Kurt	Eugene Lamski
Tom Losasso	Richard Martinez	Mac McCroskey
Jim Morehead	Lori Muir	Richard & Joan Murdock
Jake & Cheryl Nelson	Chris Offenhauer	Bob & Chris Olsen
Mike Orozco	Hal Osteboe	Jim & Chrispy Peterson
Roger Pickard	Dorothy Prose	Jim Prier
Bryan & Susan Quigley	John Rains	Beth Raphael
Bud Reed	Lloyd "Don" & Catherine Reinhard	Chris Richardson
Sybil Robertson	Jon & Jane Rowbottom	Joseph Rozic
Randy & Pamela Ryan	Sue Sakata	Richard & Mary Lou Sanders
Guy Sapp & Christine Blackburn-Sapp	Cyndi Schwager	Patti September
BS Smith	Cleve & Rose Spring	Bruce Stover
Dave Ulm	Ted & Rose Wilkinson	E.K. Williams
Don Wolfe	KR & Patty Wright	

United Airlines to Acquire 54 Bombardier CRJ550s



According to The Points Guy, United is looking to secure all 54 aircraft by the end of next year. The CRJ550s are a new Bombardier built aircraft based on CRJ700 airframes. Bombardier is promoting the regional jet as being the first triple-class 50-seat aircraft in the world. The CRJ550 will replace older regional jets. The Canadian plane maker claims that the CRJ550 is the only solution for North America's aging fleet of 50 seat aircraft.

Fred Cromer, President, Bombardier Commercial Aircraft said, "The new CRJ550 model is the only solution in North America that can replace the existing fleet of aging 50-seaters, a market of over 700 aircraft. It offers an improved passenger experience with ample onboard storage for carry-on bags and more passenger living space. This is one more example of how we are focusing on creating value for our customers and a very important endorsement from United in regard to the CRJ platform." The rest of the aircraft will be comprised of 20 economy plus seats and 20 standard economy seats. United Airlines CRJ550s will also feature large storage closets, eliminating the need for passengers to gate check their bags. In addition to this, the plane comes with a self-serve beverage and snack station and more overall legroom per seat than any other 50 passenger aircraft flown by any American airline.

When the first of United's new CRJ550s arrives later this year, it will be based at their Chicago O'Hare hub and be put on the ORD-XNA route. For those not familiar with the XNA airport code, it refers to Bentonville, Arkansas which just happens to be the world headquarters of Walmart.

Following this, other aircraft will be put on routes to smaller regional airports and will be based at both Chicago O'Hare and Newark Liberty airports.

When talking about the CRJ550s back in February, executives at United said the new planes would help their current competitive disadvantage in some of the country's smaller markets.

Currently, United's contracts with its pilots limit the airline to 255 large regional jets that feature first-class cabins. Meanwhile, Delta and American Airlines can both fly more of the larger models.

By flying the CRJ550 United will now be able to introduce a first-class service on smaller routes while still complying with contractual requirements of their pilots. Andrew Nocella, the chief commercial officer of United, commented on this during a second-quarter earnings call on July 17th, saying, "Getting our structural disadvantage in smaller communities fixed is a priority. We're excited to see the 550 enter service and what it's going to do to us."

Besides helping United Airlines level the playing field in smaller markets, the CRJ550 will create new upgrade opportunities for frequent flyers. The way United will do this is by introducing the CRJ550s on routes that currently fly 50 seat aircraft with an all-economy configuration.

The United CCO did not put an exact date on when the new CRJ550s would enter service other than to say it would be "later this year."

Wumo Wulff & Morganthaler



All-female crew flies 787 to world's largest airshow

A Boeing 787-8 Dreamliner crewed exclusively by women landed in Oshkosh, Wisconsin, where it was on display at the EAA AirVenture Oshkosh airshow. President Scott Kirby, along with nearly 100 women, representing a cross section of United work groups, joined the pilots and flight attendants on board the aircraft for this historic flight, which symbolized our commitment to supporting women in aviation.



“Women are in critical leadership roles across United, and what better way to demonstrate our commitment to women in aviation than arriving with more than 100-strong at the largest airshow in the world,” said Technology EVP and Chief Digital Officer Linda Jojo. “We are proud of our strong legacy of supporting women in this field, but we are also excited to be a part of shaping the future of aviation so that it includes even more women.”

After arriving in Oshkosh, our employees met with approximately 70 female high school students in EAA’s GirlVenture program, giving them a tour of the aircraft and discussing careers in aviation. System Chief Pilot Bebe O’Neil later announced another scholarship for aspiring female aviators, in addition to ones we already offer annually, at the Women in Aviation Luncheon, which took place in conjunction with the airshow.

We proudly employ more female pilots than any other major airline, and we are the first and only commercial airline to sponsor an all-female technician team in the Aerospace Maintenance Competition at the MRO Americas show. Last year, we held Girls in Aviation Day events in 12 locations around the world, and we plan on adding even more this year.

The Annual **GUPPY GATHERING** Continues!

Final reminder ~ It’s only 2 weeks away! Be there or be square!



Dee and Larry Whyman will be hosting this year’s event, which will be held Wednesday, Sept. 18 from 11am-2pm at the NE corner of the Sonoma Town Plaza in Sonoma, CA. It will be "Potluck", but if you are unable to bring a dish, don't worry, there's always plenty of food! Any and all pilots, flight attendants, maintenance folks, or office staff associated with the guppy are invited. For more information contact Larry at LarryW737@aol.com or phone 707-996-9312

~Let's do this one for Leon and Vicky!~

United is on the edge of separation from Boeing's NMA program



United Airlines is looking for an efficient replacement for the 130 Boeing 757 and 767 jets in its fleet. The carrier wants Boeing to make a clear statement if there will be a new Boeing jet for the middle of market in the foreseeable future. The aviation industry has been wondering for two years whether Boeing will launch its long-awaited new mid-size airplane, NMA, program or not.

When Boeing started talks with the major airline operators last year to determine their expectations from its NMA program, the American manufacturer had been set to announce it at the Paris Air Show this year. But earlier this year, Boeing announced that it delayed final decision for the program to 2020.

In the meantime, Airbus came up with the A321XLR to fill the gap in the middle of market. The European aircraft manufacturer recorded order commitments for 147 A321XLR at the Paris Air Show last month.

Since we don't have much time to make a decision, we would like to know about Boeing's plans about a new mid-size plane, said United's Chief Financial Officer Gerry Laderman. He did not comment on when United will make its decision for a new aircraft type to replace its aging Boeing 757s and 767s.

Boeing currently has focused on fixing problems that nailed its 737 MAX jets on the ground after two fatal crashes. At the beginning of June, Boeing displaced the head of the 737 MAX program and named the VP of its NMA program as the new 737 MAX program chief. This move is a clear sign that the New Mid-Market Airplane (NMA) project is on hold, said analyst Ron Epstein said. If Epstein is right, Boeing's NMA does not seem to be launched in the near future.

Airbus presents the A321XLR as an efficient alternative to the Boeing 757 and 767, which can also connect smaller cities that have no infrastructure for large jets. The A321XLR has a flight range of 8,700 kilometers (4697.6 nautical miles) more than any other narrow-body aircraft currently in service.

Boeing has so far tried to keep the major 757 operators in the US away from the Airbus's A321XLR. But American Airlines has already ordered 50 units at the Paris Airshow, which will probably replace 35 Boeing 757-200 in the fleet. After American, now United is on the edge of separation from Boeing's future mid-size aircraft. The airline currently has 76 Boeing 757 and 54 Boeing 767 aircraft in service.

Another major US carrier Delta Air Lines operates 193 Boeing 757 and 767 in total.

Flight Simulator Maker Expects MAX Recurrent-Training Mandate

By Sean Broderick/Aviation Daily



FAA and Boeing are still developing new minimum training standards for the grounded Boeing 737 MAX, but simulator maker TRU Simulation is not anticipating mandatory simulator sessions before pilots are cleared to return to line flying, Textron President and CEO Scott Donnelly said.

“It looks at this point to us like it’s probably going to be a requirement that allows them to get back in flying [after] a transition course, and then would mandate actual MAX sim training later on,” Donnelly said on Textron’s second-quarter earnings call July 17. Textron owns TRU.

Formed in 2014 when Textron purchased simulator manufacturers Mechtronix and OPNICUS, TRU has provided 737 MAX simulators to Boeing, including the first-ever MAX full-flight simulator, at Boeing’s Miami training center. It also counts several operators as customers, including Panama-based Copa Airlines, Icelandair, Oman Air, and China’s Shandong Airlines.

Donnelly said interest in MAX simulators has been high as airlines prepare for what is expected to be mandatory sessions for MAX pilots at some point, such as during annual recurrent sessions.

“We’ve certainly had quite a number of inquiries from customers who are interested in going ahead and getting MAX sims on order,” Donnelly said. We started to do some long-lead ordering already to support those deliveries next year. We’re still working with Boeing to understand their strategy on a go-forward basis as well. We really have to kind of wait and see where the FAA and the EASA end up in terms of what their training mandates are.”

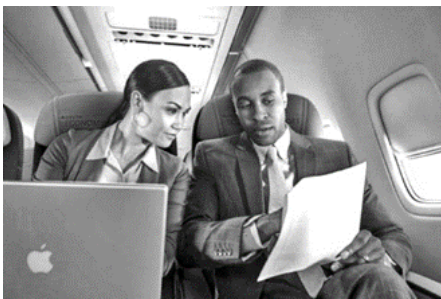
Current training standards for pilots transitioning from the 737 Next Generation to the MAX do not include mandatory MAX simulator sessions. As a result, many MAX operators do not have MAX simulators.

FAA is evaluating public comments on its proposed new training standards. FAA's draft standards, based on input from pilots who evaluated Boeing's proposed changes in March, did not include mandatory simulator sessions as a return-to-flight condition. FAA has said its final standards will incorporate public comments and could change based on Boeing's proposed final training package, which has not been submitted to the agency.

MAX training is being updated as part of changes stemming from two fatal accidents of the type within five months. Following the second accident, Ethiopian Airlines Flight 302 in March, regulators grounded the 380-aircraft worldwide fleet.

Regulators do not have a timeline for approving the changes and removing their MAX operations bans. Most airlines have removed the aircraft from schedules through at least October. SWA, which operated the most MAXs at 34, announced July 18 it would keep the MAX off its schedule until at least Nov. 3.

United Airlines Working to Give Passengers Free Wi-Fi



One of the important on-board features for many passengers on flights these days is Wi-Fi service. While some flights charge customers to use their service, others are attempting to give complimentary Wi-Fi for passengers. United Airlines is looking into improving their service to do just that for their future flights.

As reported by SFGate, United Airlines president Scott Kirby announced during last week's earnings call that the airline spent last year working on this aspect. In particular, they were upgrading their software and hardware for inflight internet service. The goal is to make WiFi service free on their

flights as soon as possible.

Back in March, Kirby said during a TravelSkills interview that the "number one complaint from our frequent travelers" related to poor Wi-Fi service. Therefore, upgrading that aspect of the onboard travel experience is a priority. However, Kirby didn't announce any sort of timeline for when United will no longer charge passengers for their Wi-Fi access.

United currently has WiFi internet available to passengers, although it carries a price. These prices vary based on the internet service provider. United uses four different internet providers with Gogo, Thales, Panasonic, and ViaSat. SFGate's report indicates costs could be as low as \$11 or as high as \$49 depending on the flight. In addition, they state that frequent flier miles can be used as a payment option for the services. That said, giving customers a free Wi-Fi experience can give United a major selling point for future business.

There's still the ongoing process of updating to newer equipment to give better service. Many jets were operating with older internet service equipment that generally provides slower, spottier connections that are only available over 10,000 feet. Now jets are being updated with newer capacities for browsing faster and more reliably as well as "from gate to gate." Still, it will take time for these upgrades to be performed.

Of the major airlines operating in the United States, JetBlue states they are the "only airline with free high-speed Wi-Fi at every seat." The airline's official website indicates they use Fly-Fi provided by Amazon to make this incredible online experience possible. The service is said to be possible over the contiguous U.S. with expansion coming for other JetBlue flight routes.



Demand for Captains Prompts CommutAir to Increase Bonuses



UNITED
EXPRESS
Operated by CommutAir

A United Express regional airline announced it is increasing its sign-on bonus to \$50,000 for captain-qualified candidates. "Our rapid growth continues to drive opportunities across our expanding operation with jet deliveries continuing," said Joel Raymond, Chief Operating Officer. "That rapid growth has increased our demand for experienced leaders in the left seat— so much so that in addition to a \$50,000 sign-on incentive, we are offering immediate upgrade slots for captain-eligible pilots." As one of the fastest-growing regional airlines, CommutAir appeals to pilots who want to move up the seniority list quickly. This also allows for shorter reserve times, so pilots are in the air, doing what they love, more often.

Qualified candidates entering captain training will see a total first-year benefits compensation package of up to \$122,000 and the ability to move quickly to a mainline carrier.

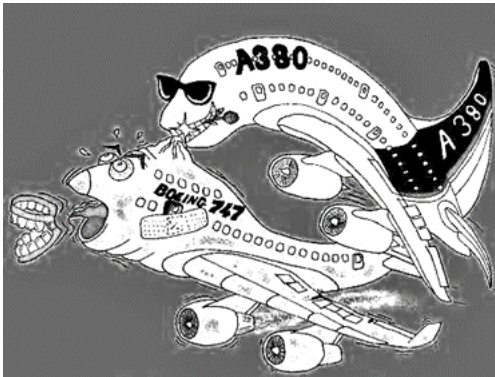
Through its Career Path Program, CommutAir proudly offers the fastest direct path to United Airlines, a minority owner of the carrier. Pilots in the program have the opportunity to join the United flight deck in record time. "Our shortest wait for a pilot going to United has been 2 year and 10 days, and we would love to have a new Captain come in and beat this record" stated Laura Prince, Vice President of Human Resources.

CommutAir celebrated its 30th Anniversary on August 1 and completed its 100,000th revenue jet flight.

CommutAir was founded in 1989 and operates as United Express. It is majority-owned by Champlain Enterprises, Inc. and 40% owned by United Airlines, Inc. CommutAir operates 1,000 weekly flights to 50+ destinations in the US and Canada, using the Embraer ERJ145 aircraft, from bases in Newark, NJ, and Washington-Dulles. CommutAir's 1,000+ employees are well-known in the industry for fostering a family culture and a friendly work environment.

CommutAir is in the process of tripling in size, to an all-jet fleet of Embraer aircraft, and is actively hiring 200 captains to fly them.

Shifting from Boeing to Airbus may be the new trend in the USA



United, American and Delta Airlines may not follow President Trump push for America First and may shift from Boeing to the European airline manufacturer Airbus.

After American, now United is on the edge of separation from Boeing's future mid-size aircraft. The airline currently has 76 Boeing 757 and 54 Boeing 767 aircraft in service. Delta Air Lines operates 193 Boeing 757 and 767 in total.

Airbus presents the A321XLR as an alternative to the Boeing 757 and 767, which can also connect smaller cities that have no infrastructure for large jets. The A321XLR has a range of 4,698 nautical miles, more than any other narrow-body aircraft currently in service.

American Airlines has already ordered 50 Airbus planes at the Paris Airshow, which will probably replace 35 Boeing 757-200 in the fleet.

Boeing has tried hard to keep the major 757 operators in the US away from the Airbus's A321XLR.

United's Chief Financial Officer, Gerry Laderman, is pushing Boeing to tell him about a new mid-size plane in the planning

Boeing currently has focused on fixing problems that nailed its 737 MAX jets on the ground after two fatal crashes.

At the beginning of June, Boeing displaced the head of the 737 MAX program and named the VP of its NMA program as the new 737 MAX program chief.

Welcome to middle age. No one tells you that rigor mortis starts while you're still alive.

India announces \$10 billion Hyperloop project

Hyperloop



One of India's busiest transit routes is getting a serious upgrade with the announcement of a \$10bn Hyperloop project, expected to be the world's first, which will ferry passengers 117.5km (73 miles) from Mumbai to Pune in just 23 minutes.

The Maharashtra provincial cabinet approved the Rs 70,000 crore (~US\$10bn) project in a meeting in July. At present, some 75 million people travel the route annually. "This project would mark the beginning of a new era in the country's transport sector," the state government said in a statement.

Hyperloop is an ultra-high-speed rail system that launches passenger pods through almost entirely frictionless tubes using magnetic propulsion at speeds of up to 750 miles (1,200 km) per hour.

The Pune Metropolitan Region Development Authority (PMRDA) will oversee the project which is expected to be funded largely by foreign investment. United Arab Emirates' DP World and Virgin Hyperloop One have already signed up to be involved but the project will be opened to additional bidders.

The hyperloop will be executed in two phases. Phase 1 will consist of a 11.8km (7.4 miles) section from Gahunje to Usse, estimated to be completed in 2.5 years at a cost of roughly 5,000 crore (\$724 million).

"The stretch for phase I has been selected as a test track because the technical challenges that can be experienced along the expressway can be found on this patch," an unnamed official told the Times of India.

If this initial phase proves a success, the remaining section between the Bandra Kurla Complex in Mumbai and Wakad in Pune will be completed in an estimated six to eight years. If all goes well, India could become the world's pioneering hyperloop nation.

High-Speed Alpine Rail Between Turin and Lyon Approved



The Italian senate rejected a motion by one of the ruling coalition parties, the 5-Star Movement, to block an alpine rail link with France. The move paves the way for the long-contested project to continue.

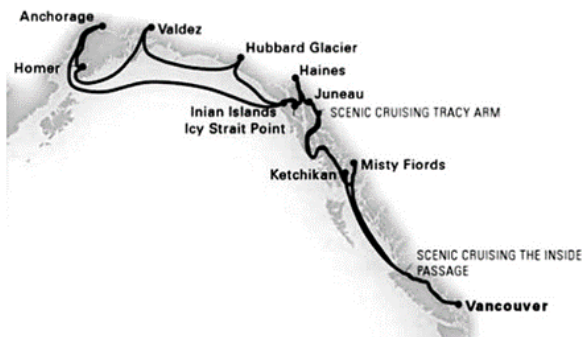
The planned line, meant to connect the Italian city of Turin with Lyon in France, includes a 58-km (36-mile) tunnel through the Alps. It is fiercely opposed by 5-Star but supported by its coalition partner, the right-wing League, and by most other parties in parliament.

The upper house of parliament rejected 5-Star's motion by 181 votes to 110. The 5-Star Movement is the largest party in parliament but was outvoted by the combined forces of the League and opposition parties from the left and right.

5-Star says tunneling through the Alps hurts the environment and the project is a waste of money that would be better spent on upgrading Italy's existing transport network.



2020 RUPA Cruise



The next RUPA cruise will be the 14 Day Great Alaskan Explorer departing from Vancouver Canada on June 29, 2020. Discover the 'Great Land' by sea – from the Inside Passage to deep-blue Hubbard Glacier to the rustic ports of Homer and Ketchikan.

Day 2 finds us sailing Alaska's Inside Passage, one of the greatest cruising routes in the world, it offers opportunities to spot some of Alaska's most iconic wildlife, humpback whales and orca plying the bountiful waters, bald eagles soaring overhead and brown bears lumbering on the shoreline.

Day 3 will find us in Ketchikan which has long been an important hub of the salmon-fishing and -packing industries. Here you can savor the fresh seafood at one of the local restaurants. It is also one of the best spots along the Inside Passage to explore the rich cultural sights of Native Alaskan nations like the Tlingit, Haida and Tsimshian. You can see intricately carved totem poles at the Totem Heritage Center and Totem Bight State Park.

Day 4 will find us cruising Tracy Arm with steep cliffs and glacier-covered mountains flanking the fjord, while the twin Sawyer Glaciers flow from the peaks down to the sea, sloughing off stories-high chunks of water frozen decades or even centuries before. Even more glorious than nearby Glacier Bay, Tracy Arm is part of the 5.7 million acres of pure wilderness sheltered by the Tongass National Forest (America's biggest). Visitors often see bears, whales and mountain goats roaming across various corners of this pristine area—not to mention chubby baby seals resting on the ice floes.

Day 5 will find us at Haines, known as the adventure capital of Alaska. It is a hotspot for rafting and hiking, salmon- halibut- and trout-fishing in the Chilkat River or kayaking on Chilkoot Lake. During the late fall and early winter, thousands of bald eagles migrate through this area to feed on the salmon, an event celebrated by the Alaska Bald Eagle Festival in November.

Day 6 will find us at Icy Strait Point a former fish cannery. Canneries didn't survive the advent of refrigeration; most were taken back by the forest or simply left to rot. With one exception, Icy Strait Point, beautifully- restored, now offers a museum and a cannery demo. It gives us a chance to look into history to see where Alaska's money came from, all in a ghost town of millions of fish. Later in the day we will pass by the Inian Islands located at the northernmost point where the Gulf of Alaska enters the Inside Passage, the Inian Islands are prime feeding waters for a wide array of creatures, including sea lions, humpback whales and sea otters. This is Alaska at its most pristine and wild.

Day 7 is a day at sea.

Day 8 will find us at Anchorage. Alaskans love their summers and the residents of Anchorage are no exception. The city plants thousands of flowers to celebrate the arrival of warmer months and days that last as long as 19 hours from dawn to dusk. Approximately 40 percent of Alaska's population lives in Anchorage. This diverse city of 300,000 includes a large military population, Native Alaskans, individuals who work for the oil industry and adventure-seeking types who want to get away from "the Lower 48." While some cities have deer, Anchorage has lots of moose, known for being a bit rambunctious (and should be steered clear of if seen wandering down a street).

Day 9 will find us at Homer; the rich fishing grounds here attracted Native Alaskans centuries before Captain James Cook claimed the Kenai Peninsula for Britain in 1778. After some Russian tyranny—fur traders forced Native Alaskans to hunt sea-otter pelts for them—Homer got a proper start as an English-settled coal-mining town in the 1890s. Today the area's known as the Halibut Fishing Capital of the World.

Day 10 will find us in Valdez, another fishing paradise. If you haven't satisfied your craving for fish by now, you will have another opportunity to do so here.

Day 11 will find us at Hubbard Glacier. The glacier is up to 213 feet wide at its face and 164 feet tall, but that's only the tiniest piece of the ice: The main channel of this frozen river begins 76 miles back, pouring down from around the 11,100-foot mark off the shoulder of Mt. Walsh.

Day 12 will find us in Juneau, the capital of Alaska. It is an unusual capital city in that no roads connect it to

the rest of the state.

Day 13 will find us at Misty Fjords, sculpted by glaciers over millions of years, Misty Fjords' u-shaped "canals" wind through steep canyons of granite, shrouded in western hemlock, Sitka spruce and western red cedar. Misty Fjords is a part of Tongass National Forest and home to grizzlies, salmon, whales, mountain goats and deer.

Day 14 will find us sailing the inside passage on our way back to Vancouver. Summer temperatures average 35 to 60 degrees Fahrenheit so pack warm clothing. And don't forget waterproof gear, even when traveling by cruise ship: More than a meter and a half of rain falls here each year! We also recommend a water bottle, thermos or reusable coffee cup: On scenic cruising days, cruise ships ban paper and disposable plastic products that could litter this unsullied environment.

To view this cruise on the Holland website, go to www.hollandamerican.com. On the first page select Alaska & Yukon in the 'sail to box', select Jun 2020 in the departure date box, for duration select 9-16 days, select Vancouver for the Departure city and click on the search button. This trip will be on the bottom of page 9.

Sample pricing per person for this cruise start as follows:

\$1941 for an inside cabin	\$2199 for an outside cabin	\$4499 for a Verandah suite
\$7599 for a Neptune Suite	Port charges and Taxes are \$360 pp.	

Once again, we are working with Jerry Poulin at Jerry's Travel Service. If you have questions, please call him at 1-800-309-2023 access code 33, or 508-829-3068, or gpsp@aol.com for the latest prices and information. When you book with Jerry, he will give you a discount of \$100 to \$300 per cabin based upon the Category booked. You will also receive Complimentary Sparkling wine and chocolate covered strawberries at embarkation, as well as a complimentary Pinnacle Grill Dinner.

If you book before October 31st, for a small additional price, you will get the Explore4 package which includes: Free Internet for Verandah and Neptune Suite cabins, up to \$800 of on onboard credit depending on cabin category and a second Pinnacle Grill Dinner. He will also give all in the group 2 cocktail parties.

If lower prices become available, you will be rebooked at the lower rate. Prices are subject to availability and subject to change until booked. Submitted by, *Rich Bouska*

Southwest Airlines' new program makes becoming a pilot easier



Southwest launches an innovative career program called Destination 225° which provides pathways to becoming a competitively qualified candidate for future Southwest First Officer positions. On a compass, 225° is the southwest directional heading, and Destination 225° was developed to lead aspiring Pilots to Southwest Airlines.

With demand for qualified and professional Pilots projected to increase in the coming years, Destination 225° seeks to meet future, high-potential aviators at their current experience level and provide pathways to assist them with becoming highly skilled and qualified for future opportunities at

Southwest. To offer the program, Southwest plans to join with well-known industry partners that will provide participants with training and flight experience to reinforce "The Southwest Way" of flying as candidates complete their journey to becoming a professional Pilot. Planned Destination 225° program partners include: CAE, Bell Murray Aviation, U.S. Aviation, Jet Linx, XOJET Aviation, iAero Group's Swift Air, Arizona State University, Southeastern Oklahoma State University, University of Nebraska Omaha, and the University of Oklahoma.

Participants who apply, interview, and are selected for the Destination 225° program will receive a Southwest mentor during their years of training, be invited to Southwest for training activities and events, and, ultimately, have the opportunity to apply for selection as a Southwest First Officer. Participants will go through comprehensive training and a continuous evaluation process intended to enable them to meet, or potentially exceed, Southwest's competitive hiring qualifications. There is no cost to apply to the program; however, candidates advancing through a training program and the selection process will be responsible for all costs incurred.

"Destination 225° will offer pathways for the development of world-class Pilots who are ready to fly 'The

Southwest Way,” said Alan Kasher, Vice President of Flight Operations. “This comprehensive training program is designed to make becoming a Southwest First Officer an attainable goal for passionate, highly-skilled individuals. Pilots in the Destination 225° pathways will receive training customized to Southwest from our partners and will be held to the competitive hiring requirements for future First Officer positions. We are looking for participants who demonstrate the technical aptitude to excel in all aspects of their training and development as a future Southwest Pilot.”

Destination 225° Pilot Pathways: Interested candidates can apply to be accepted into one of the Destination 225° pathways that best matches their current or prior experience:

Destination 225° Cadet Pathway: The Cadet Pathway is an ab initio—“from the beginning”—program which provides passionate, skilled individuals with a multi-year training program in partnership with CAE, a worldwide leader in training for the civil aviation, defense and security, and healthcare markets. The classroom and flight training will take place at CAE’s Phoenix training facility. The goal of the program is to have candidates qualified and prepared to apply for positions with planned program partners such as XOJET Aviation or Jet Linx, to gain the flying experience necessary to be a competitive First Officer candidate at Southwest.

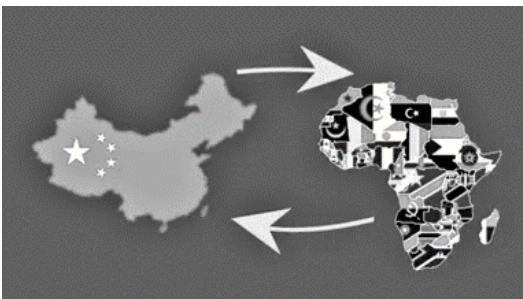
Destination 225° University Pathway: The University Pathway is designed for collegiate aviators who attend a Southwest partner university or complete a Southwest Campus Reach Internship. Southwest is working to partner with four universities to offer this transition training: Arizona State University, Southeastern Oklahoma State University, University of Nebraska Omaha, and the University of Oklahoma. Our planned University Pathway corporate flying partners include XOJET Aviation, Jet Linx, and iAero Group’s Swift Air.

Destination 225° Military Pathway: The Military Pathway bridges the gap for active military pilots who do not yet meet the minimums to start their career as an airline pilot. If an individual has previous rotor/powerlift experience as a military pilot, this pathway will develop the skills and experience necessary for fixed-wing airline operations. Southwest is proud to offer this transition training through a planned partnership with Bell Murray Aviation, an FAA 142 Training Center, which is dedicated to exploring training opportunities in all areas of aerospace, including individual pilot training, corporate, and military aviation operations. The planned corporate partners offering the opportunity to build the necessary flying experience are iAero Group’s Swift Air, Jet Linx, and XOJET Aviation.

Destination 225° Employee Pathway: Southwest is known for incredible Employees, and, in a planned partnership with CAE and US Aviation Academy, Southwest Employees will be able to also apply for the Employee Pathway to pursue a career as a professional Pilot.

“We are fortunate to attract top candidates to fill our Pilot positions at Southwest but recognize that for many, the barriers to entering this career field can be prohibitive,” said Julie Weber, Vice President and Chief People Officer. “Our purpose is to connect people to what’s important in their lives. Therefore, it’s exciting to introduce Destination 225° and provide defined pathways for aspiring aviators who dream of a career at Southwest Airlines.”

China-Africa air traffic soared 630% in last ten years



Air traffic between China and African continent has expanded rapidly over the last decade, due to a massive investment pouring into Africa from the east Asian country. There are currently eight direct flights operating on an average day between China and African nations. That is a huge increase from less than a decade ago when airlines averaged less than one flight a day.

At the moment, the Africa-China traffic route is serving 2,616 annual flights, according to statistics from aviation company OAG, which were seen by Quartz. They showed the airline fleets operating between China and Africa are now capable of carrying about 850,000 passengers annually.

Ethiopian Airlines, which didn’t have a single Africa-China route nine years ago, is now operating almost half of the 2,616 annual flights. The carrier has more than doubled the size of its fleet in the last decade, becoming the largest airline operator in Africa.

Chinese travelers comprise the airline's largest group of customers, according to its spokesman, Asrat Begashaw. The airline flies daily to Guangzhou, Shanghai, Beijing, and three times a week to Chengdu. It has announced plans to add three more Chinese destinations.

Chinese firms have been winning infrastructure projects on the African aviation market, which has long been challenged by a lack of integration, deficient infrastructure, and high costs. Airbus predicts that the continent will require 1,130 new aircraft by 2037.

In recent years, Chinese companies have helped to build airports in Kenya, Mali, Mauritius, Mozambique, Nigeria, the Republic of Congo, Togo, Sierra Leone, and other countries.

According to the China Investment Global Tracker, Chinese investments and contracts in Sub-Saharan Africa totaled almost \$300 billion from 2005 to 2018. Chinese president Xi Jinping last year pledged to invest a further \$60 billion into African nations. He added that Chinese companies will be encouraged to invest no less than \$10 billion in the continent in the next three years.

Beijing's ambitious Belt and Road Initiative has already seen billions of dollars loaned to countries in Asia and Africa for roads, railways, ports, and other major infrastructure projects.

Interesting Article on IRS Deductions

Submitted RUPA member, Capt. Larry Watts

I recently learned of the IRS plan called the Qualified Charitable Distribution (QCD). It only applies to those who are older than 70 ^{1/2}. I believe many of us could benefit by using it for our charitable contributions to save taxes. "When a QCD is made, it counts toward a Required Minimum Distribution, but it is not included in taxable income."



By Kat Schraeder, CFP®, Managing Director

A Qualified Charitable Distribution (QCD) is a tool specifically designed for taxpayers who are 70 ½ or older to give directly from their Individual Retirement Account (IRA) to a qualified charity, while satisfying the Required Minimum Distributions (RMDs) for the year.

The maximum annual amount that can qualify for a QCD is \$100,000. This applies to the total of all QCDs made to one or more charities in a calendar year. If married, a husband and a wife could give up to a total of \$200,000 as long as each spouse has his or her own IRA. Keep in mind that all QCDs must be distributed by your RMD deadline to count for that tax year.

QCD TAX BENEFITS

There are several tax benefits for using a QCD for one's charitable giving. For example, when a QCD is made, it counts toward a Required Minimum Distribution, but it is not included in taxable income. The lower adjusted gross

income that occurs from making a QCD may lessen the effect of phaseouts and limitation on tax credits and other benefits, including lowering taxable Social Security amounts, lowering overall income that leads to lower Medicare Part B and prescription drug coverage premiums, and potentially eliminating Alternative Minimum Tax.

With the new tax law, the potential tax benefits of utilizing QCDs have been amplified. One part of the new tax law says that from 2018 to 2025, the standard deduction has nearly doubled compared to past years. In 2018, it increased to \$24,000 for married couples filing jointly, \$18,000 for heads of household, and \$12,000 for all other individuals.

The ability to deduct state and local taxes has been capped at \$10,000 annually. This means that many taxpayers who previously itemized deductions using Schedule A (Form 1040) will now find that the standard deduction is higher than their itemized deductions. Utilizing a QCD allows the taxpayer to still give to qualified charities with pre-tax dollars, while also using the standard deduction.

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rupasectr@rupa.org

Mediterranean RUPA Cruise Report

The RUPA Cruise for 2019 is now history, and I think all who attended had a good time and survived in good health. Several of us arrived in Rome a few days early to explore the sites and gain more insights to the history of the city and country.

Twenty-five hardy RUPA and family members boarded the M/S Koningsdam in Civitavecchia on July 7th, the cruise port outside of Rome, for a cruise to the eastern Mediterranean. On our first day aboard the ship we had a meeting to get to know one other, and that evening we had a cocktail party paid for by the cruise line.



Our first stop was Katakolon Greece, the gateway to Olympia, birthplace of the modern Olympic Games. Many of the structures that can still be seen today date back as far as the 9th century B.C. Our next port of call was Piraeus (Athens) Greece, for an overnight stay. Commonly known as the birthplace of democracy, Athens serves as Greece's capital city and is one of the oldest cities in the world, dating back 7,000 years. Any visit to Athens must include a visit to the Acropolis, however the weather was exceedingly hot and most of us suffered from the heat during our visit. Our next port of call was Mykonos Greece, a small island in the southern Aegean Sea. It's one of the most popular vacation destinations in the world offering white-sand beaches, radiant blue waters and brilliant blue and white houses jammed close together along winding streets. Located on the western coast of Turkey, Kusadasi was our next stop on this cruise. It is a resort town that attracts tourists from around the world. The area was first settled in 3000B.C. and as a result ancient ruins are at every turn. The ruins of Ephesus are located just a short distance out of town. It was once considered the most important Greek city and the most important trading center in the Mediterranean region. However, its port silted up and the city was abandon leaving behind well-preserved ruins. Leaving Turkey behind, the ship headed west towards the island of Rhodes our next port of call. One of the largest Greek islands and often considered the most beautiful, the island of Rhodes has been inhabited since the Stone Age. Much of the island's unique character is owed to the 213 years that it was occupied by the Knights of the Order of St. John, who were responsible for the construction of the city's nearly impregnable walls and gates as well as its many hospitals and churches. Santorini was our next Greek island stop. Here we tendered to shore in small boats to ride the gondola to the top of the cliff. Santorini is famous for its white-washed buildings atop the cliffs and its blue domed churches. This island owes its dramatic landscape to one of the largest volcanic eruptions in recorded history. In approximately 1600 B.C. the volcano that made up the island erupted in a catastrophic explosion, the center of the island sank to the bottom of the caldera and the sea rushed into the void to create the great bay. One of the most beautiful sights of the whole cruise is to sit at the rim of the caldera overlooking the bay at the remains of this once great island. Our next day aboard ship was a day of cruising and one of our members, B.S. Smith, decided to host a cocktail party for our group to enhance our fellowship. It was one of the best cocktail parties we ever had aboard ship. Our last stop before returning to Rome was Naples, famous for its history and architecture, with Mt. Vesuvius towering in the background. Vesuvius erupted in 79A.D. burying Pompeii and Herculaneum in mud and hot ash preserving entire buildings for eternity. Today you can walk through the towns viewing the architecture and mosaics just as they were prior to the eruption. Once we returned to Rome, ten of our group departed the ship and another four got onboard for the western half of our cruise. We met the new members joining

our group during our first day at sea from Rome on our way to Cartagena Spain. Cartagena is located on the southeast coast of Spain and has been a major naval port for the region and one of the most important defensive harbors of the Mediterranean since the 16th century. One of the most important Roman ruins to be found in recent times was here, in 1988, when builders were cleaning up rubble and found an intact Roman Theater from the 1st century. Gibraltar, a British Territory, was the next stop on our itinerary. Famous for the “Rock” it’s located at the very southern end of the Iberian Peninsula. At one time, Gibraltar served as a major base for the Royal Navy but now specializes in shipping and tourism. Of strange note, Gibraltar is home to Barbary Macaques, semi-wild monkeys and the only native breed left in Europe. The next morning found us in Malaga Spain, birthplace of Pablo Picasso. We visited his museum and it raised a question in my mind; he painted a couple of women more than once; after the first painting, why did they sit for him again? Of all the cities we visited, this one was the cleanest of all; they even tiled the streets! The next day was a sea day and we were treated to one last and very popular cocktail party hosted by our travel agent, Jerry Poulin. The next stop along the way was Barcelona Spain, a city of contrasts in its diversity of architecture; Gothic structures share the skyline with surreal spectacles. Probably the most visited structure in the city is La Sagrada Familia, the unique and elaborate church designed by architect Antoni Gaudi, its construction was started in 1883 and is still being worked on. Continuing on with advertised theme of this cruise, “Ancient Empires & Mediterranean Riviera’s”, our next stop was Marseille, France’s oldest city. Marseille offers a unique heritage, cosmopolitan passion mixed in with its history which has so much to offer in the way of historical sites throughout its many districts resulting in 42 theaters and 17 museums. The next morning found us at the port of Livorno, Italy, a charming city in the heart of Tuscany, often overlooked but full of hidden secrets; overlooked - because it is the gateway not only to Cinque Terri and its charming little villages, but also to the Tuscan village of Lucca, a small walled city, and the Leaning Tower of Pisa. More than one day could have been spent here. Monte Carlo, Monaco was our next port of call where we once more had to tender in to port as our ship was too big to dock there. Some of the places to visit there were the Monaco Cathedral, where Prince Rainer and Grace Kelly were married, the Oceanographic Museum with over 400 species of fish, and the Prince’s Vintage Car Collection of over 100 classic cars. I didn’t even look into the Casino as I understand they don’t have any Penny machines. Our final stop of course was back to Rome where we disembarked for our flight either to home or other parts of Europe. It was an excellent cruise aboard a beautiful ship with an itinerary to please the most discriminating traveler. Our only regret was the weather, a little warmer than normal.

We hope you will be able to join us on our next cruise which will be the 14-day Great Alaskan Explorer.

Submitted by *Rich Bouska*

Your money: 5 things retirees should do with their credit

By Janet Kidd Stewart/Tribune News Service

Whether or not you’re one of the 147 million consumers affected by the 2017 Equifax data breach — which resulted in a Federal Trade Commission settlement of up to \$700 million — retirees need to stay vigilant about their credit profiles, experts say.

That might seem counterintuitive, particularly to those who pay off their homes, cars and other debt by the time retirement is on the horizon. Retirement doesn’t hurt a credit score directly. But the absence of credit can, indeed, torpedo a pristine credit score because payment history during the past two years — or the lack thereof — is the biggest determinant of a credit score. The length of credit history, where most retirees can really shine, carries less than half the weight of the overall payment record. And a credit-score dive can be trouble, even for retirees. “It’s an important tool to have available and to protect,” said Rod Griffin, director of public education for Experian, one of the three major credit-reporting agencies. A later-life move, purchases of items like cars, cellphones or insurance, even an application for a reverse mortgage might require a strong credit score. What to do? Consider these 5 moves:

Leverage the positive. Retirees who’ve experienced a dip in their credit scores could be ideal candidates for Experian Boost, a program that lets consumers give the agency a look into their checking accounts to verify positive track records on paying utility and cellphone bills.

Two-thirds of the customers who try the Boost program see a rise in their scores, Griffin said, with an average increase of 12 points. Note that it can’t negate bad credit behavior, it simply can help consumers

with thin credit records beef up their profiles.

“When you think about people heading into retirement, if they are adding recurring on-time utility payments, that could help maintain activity” on their reports, he said. The program is most helpful for people who started with scores below 680. (Scores range from 300 to 850).

Embrace the freeze. If you’re retired and don’t plan to move or buy a car in the near term, this could be a good time to put a freeze on your credit with the three main bureaus, Equifax, TransUnion and Experian. If you do this, creditors can’t access your information until you remove the freeze with a PIN. So, keep that number in a safe place. For a fee, the bureaus offer a credit lock, which can be removed without a PIN, but might not carry all the protections of a true freeze.

Clean up. A lot of credit experts tell consumers never to close credit accounts because it can hurt scores, but Griffin says any dip is typically short-lived. “If you close an account your scores will dip, but they usually recover within two or three months,” he said. If you’re not planning to buy a house or a car in the next six months, cleaning up orphan accounts might be a good idea now, he said.

Be ready. If you’re thinking about a reverse mortgage, where a lender provides funds to homeowners 62 and older that are tied to home equity, be aware that your credit history now is part of the equation. Since 2015, these lenders have been required to assess whether a borrower has the ability to continue making home improvements and tax payments on the property, and credit reports are a key part of the equation.

Check for a windfall. If you want to check your potential eligibility to claim part of the Equifax settlement, go here: eligibility.equifaxbreachsettlement.com/en/eligibility. To file a claim, go here: www.equifaxbreachsettlement.com/file-a-claim.

“You should always be diligent about managing your credit history,” Griffin said. “It can affect a wide range of financial transactions and you want it to be there to work for you when it is needed.”

Why I Like Being Old

Someone asked why I like being old. As I've aged, I've become kinder to myself, and less critical of myself. I've become my own friend. I have seen too many dear friends leave this world, too soon; before they understood the great freedom that comes with aging.

I can hit the golf ball any way I can and laugh if it goes in the lake. That's the breaks. I'm just happy I can still hit that golf ball.

Whose business is it, if I choose to read, or play, on the computer, until 4 AM, or sleep until noon? I will dance with myself to those wonderful tunes of the 50, 60 & 70's, and if I, at the same time, wish to weep over a lost love, I will.

I will walk the beach, in a swimsuit that is stretched over a bulging body, and will dive into the waves, with abandon, if I choose to, despite the pitying glances from the jet set. They too, will get old.

I know I am sometimes forgetful. But there again, some of life is just as well forgotten. And, I eventually remember the important things.

Sure, over the years, my heart has been broken. How can your heart not break, when you lose a loved one, or when a child suffers, or even when somebody's beloved pet passes? But broken hearts are what give us strength, and understanding, and compassion. A heart never broken, is pristine, and sterile, and will never know the joy of being imperfect.

I am so blessed to have lived long enough to have my hair turning gray, and to have my youthful laughs be forever etched into deep grooves on my face.

So many have never laughed, and so many have died before their hair could turn silver.

As you get older, it is easier to be positive. You care less about what other people think. I don't question myself anymore. I've even earned the right to be wrong.

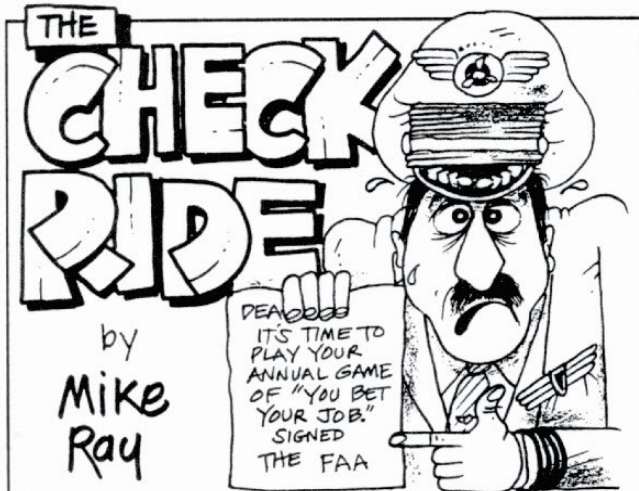
So, to answer your question, I like being old. It has set me free. I like the person I have become. I am not going to live forever, but while I am still here, I will not waste time lamenting what could have been, or worrying about what will be. And, I shall eat dessert every single day (if I feel like it).

Uhhhh .. so much for the "good old days"!

Oh sure, it is always fun to tell stories about the "good old days" and every old pilot loves to hang out and shoot their watches. Since I am on the verge of turning 80 (**OMIGOSH!**), I have even heard myself elaborate on events from the past that are probably a figment of my rather sketchy memory ... and I was (of course) always the hero. But how many of us can ever forget some of "those" things associated with flying the line that we didn't like too well ... like maybe the dreaded, feared, and

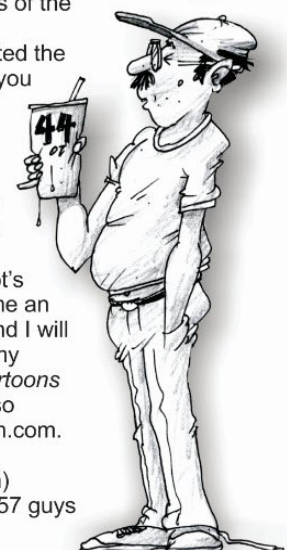
loathed PC or Checkride. Since I have heard that TK has been "woke" and there is not much left of the torture chamber mentality anymore, you younger pilots (60 to 70 years old) may not have experienced the emotional challenge of playing "you bet your job". However, many nights I still have a re-curring nightmare in which I am once again trudging up the steps of the Training Center quillotine.

I NEED A 'NUTHER DIET COLA!

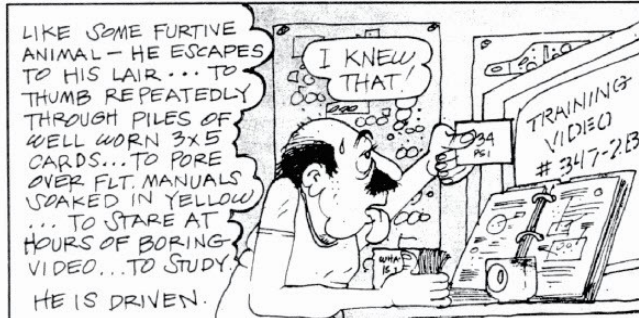


The very thought creates "fear and loathing" in the hearts of pilots everywhere!

By the way, I sincerely appreciated the really great responses some of you sent to my e-mail about the "nightmare" letter in a recent RUPA newsletter; and I have asked Cleve and Phyllis if they would like to print some more of my "cartoon" stuff ... and here is the result of that whining and begging that I did. Since the pilot's favorite word is "FREE"; send me an e-mail at mikeray@utem.com and I will send you a freebie pdf copy of my cartoon book: "Then & Now: Cartoons about Airline Pilots". You can also check out my website: www.utem.com.



Mike Ray (mikeray@utem.com) contact me ... All you ex-CVSG 57 guys especially.



LIKE SOME FURTFIVE ANIMAL - HE ESCAPES TO HIS LAIR ... TO THUMB REPEATEDLY THROUGH PILES OF WELL WORN 3x5 CARDS... TO PORE OVER FLT. MANUALS SOAKED IN YELLOW ... TO STARE AT HOURS OF BORING VIDEO... TO STUDY HE IS DRIVEN.

And there is the ubiquitous guilt—always over-shadowing every activity—demanding that pleasure be denied in order to dwell on endless minutiae.



Even the most intrepid aviator feels the anxiety building. It's the familiar pre-check jitters.



No matter how ready, no matter how prepared, the night before combat is always a long one.



After the successful completion of the check and safe for another year ... our hero reflects.

RUPA Pass Travel Report September 2019

Captain Pat Palazzolo
rupapasstravel@rupa.org

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

Enjoying San Miguel de Allende and Mexico City

Hello fellow aviators,

One of the more popular hidden gems in Mexico is the small town of San Miguel de Allende. Tourists have a hard time over-running this town because it's not close to any airport. And the longer it stays that way, the longer San Miguel will remain one of the best kept secrets of Mexico.

You can see and eat to your hearts content in San Miguel for about three days. After that you'll start feeling the urge to move on. So that's why I include a four-hour bus ride to Mexico City whenever I go.

San Miguel is a two-hour Uber ride (\$40) from BJX, Guanajuato/Leon Airport served by United Express. — And, by the way, Uber is extremely cheap in Mexico.

The town is filled with art galleries, cafes and restaurants and surrounds a main courtyard and park called "El Jardín (The Garden). The first couple of blocks around this center of town are closed to vehicles and are for pedestrians only.

For hotels, I recommend you use Trip Advisor, and make sure you use the Map feature to find a place as close as possible to El Jardín, in the center of town. That way you can return to your hotel when you want to without taking long walks back.

Also, if you go in the summer make sure you find a hotel that has air conditioning. Many don't. And just like other places in the world, some hotels don't have elevators, so if that's important to you, please take heed.

One note: I hope you like church bells when you sleep. However, if you get a block or two away from El Jardín, the bells are less distracting. And in rooms with air conditioning you can just shut the windows.

On day three, after I've eaten all the amazing food I can stomach, (my favorite restaurant is El Pegaso) I normally take the 10AM four hour bus ride to Mexico City Norte Bus Station. The cost is less than \$25 and a bottle of cold water is provided.

When arriving in CDMX, (Mexico City or Ciudad de Mexico), take Uber to your hotel.

I recommend a hotel as close to El Zócalo as possible, also called El Plaza de Constitución. (See



photo on the right). There are so many things to see and places to eat within walking distance of this Plaza. Two of the most amazing restaurants I've eaten at in CDMX are located in the same building, an old colonial mansion with two open air courtyards. The two restaurants are located in each of the courtyards. One is Azul Historico, and the other, a thirty second walk into the next courtyard, is Puntarena. I like them both and I usually end up going to both of them at least once. I tend to be a pragmatic person, but I encourage you to check Trip Advisor and Yelp and discover any of the scores of other great places to eat here as well.

I've never needed reservations for Puntarena, but it might be a wise thing to do at Azul Historico only because they have fewer tables.

My favorite things to do in Mexico City:

- * The National Anthropological Museum — the largest in the world. Tickets are available at the door, usually no waiting.
- * The Pyramids at Teotihuacán. You can purchase tickets at the gate. If you're the adventurous type, you can ride over the pyramids at sunrise in a hot air balloon.
- * The home and Museum of Frida Kahlo, the famous 20th Century Mexican artist and her husband Diego Rivera in the nearby Coyoacán neighborhood. You might enjoy your visit more if you watch the movie Frida available on some streaming services or on DVD form Amazon. After the museum you might like strolling through Coyoacán. (Purchase your tickets for the museum online at least a day or two ahead to avoid standing in a long line).
- * Chapultepec Castle (free for seniors) very close to the Archeological Museum. This is where you will get up close and personal with Mexican history.
- * The Diego Rivera murals a 10 minute walk from the Plaza de Constitución and located inside the Secretary of Education Building covering three levels of the interior courtyard chronicling the struggle of Mexico to free itself from Spanish rule. It's free but you need to leave your drivers license at the entrance.
- * Diego Rivera Murals Museum. A small entrance fee. This museum has Rivera's most popular murals.
- * The Templo Mayor Mayan ruins located one block from the Plaza. When you're done, stop for refreshments at the El Mayor rooftop cafe across the street (the one with all the umbrellas)

WARNING: ALL museums in Mexico City are closed on Mondays. Exceptions are the Pyramids, and The Rivera murals at the Secretary of Education building.

Leaving Mexico City offers you choices of several UA flights a day to EWR, IAD, ORD, IAH and SFO.

One reminder, when planning a trip to any city, always check Trip Advisor for the "Hotels" tab, "Things to do" tab and the "Restaurants" tab.

When in another city, Trip Advisor also has another interesting feature for finding restaurants. "Near me" will show you all the restaurants nearest to your location.

Adios! *pat*

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



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



Thom Rowland and Ken Dresel, DENTK UAHF, designed and constructed the stand for the propeller. The UAHF "crew" in 2007: Phyllis Jack, Laura Coats, Tom Goodyear, Terry & Howard Tress, Janette Chambers, (kneeling) Marv Berryman and Ken Dresel.

The DC-6 Propeller Display history.

In the early 1970s a new Supervisor-of-Stores at the SFO Maintenance noticed this propeller among a half-dozen unserviceable propellers in an engine test-cell room. He asked Plant Maintenance to construct a stand for it. WHQ heard of the DC-6 propeller and requested it be sent to Chicago. Following a few years in the O'Hare "Tunnel-of-Lights" the prop display was "displaced" by a concession stand. It was then moved to a Chicago warehouse and left completely uncovered for several years.

Jerry Baxter "rescued" it from the warehouse, and it was returned to SFOMC. Eric Driggs and Gary Young worked for weeks sanding and polishing the blades, removing the "etched-in bird-droppings." The tips were painted red, white & blue, "Hamilton Standard" decals applied, and the stand was repainted. Peter Lopez, Eric Driggs and Gary Young then set-up the display at the SFO Domestic Terminal, the SFO International Terminal, the SFO Maintenance Base and also at the Hiller Museum. After the display had "run-its-course," Jerry Baxter and Ron Utecht decided to remove the stand and hang the prop in the main-entrance stairwell at SFOMC.

9/11 happened! the DC-6 propeller again went into storage. The blades and the hub were boxed-up and shipped to Chicago. Barbara Hanson wanted to mount the prop on a WHQ wall, but United's Chapter 11 was filed, and the prop was placed in the WHQ basement.

In 2007, through the efforts of Barbara Hanson and Tom Goodyear of United Airlines Historical Foundation, the propeller was brought to Denver.

Currently due to DENTK's "Reconstruction" the propeller is once again in storage.

By Marvin Berryman DENTK Retired. UAHF Will continue accepting your tax-deductible monetary (\$)

Have you ever visited our RUPA Website?

www.rupa.org

there is a lot of good information on it

How To Bypass ATM Fees While You're On The Road



If you find yourself short on cash while on vacation, it might seem easiest to hit up the nearest ATM. But if that handy machine is not in your bank's network, you could get a double whammy of fees: The ATM owner will probably charge a few dollars for the convenience, and your own bank may tack on an extra \$2.50 or so.

You can avoid paying ATM surcharges, however, with some prep work. Here are ways to get cash without the expense on your next trip.

1. **CHOOSE A BANK ACCOUNT THAT OFFERS ATM FEE REIMBURSEMENTS.** Some banks will credit customers' accounts for any fees that are charged by ATM machine owners. Depending on the bank and account, refunds may be unlimited, or they could be capped at around \$10 per statement cycle. Even capped reimbursements would cover a few trips to the cash machine while on vacation, so if you think you'll be hit with multiple ATM charges, consider opening an account at a bank that refunds fees. Note that if you're traveling overseas and need funds, you may still incur foreign transaction fees.

2. **SCOPE OUT RETAILERS THAT OFFER FREE CASH BACK.** If you use a debit card for purchases while on your trip, look for merchants such as supermarkets or drugstores that offer free cash back with purchases. This is an easy way to skip the ATM, though it does mean you'll have to make a purchase. But if you were planning on that anyway, it means no extra costs.

Two things to consider: It's likely the merchant's cash back limit is lower than an ATM's — you may be able to withdraw up to \$500 from a cash machine, but as little as \$40 from a retailer — and some merchants charge a fee of a dollar or so for the convenience. Before you tap the "cash back" button in the checkout line, ask if there's a fee.

3. **JOIN A LARGE ATM NETWORK.** For customers who travel within the United States, a bank or credit union account that has access to thousands of domestic ATMs is another good option, since you have a good chance of finding surcharge-free machines at your destination.

You don't need an account at a megabank with a branch on every corner to take advantage of a large ATM network. Many small credit unions and online banks are part of cooperative networks, such as Allpoint and Co-op, that provide access to 30,000 or more member ATMs within the United States.

In addition, some banks have relationships with convenience stores or other retailers that have ATMs on site. So a cash machine might be inside a gas station, even if no bank branch is nearby. Check your institution's website or mobile app to locate nearby in-network ATMs.

4. **IF ALL ELSE FAILS, DECIDE WHETHER CASH IS REALLY NECESSARY.** You may not need to use cash much at all while on vacation. If you want a snack from a hotel vending machine or to pay for a parking spot, for example, you may be able to use a credit or debit card for those transactions.

If you want to split a restaurant check with a friend or family member, consider putting the total on your or your companion's plastic and using Venmo or a similar peer-to-peer payment app to even up. It's a way to pay your share without having to dig up dollar bills.

Going cashless also allows you to keep track of your spending online, which can be useful motivation: When you can log in to your bank account and see a list of all recent transactions, it can encourage you to be thoughtful about new purchases.

Don't give in to pricey ATMs while on vacation for the sake of convenience. With a little planning, you can keep all your money yourself instead of giving a cut to an ATM owner.

**You drop something
when you were younger,
you just pick it up.**

**When you're older and
you drop something, you
stare at it for a bit
contemplating if you
actually need it
anymore.**

Morning Exercise May Offer the Most Weight Loss Benefits

By Gretchen Reynolds/The New York Times



People who exercise in the morning seem to lose more weight than people completing the same workouts later in the day, according to a new study of workouts and waistlines. The findings help shed light on the vexing issue of why some people shed considerable weight with exercise and others almost none, and the study adds to the growing body of science suggesting that the timing of various activities, including exercise, could affect how those activities affect us.

The relationship between exercise and body weight is somewhat befuddling. Multiple past studies show that a majority of people who take up exercise to lose less weight drop fewer pounds than would be expected, given how many calories they are burning during their workouts. Some gain weight. But a few respond quite well, shedding pound after pound with the same exercise regimen that prompts others to add inches.

This variability interests and puzzles Erik Willis, a data analyst with the Center for Health Promotion and Disease Prevention at the University of North Carolina at Chapel Hill. For almost a decade, he and colleagues at the University of Kansas, the University of Colorado Denver and other institutions have overseen the Midwest Exercise Trial 2, an extensive examination of how regular, supervised exercise influences body weight. In that study, about 100 overweight, previously inactive young men and women worked out five times a week at a physiology lab, jogging or otherwise sweating until they had burned up to 600 calories per session. After 10 months of this regimen, almost everyone had dropped pounds. But the extent of their losses fluctuated wildly, even though everyone was doing the same, supervised workouts.

When, for a 2015 study, the researchers tried to tease out what had distinguished the biggest losers from those who had lost less, they turned up surprisingly few differences. In line with other recent studies, they found that some participants, especially men, had begun eating more than before the study, but only by about 100 calories or so a day. Flummoxed, Dr. Willis and one of his collaborators, Seth Creasy, a professor of exercise physiology at the University of Colorado Denver's Anschutz campus, started brainstorming other possible, perhaps unexpected contributors to the enormous variability to weight loss.

They hit upon activity timing. The science of chronobiology, which studies the ways in which when we do something alters how our bodies respond, is of great interest now. Many recent studies have looked at how meal timing, for instance, affects weight control, including whether exercising before or after breakfast matters. But far less has been known about whether the timing of exercise, by itself, influences whether people lose weight with workouts.

So, for the new study, which was published in July in *The International Journal of Obesity*, Dr. Willis and his colleagues sifted through their data again, this time looking at when people in the Midwest trial had shown up at the university lab. In that study, participants could visit the gym whenever they wished between 7 a.m. and 7 p.m., signing in each time, so researchers had plenty of precise information about their schedules. The scientists also had tracked everyone's calorie intakes and daily movement habits throughout the 10 months, using activity trackers and liquid energy tracers. They knew, too, whether and by how much people's weights had changed. Now, they checked weight change against exercise schedules and quickly noticed a consistent pattern. Those people who usually worked out before noon had lost more weight, on average, than the men and women who typically exercised after 3 p.m. (For unknown reasons, very few people went to the gym between noon and 3.) The researchers uncovered a few other, possibly relevant differences between the morning and late-day exercisers. The early-exercise group tended to be slightly more active throughout the day, taking more steps in total than those who worked out later. They also ate a bit less, although the difference amounted to barely 100 calories per day on average. Overall, such differences were barely discernible. Yet, they may cumulatively have contributed to the striking differences in how many pounds people lost, Dr. Willis says.

Of course, this study was not large or designed from the start to delve into the chronobiology of exercise and weight. The researchers had not randomly assigned people to work out at particular times, so the links between exercise timing and weight loss they saw now in their re-analysis could be odd accidents related to individual participants' preferences and schedules with little relevance for the rest of us. Still, the statistical associations were strong, Dr. Willis says. "Based on this data, I would say that the timing of exercise might

— just might — play a role” in whether and to what extent people drop pounds with exercise, he says. But he also points out that most of those who worked out later in the day did lose weight, even if not as much as the larkish exercisers, and almost certainly became healthier. “I would not want anyone to think that it’s not worth exercising if you can’t do it first thing in the morning,” he says. “Any exercise, at any time of day, is going to be better than none.”

What helps prevent dementia? Try exercise, not vitamin pills



Although age is the top risk factor, “dementia is not a natural or inevitable consequence of aging,” says the World Health Organization. If you want to save your brain, focus on keeping the rest of your body well with exercise and healthy habits rather than popping vitamin pills, new guidelines for preventing dementia advise. About 50 million people currently have dementia, and Alzheimer’s disease is the most common type. Each year brings 10 million new cases, says the report released Tuesday by the World Health Organization.

Although age is the top risk factor, “dementia is not a natural or inevitable consequence of aging,” it says. Many health conditions and behaviors affect the odds of developing it, and research suggests that a third of cases are preventable, said Maria Carrillo, chief science officer of the Alzheimer’s Association, which has published similar advice.

Since dementia is currently incurable and so many experimental therapies have failed, focusing on prevention may “give us more benefit in the shorter term,” Carrillo said.

Much of the WHO’s advice is common sense, and echoes what the U.S. National Institute on Aging says. That includes getting enough exercise; treating other health conditions such as diabetes, high blood pressure and high cholesterol; having an active social life, and avoiding or curbing harmful habits such as smoking, overeating and drinking too much alcohol. Evidence is weak that some of these help preserve thinking skills, but they’re known to aid general health, the WHO says.

Eating well, and possibly following a Mediterranean-style diet, may help prevent dementia, the guidelines say. But they take a firm stance against vitamin B or E pills, fish oil or multi-complex supplements that are promoted for brain health because there’s strong research showing they don’t work

Most of the world still not getting enough sleep



Princess Cruises, in collaboration with Wakefield Research, today revealed the findings of its 10th Annual Relaxation survey. With ten years of data analyzing the sleep and vacation habits of adults, this year’s survey reinforces the stress and lack of relaxation experienced by adults globally. Results from the survey show more than half of those surveyed are getting less sleep than they need (52%) – a decrease of one percent from last year.

Taking time off is one of the ways for adults to relax and de-stress. The survey found that over half of those surveyed (58%) took all of the vacation days available to them in the last year. At 68%, UK respondents were the best at taking all of their vacation days, while Australians came in last at 43%. Just ahead of Australia and Indonesia (52%), 54% of Americans reported utilizing all of their time off. However, when using their vacation days, 81% of those who are employed take days off to catch up on sleep – an increase of four percent.

“Sleep allows our bodies to recharge and recover from mental and physical strains, which is important for overall health. Year over year, we continue to see how the lack of sleep negatively impacts people around the globe,” said board-certified sleep expert, Dr. Michael Breus. “As people continue to take less vacation time, we know it’s more important than ever for people to maximize their time off.”

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

LETTERS

JOHN H. ANDERSON—McHenry, IL

I will be 94 in a few days and here are some things that made my later years more comfortable.

Sunbeam Therapeutic Mattress Cover. Its electric, you sleep on it. Dual controls... each side has three zones... head shoulders, torso, legs and feet with a range of 1 to 10 in each one. There is a preheat option that sets all zones to 10 for 10 minutes.

I had shoulder pains and seeing as I had had hip and knee replacements I thought it was time do the shoulder. The doctor said if you do - your golfing days are over. He did, however, give me some exercises that indicated that movement would help. I had a bungee cord with handles on both ends and a protective, sliding cover in the middle to stand on. With the idea being to get motion and stress on the shoulder. I went with stiff arms forward and backward ten times, then crossing in front ten times and then out to the side shoulder high and hold then rotating the torso front and back a quarter and hold. That was it, and my shoulders were on fire and I'm thinking now you've done it. The fire went away shortly. The next day the same routine went with just a littler discomfort and that was it. I've had shoulder injuries since that responded the same way. I take one 50mg Indocin capsule for my arthritis; it's a strong anti-inflammatory and probably helped the result which is: no shoulder pain when reaching, dressing, grooming.



I've had a pacemaker/pulser generator for ten years. I don't have heart disease, fortunately, mine was a circuitry problem, with my pulse getting down to 30B/M at night. You don't even know it's there. Mine is set for 72B/M day and night with 130 when I exercise. I feel better, sleep better, look better and my hands and feet stay warm.

Smile... have a clear face....

Thanks for all you do. *John* ORD 1951-1985

FRED CHAMBERLAIN—Tavenier, FL

Like many of you, I set up too much to do once I retired and had all this "free time"!

In the 4 years since retirement, in addition to our main home in the upper Florida Keys, we have moved out of ORD base housing in Crystal Lake and built a summer cottage on a lake in Michigan between GRR and LAN to spend summers close to our grandkids. Once school is back in session (can you read hunting season?) we head west to the Flying X Ranch in the mountains of Wyoming. We had an RV parked there permanently until Peggy had to feed 17 kids, grandkids and guest out of it during the total eclipse two summers ago. (Peggy just said, "OMG don't let the pilot's wives know I'm thrilled you got me a double-wide!")

Peggy always said she would sell her veterinary practice when I retired. Now we, like most of you, are still trying to work out this 24/7 of togetherness after 47 years of me living out of a suitcase.

My cancer has been in remission for a year now after two rounds of radiation and a year of chemo/hormonal therapy (hey guys, the breast development wasn't bad, but the desire to watch and tearing up over the Hallmark Channel sure sucked). It's nice to be back chasing instead of helping Peggy around the house!

Yes, I still have the motorcycles. In two weeks I'm riding my Harley GeezerGlide along with 7 other guys from Chicago along Lakes Erie and Ontario then out the St. Lawrence Seaway to the mouth in Quebec, Canada.

To my old friends, I wish I had time to look you up!
Fred, ORDFO

DALE DOPKINS—Hampshire, IL

Dear fellow Ruparians, It's been two years since my last letter, and I want to explain. This was not an oversight, but part of my "Master Plan"! I decided that if I only acknowledge a birthday, every other year, I will cut the aging process in half. The calendar says I am 86, but I think I am only 43.

Life, down here on the farm, continues to be very

good to Pam and me. I am still preaching quite a lot. I lead three services, just this past month, which is a lot, but I still find it very rewarding!

I continue as President, of the Kane County Veterans Assistance Committee, and I invite all Kane County veterans, if they are not being adequately served, by the VA, to contact me. We can help.

I am also still President of the Northwest Kane County Airport Authority, and The Hampshire-Burlington Senior Citizens Club. Both also very rewarding. And in my spare time, I still wear several hats with my local American Legion Post. I am no longer Post Commander, but continue to serve as Chaplain, Color Guard Commander and Historian.

I still serve, on the Board of Directors, of the United Airlines Historical Foundation, and as Chair of The William S. Arnott Scholarship Committee.

In March I got a new hip and now, with my restored mobility, I plan to resume my visits to the Museum of Science And Industry, on our B727 on the Take Flight Exhibit.

I stay very busy, but all of this keeps me out of the saloons. Thanks to all the hard workers at RUPA. You are appreciated!

I have been richly blessed! I don't know why, but I give thanks every day!

Dale and Pam Dopkins, 1959-1993 MDW, SEA, DENTK, ORD, EWR, ORD ,SFO

TOM DUNIPACE—Lincoln, CA

My final United flight wasn't supposed to be my last. I woke up in London, it was 3 am and I was gasping for breath. Standing up I felt much better. Stayed awake and had my usual coffee and brown bacon sandwich. Decided I was fine to continue the flight that morning to LAX. The flight was normal, but I had a sensation I was a bit labored in my breathing. Upon landing, I commuted back to SFO and went to see my Doctor. After an examination my Doctor told me that if I immediately went downstairs and took a Cab to St Francis hospital, he wouldn't call an ambulance.

I was admitted into the emergency room and his

suspicion I might have a pulmonary embolism proved to be unfounded. His concern arose as I had just finished a SFO, Tokyo, Bangkok, Tokyo back to SFO flight and then with minimum time was sent to LAX to fly to London. (The life of a reserve).

However, the hospital staff became concerned when they couldn't raise my Oxygen level even when I was on 100% Oxygen (It was near 90%). So, I was admitted for 4 days of testing. The final result was both phrenic nerves to the opposite sides of my diaphragm had stopped working.

I saw a specialist in Atlanta that developed a pace maker for the diaphragm similar to the heart pace makers, however, the wires protrude out the skin and he had a mistaken belief it was the start of something else (I passed on the machine). Today I'm the same as I was 6 years ago, no better and no worse. I can't run but a few steps (out of breath) can't swim (the water pressure keeps my chest muscles from assisting my lungs). But I can golf, eat, drink and be merry! A bi-pap machine assists me at night.

It's still a mystery to the many specialists I have seen, most attribute it to a virus that came and went. My wife thinks it may have something to do with Agent Orange from my C-141 shuttle days and I'm curious if it was due to the vaccines I needed for the Accura and Lagos fights.

The net result is I finished my last 8 months on disability (thanks to ALPA it was somewhat palatable). I was hoping for 5 years of health and surpassed it. I now reside in a Del Web Community in Lincoln, California where I don't even need to mow the lawn.

Really enjoy the *RUPANEWS!* *Tom*

JIM ENRIGHT—Barrington, IL

Enclosed is my membership dues for another year.

Ninety years old this month and feeling great. Still miss the golden years flying the line with the fine fellow pilots.

Appreciate your hard work keeping us informed. Sincerely, *Jim*

PAT GALLAGHER—Vienna, VA

It's coming up on twelve years since I retired and I'm still on the right side of the grass.

My wife, Cheryl, and I do a lot of traveling during the winter months and play golf in the summer. I play a lot, but I'm not getting any better. I've been told that I am genetically incapable of playing a good round. In my next life, I'll take the game up at

**Last Year I Joined
a Support Group
for *Procrastinators*.
WE HAVEN'T MET YET**

a younger age and I'll be awesome.

No significant health issues for either of us. I'll spare you the details.

Thanks for all the hard work on the monthly magazine. *Pat*

SUSANNA JOHNSON—Henderson, NV
Please find enclosed dues for two years. I would have done it online, but I couldn't accomplish it.

I love reading your magazine (publication) every month. I was a Flight Attendant for over forty years and recognize many of the people.

My late husband was Gerald Wayne Johnson.
Thank you, *Susanna*

CURT SIMPSON--Port Orange, FL
I'm sorry this letter is a month or two late, but I've made up for it by paying my dues twice online. Once in May and again in June after I forgot about May.

Again, this past year has been very good for us (number fifteen since my last B-747-4 trip and number five since my last NetJets Cessna Citation flight.) I have pretty much recovered from having both knees replaced (2/18 & 5/18). Now if I could just do something about some of my other aches and

The Mom Test

I was out walking with my 5-year-old daughter. She picked up something off the ground and started to put it into her mouth.

I took the thing away from her and asked her not to do that.

"Why?" she asked.

"Because it's been on the ground, and you don't know where it's been. It's dirty. And it probably has germs."

At this point, my daughter looked at me with absolute admiration and asked, "Mom, how do you know all this stuff? You are so smart."

I thought quickly and replied, "All moms know this stuff. It's on the Mom Test. You have to know it, or they don't let you be a Mom."

We walked along in silence for two or three minutes, but she was evidently pondering this new information.

"Oh, I get it!" she beamed, "So if you don't pass the test, you have to be the dad."

"Exactly," I said.

pains...Nancy and I celebrated our fifth anniversary in May and I'm happy to report that all of our children and grandchildren are busy, well, and happy.

In early July, we were able to make use of the Bonanza to go north for eight days to visit friends and family. We made stops in Ashville, NC, Grand Rapids, MI, Columbus, OH, and Bloomington, IN. We are planning to take a cruise with five other Spruce Creek couples in October that starts in Spain and ends in Miami with several stops along the way. It should be interesting as neither of us have ever been at sea that long.

Aside from the above activities, we are content to hang out in the Spruce Creek Fly-In enjoying the good things that this part of Florida has to offer. As always, many thanks to the great folks who get this magazine out each month. Also, it's great to see all the new members.

Curt, (EWR, CLE, ORD, LAX--1967-2004 UAL)
(MCO--2004-2014 NetJets)

BERNALD "BS" SMITH—Fremont, CA
This is a two-cruise submission, beginning with the RUPA cruise on H/A which went well, with thanks to Rich Bouska and Jerry Poulin for the excellent cruise they arranged. Notwithstanding my several times in the area, I really got to see some new things! However, food quality on that ship was not the best and others who'd traveled on it said it had been that way b4. Our deck's Neptune Lounge was disappointing in that food provided was way cut back from previous presentations, with just minimums, not conducive to enjoyment at the site or taken to room as on previous H/A ships. Looked like they were cutting costs. Last day food was great, though, leaving a better feeling about it.

Pre-cruise arrival in Italy was the usual Italian mess but H/A was right there, and we got things aboard the bus to ship ok, what with airport wheel chair help I'd ordered from UAL. Some of the excursions were really eye-opening, especially the one to see the statue of Mary.

Many changes to Greece from my previous times there beginning 70 years ago; the Acropolis at Athens sure looked different to me for the surrounding area being so built up. I'm looking fwd to the next RUPA cruise which I've already signed up for including having the Pinnacle suite for parties!

From the RUPA cruise ending to the beginning of my Smith Family Regent Cruise of the Baltic in Copenhagen, Denmark there were three days. So, we were first driven by private car thru Rome to see a few things, then to San Marino, which is a place

(country, all within Italy) you must visit or you've never been to Europe, (and take the back road in via some fabulous countryside narrow roads w/small villages) and on to Modena, Italy. There, I ate at what has been called by many experts the world's best restaurant/best chef, the Osteria Franscecana and stayed at his nearby new Inn, Casa Maria Luigia. I met and talked with him (Massimo Bottura) and his wife at the Inn. It's called 'fine dining' with individually small servings of many courses of fantastic food. Subsequently, we flew SAS from nearby Bologna to CPH.

The Regent Explorer Baltic cruise was fabulous, I thought, with all my family being able to be together that way. I had the Regent Suite, a one of a kind, largest (4,443 sq ft) luxury cruise ship accommodation in the world, plus 9 more suites for my entire family. Our group of 31 was probably the largest group, at least from what we heard. The first night I got my private butler, Raju, to prepare dinner in the Suite for everyone and he did it! It worked really well as a way to get started on the cruise with all together, with that many people; and there was plenty of room with good wx so outside terrace eating spread us out. Raju had a really nice set up of the food for a sort of self-service line of goodies.

And for the next day I asked him, and he did, to prepare a birthday party at lunch in the Suite celebrating the 3 great-grandchildren having their b'days within a week of each other that day. Balloons, signs, all the trimmings and good food and a nice cake with 3 candles - for the 3 boys. All 31 of us really enjoyed it, especially all of my eight great-grandchildren ages 1-6. Raju is to be highly complimented for pulling it off on short notice like that.

Plus all the unlimited supply of food/beverages, Regent and Raju got all my special orders: 4 gallons of fat free milk, Dr. Pepper, Italian Pinot Grigio, Grahams 20 port, and McVin from France's Jura area. So we had nice evenings toasting ourselves! Fantastic.

Raju put out on our 'kitchen/bar' counter each late afternoon big plates of cheeses and enormous plates of giant shrimp. He was a great help, probably overwhelmed by my crowd, 'cause they were all calling on him to do things. Which he did uncomplainingly/ He set things up for me, led us to meals and meetings and shows and arranged ship side wheelchair so I didn't have to walk long distance (I had a scooter on the ship.) He arranged for 2 Captain's dinners and 3 other uses of the Study, a special 12-person dining area for my Suite's use. The Captain was a fine person as b4, remembering me from my previous cruise on his ship and visited sev-

eral times with me during different activities. Great Guy who is an aviation buff!

For our land excursions we had nice big 60-pax A/C ones with lots of room including for strollers and even a wheelchair for me if needed.

In St. Petersburg, Russia's Hermitage museum was great. Folks, including the little kids, were impressed by the place! One son-in-law, who is a pastor, was overcome emotionally by one picture.

Other stops in Russia were impressive; we didn't do everything to shorten the days out from ship.

In Estonia, one grandson-in-law got to meet with his relative (uncle of some type I think) who I talked some with, too; he's a violinist who performs professionally and fully accepts his country's world-leading process of digitizing all info about its people.

In Finland, the enormous ice palace, or whatever it is called, with temp of -3C, and dogsled rides, was the hit of the cruise for many. It's a drive from Helsinki out into the countryside but not to be missed. I got a great kick out of seeing my 8 little ones in the heavy gear that had to be worn; their walking in it reminded me of ET!

We were able to get to Templehof to show it to my folks and talk about what I did there. I ended up giving a free public lecture, when my daughters told me later that while I was telling my family all about the Luftbrücke in a sitting area we were in, nearby locals or other visitors also there, were leaning in to hear what I was saying! *Bernald*

JOE ZMUDA—Leesburg, VA

As we roll into my birth month of August, I am reminded that the RUPA dues needs to be paid. This tends to get me reflecting on my 20 years with United. Fortunately, I have many good memories of that time. Today, I would like to share one with you.

It was July 7, 1988, and I had been with United for 2 years, as a DC-8 S/O. My crew was about to begin a new month of flying together, and I hadn't met the F/O. After completing my cockpit duties, I was about to exit through the cockpit door to begin my "walk around." There in the doorway stood the F/O. He had one of the biggest smiles that I ever saw. Extending his hand for a shake, he said, "Hi, my name is Koop." Not sure that I heard him correctly, I said, "Excuse me?" He again said, "My name is Koop, as in chicken coop."

You know that when you meet a fellow pilot with a very broad smile, and the name "Koop," you are likely to have a fun month together. - And we sure

did! Thanks, Koop, and the many other United Pilots who have given me so many cherished memories. *Joe*, 1986-2006 ORD DCA

E.K. WILLIAMS—Round Hill, VA

Last week at the DCA Eddie O'Donnell lunch we talked about the few letters in the *RUPANEWS* from our DCA area. So here I sit at the end of my birth month thinking back over the past year.

The first of September I enjoyed a good trip to Yakutat with Bernie and Andy Schwartzman and my son, Eric. Not as many Coho as in past years but a good trip. We are going back for the first week of September this year. Should you be on the Situk River that week, stop by the Old Man's Hole and say hello. Upon returning from Alaska, Betty and I set off on a cross country drive in the KIA Soul. Fargo, ND and then Custer, SD to see the progress on the Crazy Horse Mountain Carving. Then down through the Rockies to meet our son in Phoenix for a visit to the Grand Canyon. Afterward to Albuquerque to see the first day of the International Balloon Festival. What a sight. After visiting "in-laws in Texas" we hurried home to beat a weather system threatening Virginia. Spent the winter involved in the affairs of North Fork Baptist Church. In April, surf fishing on the Outer Banks of North Carolina, I fished a Bluefish Blitz for the first time in several years. Laughing and casting, what fun! No cross country this year but October will be a full month with RUPA in Dayton, DCA RUPA Lunch and back to the Outer Banks.

Blessed to be able to do. *E.K.*, '66-'97 DCA SFO
ORD CLE ORD DCA EWR DCA HNL

IN MEMORIAM

ELMER T. "BUD" CLOVEN

Bud Cloven passed away April 1, 2019 in East Wenatchee, Washington.

He was born January 13, 1933 in Springfield, Missouri but moved to Compton, California at a young age. After completing high school in California, he entered the University of Notre Dame where he graduated with a degree in Journalism. Upon graduation he entered the USAF where he served as a pilot for three years and was based in Houston, Texas where he piloted planes that trained navigators.

Upon completion of his Air Force service he worked as a newspaper reporter in Fullerton, California. When driving to cover stories he got a number of speeding tickets. He decided he was "flying too low" and looked for something flying higher.

That led him to United Airlines in 1959.

Bud was a man with many hats and talents and was never without hobbies. He collected stamps, grew fantastic show competition chrysanthemums with an all men's garden club in Seattle, joined the "SeaTac Marble Club" and traveled to marble shows throughout the United States.

Most of his United flying career was spent in Seattle. He was chairman of the Seattle Pilots union during the "Pilots Strike of 1985." A year and a half before retirement in 1992, he moved to the United Honolulu, Hawaii base where he flew 747's to the Orient, New Zealand and Australia.

Retirement years found him sharing time between homes in Arizona and Leavenworth, Washington where he is now buried.

Bud is survived by Carol, his wife of 61 years, in East Wenatchee, a son and five grandchildren.

WILLIAM G. "BILL" HORN

William G. Horn (100) was born on December 10, 1918 in West Allis, Wisconsin and passed away July 26, 2019.



Bill went to University of Wisconsin and studied agronomy. He joined the Civilian Pilot Training (Tracy Aces) and was recruited by United Airlines in 1941. He began his career on Boeing 247. After the first couple years he became captain then moved on to the DC3, DC4, DC6, DC7 and entered the jet age with the DC8. The last 7 years of his career he flew the Boeing 747. Some highlights of his 39-year career with UAL;

1947 Honored to fly the Chicago Cubs out of Midway. Air Transport Command 1952-1953 to the South Pacific, Alaska and the Aleutian Islands.

The LA Dodgers in 1958-1959

The MAC transport to Vietnam mid-1960 to early 1970.

Retired in 1978 last 7 years flyin g LAX to HNL.

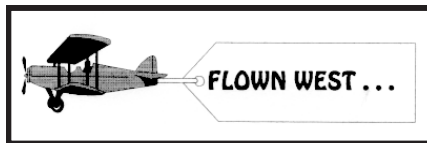
The Last living Tracy Ace.

However, joining UAL provided Bill with more than just a career opportunity when he met the love of his life a stewardess, Florence Binyon and they were married for 74 wonderful years.

He took mandatory retirement at age 60. The next 40 years he filled with traveling, gardening, golf, fishing and focused on family.

Bill is survived by his wife (Florence, now 102 years old), 2 children, 4 grandchildren and 3 great grandchildren.

Commercial Aviation owns a debt of gratitude to Captain Horn and all his fellow pilots who went above and beyond on a regular basis to pioneer the industry into the modern age.



*William L. Cotter	Jul, 2019
Elmer T. "Bud" Cloven	Apr. 01, 2019
*Larry Mechem	July 26, 2019
*Joseph D. Mesimer	Jun. 13, 2019
Robert E. Norris	Jul. 2019
*Michael S. Raines	Jul. 13, 2019
*Robert C. Wheat	Jul. 15, 2019

**denotes RUPA non-member*



HIGH FLIGHT

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

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

September, 2019 Edition

From:

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



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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
Sarasota Sunsetters (2nd Tuesday, Jan, Mar, May, Sep, Nov)—*Geckos Bar & Grill*—941-807-6727
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 Crazy's (3rd Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

Oregon

Oregon Coasters (1st Wednesday, 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

PNW Flyers (To be announced) 916-335-5269
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