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# rupanews



**Journal of the Retired United Pilots Association**



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## President's Letter

I previously had stated in my last President's Letter that the RUPA Reunion would be complete before I submitted my comments. I would like to go into more detail of the reunion. Needless to say, I was quite astonished at how well our reunion was received and enjoyed by most all who attended. It gives me a great sense of accomplishment as we had planned this event for some time. This reunion was so complete and successful due to the monumental efforts of Rich Bouska. I cannot thank him enough for everything he did for the reunion. There is so much to be thankful for. I want to thank all the attendees at the reunion, the officers and board members, the Holiday Inn staff, the Wright Brothers Museum staff, the Carillon Park staff, the Huffington Prairie staff and the Air Force Museum staff. It goes without saying that Bryan Quigley, the VP of Flight Operations at United Airlines, gave a rousing summation of where United was in the past and where United intends to be in the future. Also, one of the highlights of the dinner evening was the performance by the Air Force Band, Spirit of Freedom. I heard nothing but cheering and clapping during their performance. Well done! There was so much enthusiasm that the attendees wanted to know where the next reunion will be held. Well, some of the suggestions were Pensacola, New Orleans, Denver and Seattle. It will be forthcoming.....I promise.





L to R: Rich Bousca & John Gorczyca, Bryan Quigley, John Gorczyca & Bob Engelman, John Gorczyca and Cort de Peyster, Cleve and Rose Spring.

A new initiative by UAL is called Standby Processing Automation which will automate the clearing process of non-rev standby passengers at 30 minutes prior to scheduled departure. This all depends, of course, on seats permitting and then available seats will be assigned at that time. The initiative is meant to improve the non-rev experience and free the CSR to focus on other duties.

It will be one of my goals to expand the number of luncheon groups throughout the country. I have received interest in the Spokane, Dallas and Salt Lake City areas. If anyone should have questions about starting a luncheon group, please feel free to contact me. It is actually a lot of fun with the camaraderie that becomes established through the months with some old flying buddies and newly established friends.

There has been much discussion about the Aetna Medicare Advantage program and the SilverScript prescription drug coverage beginning in 2020. The close out date for accepting this coverage is Oct 25, 2019. There will be much further discussion of its advantages and disadvantages. RUPA is not an organization that can offer advise with respect to this coverage. If you have any questions, our recommendation is to call Aetna Medicare Advantage at 1-866-246-8088.

According to [Bryan Quigley](#), the Boeing 737 Max could possibly be back in operation for United by Jan or Feb 2020. This remains to be seen of course. It has been a rather complicated road for all the carriers that fly the 737-Max and for Boeing. There have been reports that the Southwest pilots are now suing Boeing for \$100 million for deliberately misleading pilots about the 737 Max.

The FAA wants action on declining pilot skills and the FAA has formerly requested ICAO to address the issue of manual flight skills among airline pilots. In a brief submitted to ICAO, the agency says pilots have become too dependent on aircraft systems and have not adequately learned to control their aircraft. It is about time that the FAA has proposed these concerns.

United unveiled the new program called "Aviate" and its new website. It is designed to reinvigorate the recruiting effort that gives our future pilots the fastest and best path to a United Airlines flight deck job. In the next decade nearly half of our existing pilots will retire. Aviate focuses on recruiting pilots earlier in their career so United has the ability to help them grow. See Aviate web site at [unitedaviate.com](http://unitedaviate.com).

Oscar took the stage recently at The Atlantic Magazine Annual Ideas festival in Washington DC and gave a showcase of everything United has been working on as a team. He stated that United is in a major makeover for the airline and that customer service is the most important. He indicated that the company had lost the hearts and minds of our employees. He intends to rectify this thinking.

I would like to compliment RUPA member and active United pilot, Dan Petrovich, for flying relief supplies to the Bahamas after Hurricane Dorian. He should be commended for his volunteer spirit. This is what we call "paying it forward."

Another couple of items. We had the 18th anniversary of the 9/11 events of which we will never forget. Captain Al Haynes celebration of Life was conducted on Oct 5th. And, we thank him for everything he did for United through the years. His name will live on in infamy with United Airlines.

Lastly, I might remind everyone that we still looking for a replacement for our esteemed editor of RUPA, Cleve Spring. It is a fantastic job that will provide much satisfaction and you will be assisted by Cleve with regard to the articles that are presented each month. The pay isn't too bad either. Please contact any officer or board member if you might be interested.

Enjoy your Thanksgiving. I hope you will be able to celebrate your time on this Thanksgiving Day.  
Still Flying High, *John Gorczyca*



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## Vice President's Letter

Lori and I took advantage of the ID 90 program by going on a cruise up the east coast last month. We boarded the Holland Line's MS Veendam in Boston and cruised north to the first stop in Bar Harbor, Maine. Halifax, Sydney, Charlottesville, Quebec City and Montreal were the remaining stops. Other than a few rain showers in Sydney, the weather was beautiful the entire way.

Those of you who take cruises know that it is a great way to travel. Once you've checked in to your room and unpacked your bags, the hard part is over. Excellent food, onboard entertainment and interesting destinations lie ahead.

There's plenty of time to kick back and relax while the boat is underway. I took advantage of a large lounge in the front of the ship near the upper deck. The lounge reminded me of a very big flight deck with plenty of places to sit. As the water and scenery flowed by 100' below, I reflected upon all the times I'd looked down at the same water from 35,000' on my way to Europe. Strangely enough I'd seen those ships numerous times while "coasting out" and wondered what it would be like to take a cruise up the East coast. Now I was on one of those ships looking at that water and up at those jets reflecting on all of it.

I read a couple of good books on the cruise too. One of them was written by my pal Robert Dobranski. The novel is titled: "Final Authority." The book is aviation factual, quite entertaining and has a surprise ending. Upon reading Bob's work, I light heartedly suggested that he write publications for UA in his spare time. I am unable to share his response in this PG rated publication. Bob and his wife, Allison, are still flying for United on the 787 and 777.



I see them from time to time with their beautiful Cessna 180. They are part of a group of United pilots who meet up in the backwoods of Idaho every June. My 180 came off the production line 2 numbers ahead of the Dobranski's Cessna in 1979. Bob and I got together for a photoshoot celebration in August for our plane's 40<sup>th</sup> Birthday. That was a fun day.

Looking ahead, I have good news: The November Lines are out, and we all have Thanksgiving off! Wishing you and yours a great holiday.

Cheers! *Wm*

### Now Listen UP!!!

**December 1st is the deadline for submitting any changes to your personal information, such as phone numbers and email addresses, for the 2020 Directory**

**Send changes to:**

**[www.rupa.org](http://www.rupa.org)**

**or**

**RUPA**

**PO Box 757**

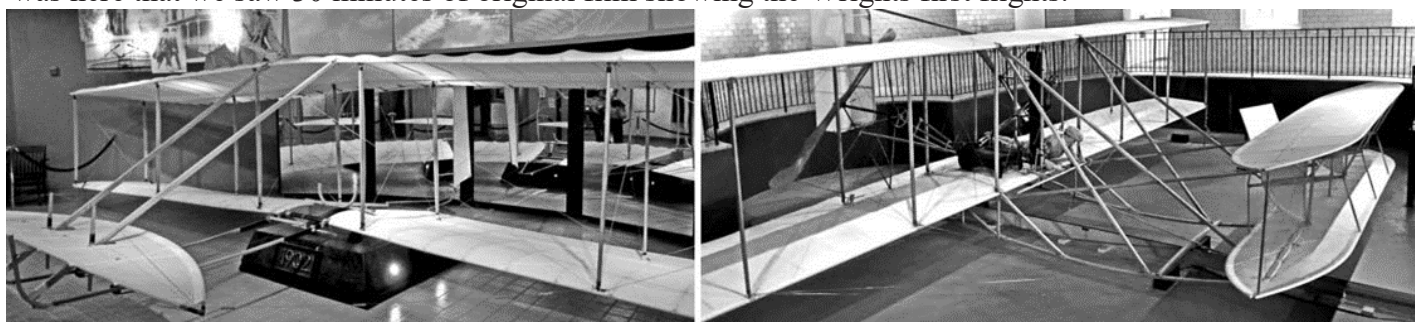
**Stowe, VT 05672-0757**

## 2019 RUPA Reunion in Dayton, Ohio

I believe our RUPA reunion was a resounding success. We had 130 people sign up for the reunion which was considerably more than we thought would attend when we first set it up. We had a few cancellations but that is expected for a group of senior citizens like us. Our president John Gorczyca did a magnificent job putting everything together.



On our first day we took a tour past the Wright Brothers home site on the way to the Wright-Dunbar Interpretive Center and Wright Cycle Company. A designated National Historic Landmark, the Wright Cycle Company was the place where the Wright Brothers first dreamed of man in flight. The Wright-Dunbar Interpretive Center, next door, is located in the same building where the Wright Brothers operated their printing business; showcases exhibits that explore the lives of the Brothers and Orville's high school classmate, poet Paul Laurence Dunbar. The center also includes the Aviation Trail Parachute Museum. It was here that we saw 30 minutes of original film showing the Wrights first flights.



From here we went to the Carillon Brew Pub for lunch, a replica of a 1880s Pub, serving food and brew of the era. It was just a short walk from the Pub to the Wright Brothers National Museum which has more Wright artifacts on display than any other place in the world, including the 1905 Wright Flyer III, which the Wrights considered their most important aircraft.

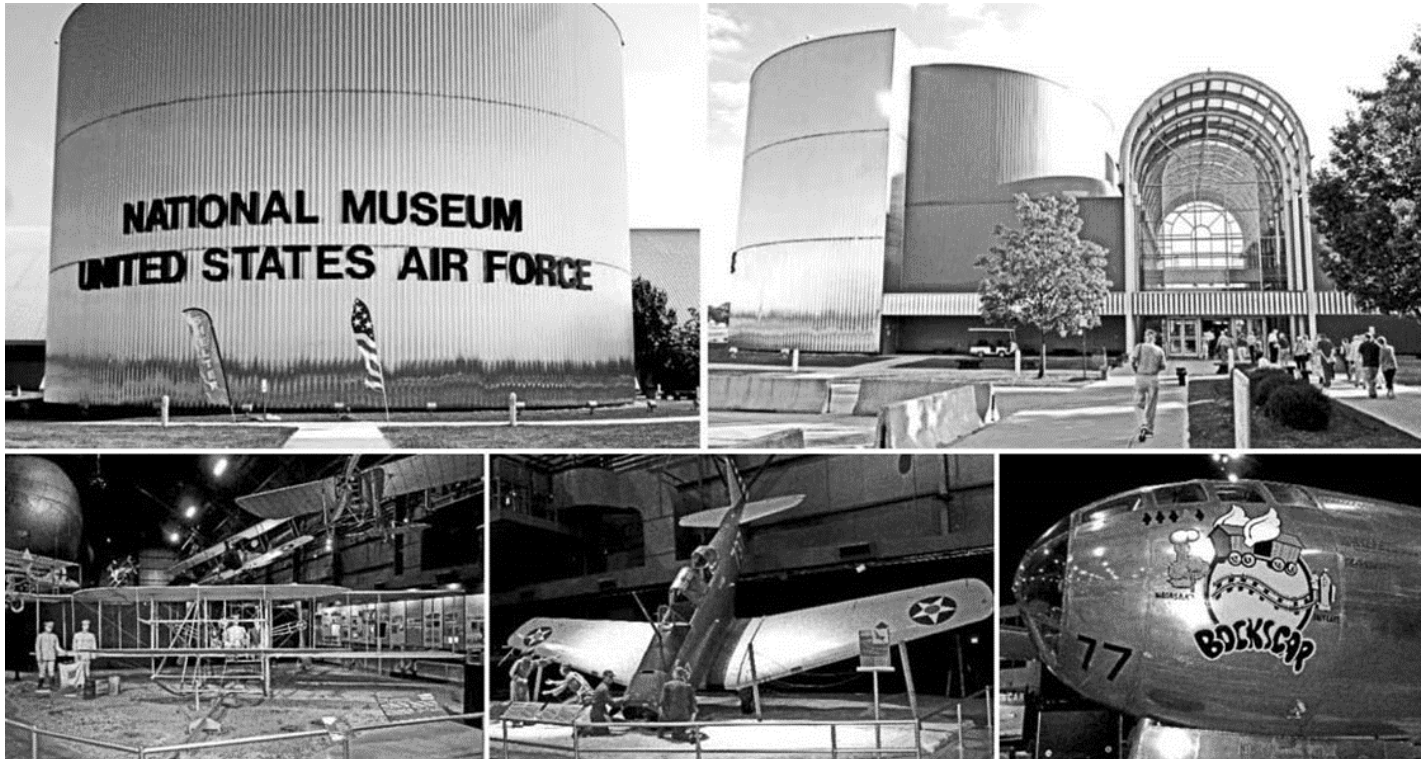
On the way back to the hotel we stopped at Huffman field. It was here in 1904 and 1905, through a series of unique experiments; the Wright brothers mastered the principles of controlled, powered flight, and developed the world's first practical airplane.

That evening we had a presentation by Aetna insurance which was helpful in explaining some of the changes coming up to our coverage.

The second day we visited the National Museum of the United States Air Force. It is the oldest and largest military aviation museum in the world, with more than 360 aircraft and missiles on display. The museum's collection contains many rare aircraft of historical or technological importance and various memorabilia, and artifacts from the history and development of aviation. Among them is the Apollo 15 Command







Module, Endeavour, which orbited the Moon 74 times in 1971, one of four surviving Convair B-36 Peacemakers, the only surviving North American XB-70 Valkyrie and Bockscar, the B-29 that dropped the atomic bomb on Nagasaki during the last days of World War II. The museum consists of four interconnected hangars and missile silo with a total of 1,120,000 square feet. It was impossible to see everything in the day of the tour and many have vowed to return to finish the job. There were plenty of scooters for us older folks and I'm surprised we didn't have any scooter races.

That evening we had our banquet and were entertained by the Air Force Band of Flight, *Spirit of Freedom*. After dinner John introduced Bryan Quigley, UAL Senior Vice President of Flight Operations, who briefed us past and future changes in UAL culture, operational outlook, pilot manpower, and aircraft utilization.

All in all, it was a great time for all with many great friendships renewed. Submitted by *Rich Bouska*

## How to pay your RUPA dues

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

Or send your check to:

RUPA  
PO Box 757  
Stowe, VT 05672-0757

Have you ever visited our RUPA Website?

[www.rupa.org](http://www.rupa.org)

there is a lot of good information on it

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## About the Cover

Sunset at Dulles

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### Oregon Coasters RUPA Luncheon

Our Oregon Coasters met in September at Rosa's Mexican Restaurant. Attending were Larry and Crystal Farnsworth, Tom and Bonnie Vanderwest, Dick Markee and Bea Maurer. Several of our intrepid aviators are either under the weather temporarily or out traveling in Europe or other exotic places.



This month we talked about the new Aetna retiree medical, and Tom Vanderwest shared his "legacy" photos of when he worked for United Airlines first as a Customer Service Agent and then later as he became a pilot.

Dick Markee shared the following, most recently published in the October 2003 ALPA magazine. In case anyone is wondering who Gill Robb Wilson was, he was one of the most prolific aviation poets of the 20th century. In the

dawn before the United States was thrust into WWII, Wilson and a few like-minded aviators founded the Civil Air Patrol, whose top professional development award is named in his honor. He also founded the National Aeronautics Association and held AOPA membership number 1.



#### ONE OF THE TRUSTED

by Gill Robb Wilson

You are at cruising altitude.  
The westering sun is pink on the disc.  
Your eye flicks the gauges. The engines are contented.  
You look down at your hands on the wheel.  
They are veined and hard and brown.  
Tonight you notice they look a little old.  
And, by George, they are old. But how can this be?  
Only yesterday you were in flying school.  
Time is a thief. You have been robbed.  
And what have you to show for it?  
A pilot—twenty years a pilot—a senior pilot.  
But what of it—just a pilot.  
Then the voice of the stewardess breaks in on your reverie  
The trip is running full, eighty-four passengers.  
Can she begin the serve dinner to the passengers?  
The passengers—oh yes, the passengers.  
You noticed the line of them coming aboard—  
the businessmen, the young mothers  
with the children in tow, the old couple,  
the two priests, the four dogfaces,



A thousand times you have watched them  
 file aboard and a thousand times disembark.  
 They always seem a little gayer after the landing  
 than before the take-off. Beyond doubt  
 they are always somewhat apprehensive aloft.  
 But why do they continuously come up here  
 in the dark sky despite their apprehension?  
 You have wondered about that.  
 You look down at your hands again  
 and suddenly it comes to you.  
 They come because they trust you—  
 you the pilot. They turn over their lives  
 and their loved ones and their hopes and dreams  
 to you for safekeeping.  
 To be a pilot means to be one of the trusted.  
 They pray in the storm  
 that you are skillful and strong and wise.  
 To be a pilot is to hold like in your hands—  
 to be worthy of faith.  
 No, you have not been robbed.  
 You aren't "just a pilot." There is no such thing  
 as "just a pilot." Your job is a trust.  
 The years have been a trust.  
 You have been one of the trusted.  
 Who could be more?

The Oregon Coasters meet the 1<sup>st</sup> Wednesday of every month at a local Florence, Oregon restaurant. We have been trying different eateries. In October we will try Chen's Chinese located at 3620 Hwy 101, in Florence. Call Larry if you need information. 541-999-1979. All are invited to attend!

## Cleveland Crazies RUPA Luncheon

On a beautiful sunny day in Northeast Ohio we had a very well attended meeting at TJ's Restaurant in Wooster. There were twenty-five members, wives, and friends present for a good time together, great food and wonderful service.



L to R standing are: Phil Jach, Carol McMakin, Pat Morris, Mike Holmberg, Terry Holmberg, Harvey Morris, Ed Satterfield (our speaker), John Hochmann, Rich McMakin, Joe Getz, Vickie Getz, Barb Alden, John Alden, Rick Hilderbrand (Harvey's Guest), and our server Maddy.

L to R Seated are: Gene White, Nancy Cervone (Phil's guest), Judy White, Linda Jach, Ellis Sweat, Bob Olsen, Dawn Lang, Bob Lang, Dick Sanders, Paulette Church, George Bleyle.

We had a moment of silence for Kenny Wheeler and Ronnie Ogden who recently passed away. We agreed to send a donation in memory of both Kenny and Ronnie. And we reviewed the Medina 911 Memorial Ceremony that was held on September 11, 2019.

We had Ed Satterfield, a retired FBI Agent, tell us his story from the crash site of United Flight 93 near Shanksville, PA. Ed was deeply involved with the recovery and collection of all aircraft material and the remains of all those who perished in the crash. His story was very moving and personal throughout his hour plus speech. Cheers, *Phil*

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## NYSkyscrapers RUPA luncheon

Sept 25th, 2019 NYSkyscrapers luncheon: Held at a golf club in West Orange, NJ. 39 people showed up.



Photos with names can be seen at <https://photos.app.goo.gl/4NvTvO4vMkYJf74D8>

Photos taken by Mike Severson and Luis Garcia. Check-in desk manned by Jim Lattimer and Pat Harben.

We invite not only retired pilots and their spouses/children, but also flight ops personnel and even some active pilots.

We hold raffles, with donated prizes. And proceeds (\$960 this time) are donated to the United Airlines Retired Pilots Foundation, Inc.

Our next luncheon will be held in June 2020. For info, contact Luncheon Coordinator:  
Pete Sofman [psofman@gmail.com](mailto:psofman@gmail.com)

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## Manassas RUPA breakfast



L to R: E.K. Williams, Stokes Tomlin, Bill Kellenberger, John King, Sim Stidham, Gene Couvillion, Hal Cockrill, Fred Streb, Jim Turner, Don Reinhard, Gary Cook.

Beautiful day in the D.C area and we had a wide range of topics to explore, but the chuckle of the morning when someone indicated that one of our retired pilots (not in attendance) was slowing down, which was followed by a collective pause as we consider the speed of present group. *Gene*



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## Seattle Gooney Birds RUPA Luncheon

The Oct. 5th Celebration of Life for Captain Al Haynes was widely discussed, including the phenomenal efforts of Laurie and Dan Haynes and other family members and friends in organizing the tribute. All agreed that it was most appropriate in that it covered much of Al's life including many lesser known facts. He spent many years working in the interest of Little League Baseball and had umpired in the Little League World Series at Williamsport, PA. He spent many evenings working as a member of the sideline chain crew for high school football and later, as the Highline Stadium announcer for Thursday and Friday night football.



L to R: Bob Reid, Hank Kerr, Jim Barber, Ron Geer, Rich Hurst, Irv Jones, Jack Brown, Eric Malm, George Brown, Bob Wulff, George Johnson, Dave Mosby and Bud Granley.



Alan Black, Jerry Ackerson, Maureen Hurst, Margie Reid and Mary Brevick, Kathy Black and Rachel Geer, Donna Westpfahl and Carol Granley. Thanks to Bud Granley for the photography.

Chatter drifted to the usual subjects including "the old days" back to Capital Airlines and earlier. Merits, quirks, and challenges of various ancient taildraggers as well as WWII trainers were covered in the mix.

Irv Jones brought a rare, vintage HP 75C calculator first introduced in 1982 and demonstrated how it was cleverly adapted by several pilots as a cross check in VOR navigation. Inputs included Radio Ident, DME, Radial, and the command "go direct". It was dubbed "Air Navigation Utility System," ANUS for short. It was an interesting comparison of a makeshift nav aid of 37 years ago with the aviation computer world of today.

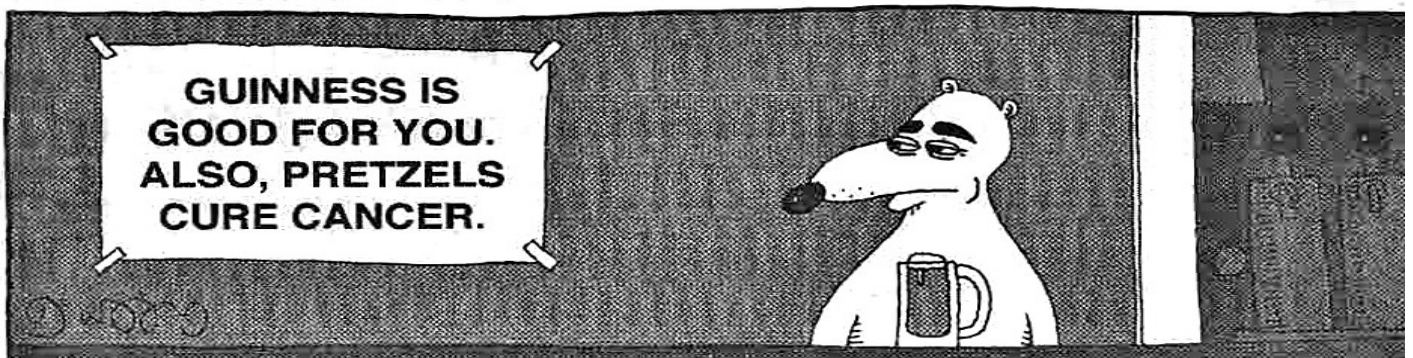
Alan Black told of an upcoming trip he and Kathy will take to southern California for a multigeneration family gathering.

Rich and Maureen Hurst bid the group farewell until May as they are planning trips to Texas for a memorial highway dedication honoring a family member, to Pensacola for a USN gathering, and later to Hawaii.

Good to see Ron and Rachel Geer who battled the I-5 and I-405 24/7 gridlock to today's luncheon. And to see Bob Wulff, another vintage SEA Capt. *Hank Kerr*

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### The Fusco Brothers J.C. Duffy



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## S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Our FL 'Snowbird' Season must be getting close....at least that's what it looks like with some of the new/returning faces at our October Luncheon at Shrimper's. John Pinter has returned from his Summer in Vermillion, OH; Skip La Rocque showed up after missing a few of our Tuesday Luncheons and we have a new member who is still currently flying the Friendly Skies, George Bustillo. George lives in South Stuart and commutes to EWR to fly the -777. He has a couple of more years to go B4 Retirement.....but we are glad to have him NOW! Welcome George and hope to see you at many of our Luncheons when you are not flying The Boeing. 😊 We were all served very well by Rosemary, the food was good (all plates were empty as they left the table), timely and hot when delivered.



Left to Right: Jack Boisseau, Andy Lambert, Jim Dowd, Bob Langevin, Jerry Holmes, George Bustillo, Skip La Rocque, John Pinter and Dave Damon.

In spite of our recent run of rain showers here in SE FL, the WX was good for our Luncheon, many different conversation took place including the recent passing of Dave Damon's wife (Betsy) with a heart attack 😞, it was determined that George Bustillo (our new member) and Jim Dowd (our 'old' member 😊) have both lived in the Mariner Sands Community together for the past 10 years and didn't know it, various Medical conditions and experiences that have challenged our attendees, what to do about selecting a new Medical Ins. Program provided by UAL, and several stories shared with us by George Bustillo and Jerry Holmes (former Pan Am) about their shared Aviation experiences many years ago in their Aviation Careers.

Hopefully, not to ruin our Good Luck so far, SE FL has been able to avoid all Hurricane threats so far except for Dorian.....who, fortunately for us, turned North just in time to miss us. Let's hope that our Good Luck continues for the next 6 weeks (as I write this). Nov. 30th is the official END of our Hurricane Season here in FL....so let's hope that our good fortune will continue for the duration.

That's it for now but I'll look forward to getting our November write-up to Cleve Spring (who does an OUTSTANDING Job every month, thank you Cleve) by the middle of November.

BTW, our November Luncheon will be at Shrimper's at 11:30 AM on Tuesday, 11/12....so if you happen to be in the Stuart, FL area at that time, come and join us, we'd love to have you.

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

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## San Francisco East Bay Ruparian's Luncheon

California had a little problem the day of our luncheon; temperatures were up, humidity was down to single digits, and the wind was-a-blowing. Our utility company, PG&E, decided it was too risky to keep the juice flowing through their antiquated lines, so they shut the power off to about 800,000 customers throughout northern California to avoid causing wildfires due to falling power lines. The Primavera Restaurant was kind enough to call us in advance to tell us they would be closed due to the power outage. So, we notified everyone who were coming that the luncheon was cancelled. It would have been nice if we could have changed our venue to the nearest ice cream store to wait for the melting of their product and assist them in disposing of their melting ice cream.

It will take days for PG&E to survey their lines and get all the power back on. Fortunately for me, I live in an area not subject to wildfires and the power stayed on. Businesses were hard hit by the lack of power and many residents were angered and question whether the company made the right call.

Hopefully, next month things will get back to normal and we can meet once again at our favorite restaurant.

Remember, we meet at 1:00 on the 2<sup>nd</sup> Wednesday of every month at the Primavera Restaurant in San Ramone. Come by and join us. *Rich Bouska*



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## San Francisco Bay-Siders' RUPA Luncheon

A small but spirited group of nine of us attended our luncheon today.



L to R: Craig Norris, Gerry Delisle, Jeri Johnson, Keltie Morris, Rich Bouska, Georgia Bouska, Jerry Terstiege, Rich Erhardt, and Cyndi Schwager.

Discussion centered around the just completed RUPA Reunion and the upcoming termination of United's traditional supplemental Medicare plan, and replacement with a United specific Medicare Advantage type plan.

Five of us at the lunch attended the reunion, which was a fantastic event. I won't go into great detail because I am sure it will be covered in this magazine, by Rich Bouska and/or President John G. It was like the perfect four-day layover at a choice location, where you met old friends and made new ones. Honorary Baysiders, Cleve and Rose, were there and I can't tell you how many times people came up to him and thanked him for being editor of *RUPANEWS*. Many of them, like myself, say it is the only publication they read cover to cover.

Our luncheons are always on the second Tuesday of the month at 11am.

Harry's Hofbrau, 1909 El Camino Real , Redwood City, CA. *Rich Erhardt*

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## The JAX RUPA Group Luncheon

The Jacksonville gang met for lunch on the 15th at the Julington Fish Camp. Nice place on the water with good food. We had six members including a new one, J.D. Kinsley, who has lived in Jacksonville most of his life.



L to R: Bill Gander, Jerry Bradley, Laurie Reeves, JD kinsley, Jim and Chrispy Peterson.

This week we covered insurance, no fun, and flying airplanes, mostly fun. Two of our group had been to the convention in Dayton and it was obviously a great success. I missed it for a surgery, also no fun.

We will meet next month on Tuesday the 5th of November at noon. Where is to be determined and will be covered by an email from our leader a few days before the event.

In the meantime, stay safe and be well. *Jerry Bradley* for Jim Peterson

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## SFO North Bay RUPA Luncheon

The Northbay RUPA Luncheon was held on the First Wednesday, October 2nd at the Petaluma Sheraton's Tolay Room. Unfortunately, absent was Barney Hagen, busy with PCAM Air Show details.



Attending L/R: Robert Donegan, Gardner (Bones) Bride, Larry Whyman, Bob Billings, Wayne Heyerly, Bill McGuire, Dick Lammerding, Don Madson, Bill Smith, Rick Saber, Dan Barger and Larry Darnell.

A pleasure to see returning was Bill Smith following his recent illness and surgery. Welcome Back Bill  
Larry Whyman told the group of the Planned Memorial for Late Captain George Mendonca. Further information can be found at [www.hiller.org/RememberingGeorge](http://www.hiller.org/RememberingGeorge).

Rick Saber shared the details of his recent involvement in the Golden Gate National Cemetery Fly By honoring A World War II USAF Pilot who flew light aircrafts over Beachheads. Well done Rick. Bill McGuire shared info on the crash of the B-17 that morning. Dick Lammerding shared some of his Aviation Photos.

Afterwards the group settled down and enjoyed a good meal and a lively conversation.

All Retired Pilots, family and friends are invited to join us on the 1st Wednesday of every month at the Petaluma Sheraton Tolay Room. *Bob Donegan*

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## Leesburg RUPA Breakfast

A regularly scheduled RUPA breakfast occurred on 4 October, 1st Friday of the month, at the IHOP restaurant in Leesburg Virginia, Gary Cook presiding.



L to R around the table your scribe, Stokes Tomlin, Jim Turner, Bill Davis, Gene Couvillion, Charlie Schwab, of Pan American Airlines, Sim Stidham, Bob Gilbert and Gary Cook.

Much of the conversation centered on the crash of the B-17 909 and old airplanes in general.

Keep us in mind for November or December... All are welcome, first Friday of the month... 0900.



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## The Big Island Stargazers RUPA Luncheon

Several members had taken advantage of the late summer travel loads so we had a small, but enthusiastic, group for our September meeting.



L to R: Linda Morley-Wells, Walt Wells, Linda Bounds, Don Diedrick, Gigi and Richard Morley, Gerry and Joan Baldwin.

Al & Linde Rimkus were visiting France, Switzerland and Spain while Bill & Linda Hayes and Lex & Ebby Pinson were on the mainland. It was great to welcome back Linda Bounds who enjoyed a first class seat from Denver to Kona.

Table talk was lively and The Fish Hopper manager, Kathleen, made sure we didn't go away hungry. The complimentary pupus and desserts were wonderful!

During this time of year many cruise ships are in transition from Alaska to warmer climes, and it was a busy day in Kailua-Kona with 2,100 additional tourists taking in the sites. We are also gearing up for the Ironman World Championship Triathlon in mid-October.

The ocean is warm and the sunsets are beautiful. If you are on island, please join us on the third Thursday of the month in historic Kailua-Kona. *Linda Morley-Wells*

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## Denver Good Ol' Pilots RUPA Luncheon

On a nice day on the second Tuesday of October 16, Good Ol' Pilots and guests met for lunch at The Tin Cup Bar and Grill in Aurora. After a catered lunch of salad followed by pork cutlets, sour kraut and sausage, vegetables, potatoes and finally dessert, Ted Wilkinson provided some humor. Next we remembered retired United Captain Norm Miller who flew west in late September.

Norm was well liked and respected by those who had known and flown with him. Ted Wilkinson spoke enthusiastically about the recent RUPA reunion at Dayton, OH. According to Ted it was quite informative and entertaining especially all the aircraft on display at the U. S. Air Force Museum located on Wright Patterson Air Force Base. Also Ted related a visit to a location called Huffman Prairie where the Wright Brothers conducted flight testing. Ted said that two reasons they chose that location where it was the last stop on the trolley line and the owner of the land let them use it at no charge which helped their budget. According to Ted, Prairie is virtually unchanged from the way it was in 1903.

Attending were: Bob Blessin, Stan Boehm and Marilyn Gifford, Ray Bowman, Ed Cutler, Nick Hinch, David Horwitz, Tom Johnston, Cliff Lawson, Bruce Munroe, Dan Romceovich, Rick Steele, Casey Walker, Ted and Rose Wilkinson and active pilot R.J. Wolf.

Your scribe, *Tom*



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## The Intrepid Aviators of Southern Oregon RUPA Luncheon

Once again, the Pony espresso welcomed us for the October lunch.



L to R: Harvey Saylor, Chris and Banjo Bob Keasbey, Bob Niccolls, Scot Lee, Chuck Kittle and Jim Jaeger. An amazingly beautiful Summer here in southern Oregon this year....only a couple of days with fire smoke, and that soon gone. The balance was about as good as it can get. And now, the leaves have a tinge of color, the warmth of Summer is going, and the chill of Fall starts to seep in. We even had a sprinkling of snow in the surrounding high country a few days ago. Evidence of an overall warmer climate however has been seen this year with record numbers of albacore and dorado showing off the Oregon coast and the lack of salmon returning. Changes all.

We again gathered at the Pony Espresso in Jacksonville on our third Thursday and, while missing some of the 'usual suspects' a good time was had by all and good conversation and fellowship abounded around our table. Banjo Bob Keasbey and son Chris brought several of the various buttons and badges from the '85 strike..... which brings up, how many of us have stashed the signs, buttons and clickers of that time? And how the times are-a-chagin. Chuck came up from Scott Valley in his electric Chevy. Cheers, **Bob**

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## Los Angeles South Bay RUPA Luncheon

We had a nice lunch at Mimi's restaurant near the Torrance airport even if they did forget our reservation.



L to R: Helena and Tom Reidt, Sue Tyree, Gary and Treva Forister, Sharon Crawford, Dick McKay, Sue and Arvid von Nordenflycht.

Topics at the October lunch included pickle fork problems, arranging access to phone passwords for survivors, a local airplane accident, and the new remote lot for taxis, Lyft and Uber at LAX. Lunch interrupted solving more problems.

Our next lunch will be the holiday luncheon together with the retired flight attendants on Thursday, December 12. The Tin Roof in El Segundo will be the site again, and we'll have lots of time to visit, enjoy the nice food, and hear about the happenings at LAX. Send reservations to Sharon Crawford, captaincrawford@verizon.net, and join the party. **Sharon**



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## Ham Wilson Gold Coast RUPA Luncheon

This outstanding group of Aviators and significant others had a wonderful lunch on Thursday afternoon. To find out what everybody had for lunch, check in with Facebook! I heard a story the other day that Facebook is for old people and things like Twitter and Instagram were for kids.



Left to right, we have Art Jackson, Diana Engelman, Bob Engelman, Ham Oldham, Rick Valdes, Gene Anderson, Francie Garrett, Bill Garrett, Jim Morehead, Stan Baumwald (NWA), and Glen McGarry. Our next luncheon is November 14th which is the second Thursday in November.

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## The Columbia River Geezer's RUPA Luncheon



L to R: Bill Park, Ken Crimm, Diane and Mike Thomas, Jim Huff and Lew Meyer.

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## Monterey Peninsula RUPA Lunch Bunch

We deviated from our normal format to hear a Power Point presentation by Riley Speidel, daughter of SFO 737 Captain Jake Speidel. She soloed a motorglider on her 14th birthday and then a week later she flew solo cross country from California to Maine in 9 days. She was supported by her father flying a Beech Baron trailing behind and a friend in a Tomahawk ahead as a pathfinder. Riley hopes to go to the Air Force Academy. She attends Carmel High School and is on the Swim Team and Lacrosse Team. We enjoyed hearing her tell of her adventure and will hope United hires her in the future.

Following the presentation, we sat down for lunch, Phyllis and Jon briefed the group on the success of the Dayton Reunion with visits to the Wright Brother Museum and the Air Force Museum and wonderful banquet. There was discussion of the changes to the United Medical Plan with many questions.

The group consisted of Phyllis Cleveland, Steve and Terry Filson, Pete and Donna Walmsley ...thank you for hosting....and their son, Todd who is a UAL LAX 777 F/O, Carlos and Judy Quintana....Carlos turns 90 this month...Linda Mackie, Sunee Jines, Diane Ellis, Brett Morris and Jon Rowbottom.

Our next luncheon will be Wednesday, November 13th at 1130 at Edgar's at Quail Lodge. RSVP to Phyllis by noon on Tuesday the 12th. *Jon Rowbottom*

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## 737 MAX Out of Schedule Until January 2020



Since the grounding of the Boeing 737 MAX aircraft in March, United has gone to great lengths to minimize the impact on our customers' travel plans. We've used spare aircraft and other creative solutions to help our customers, who had been scheduled to travel on one of our MAX aircraft, get where they are going.

We have decided to pull MAX flights out of our schedule until January 6.

During this period, we'll continue to take extraordinary steps to protect our customers' travel plans. Moving forward, we'll continue to monitor the regulatory process and nimbly make the necessary adjustments to our operation and our schedule to benefit our customers who are traveling with us.

- In November, we expect to cancel approximately 93 flights a day, which results in roughly 2,800 flights for the month.
- In December, we expect to cancel approximately 75 flights a day, which results in roughly 2,300 flights for the month.
- In January, we expect to cancel approximately 56 flights a day, which results in roughly 280 flights for the portion of the month affected.

We are continuing to work through the schedule to try to swap and upgauge aircraft to mitigate the disruption caused by the grounding of the MAX. We continue to automatically book affected customers on alternate flights. If we are unable to place them on a different flight, we will proactively reach out to try and offer other options.

For more than 93 years, the safety of our customers and employees has come first, which is why we have cooperated fully with the FAA's independent review of the MAX aircraft, and we won't put our customers and employees on that plane until regulators make their own independent assessment that it is safe to do so.

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## Why United Airlines will split up Star Alliance Members in 2020?

By Juergen T Steinmetz/eTurbeNews



The idea behind an Airline Alliance is to build loyalty among passengers of different member airlines. The common sense of understanding is for a passenger to be treated the same no matter what airlines they fly. Mileage Plus, the frequent flyer program for United Airlines just changed this. It splits Star Alliance Network airlines in preferred and less preferred.

As of 2020 United Airlines, a member of the Frankfurt-based Star Alliance will create three tiers meant to guide Mileage Plus members to consider Star Alliance Partners that are best friends with the airline over other Star Alliance partners.

Members of the Mileage Plus program will earn more miles flying with United, fewer miles when selecting a preferred Star Alliance partner and even less when flying a nonpreferred partner.

United Airlines is now calculating status and the miles a member can earn on the number of flights and the rate a passenger pays for a ticket.

The more you fly on the Star Alliance network, the faster you will earn sufficient miles or points to redeem for a reward ticket or upgrade. When flying some carriers it will take more flying and more money compared to other member carriers.

There is no single Star Alliance Frequent Flyer Program. Airlines have their own membership program. Star Alliance promises a membership in any program will give access to the whole Star Alliance network, with no need to register with any additional program. This may no longer be true because there is no longer one same treatment for all member airlines.

Today United told their Mileage Plus members: We're taking a new approach to Premier® status qualification to better recognize our most loyal and frequent travelers — those who fly 200 miles several times a week, as well as those who fly 2,000 miles several times a year.

Someone traveling on Star Alliance carriers will earn more miles when flying Star Alliance carriers that are best friends with United Airlines. UA calls them preferred Star Alliance carriers.



## CRJ-550 flights open for sale



On October 27, we started flying the revolutionary CRJ-550 regional aircraft we announced in February, which will offer customers on key regional routes more legroom, storage and amenities than any other 50-seat regional aircraft operating today. Tickets go on sale Saturday, October 12.

This best-in-class two-cabin, 50-seat Bombardier CRJ-550 aircraft will feature a configuration of 10 United First seats, 20 Economy Plus seats and 20 United Economy seats.

The first-of-its-kind CRJ-550 will bring a higher percentage of two-cabin departures to smaller cities across our network, enabling us to offer premium seats on more connecting flights from those markets to points across our global network, further strengthening our competitive position.

CRJ-550 customers will be able to enjoy similar services and amenities that we offer in our larger aircraft, including:

- Space for every customer to bring a roller bag on board. This means fewer gate-checked bags to worry about – for both customers and customer service representatives.
- Customers flying in United First will enjoy the self-serve refreshment center with snacks and beverages
- More legroom than on any other 50-seat aircraft in our fleet
- Customers can stay connected on board with United Wi-Fi

Initially, the aircraft will serve the following markets from ORD:

- ABE (Allentown, Pennsylvania)
- CID (Cedar Rapids, Iowa)
- CMH (Columbus, Ohio)
- CVG (Cincinnati)
- DSM (Des Moines, Iowa)
- GRR (Grand Rapids, Michigan)
- GSO (Greensboro, North Carolina)
- IND (Indianapolis)
- MDT (Harrisburg, Pennsylvania)
- MSN (Madison, Wisconsin)
- OKC (Oklahoma City)
- RIC (Richmond, Virginia)
- STL (St. Louis)
- TUL (Tulsa, Oklahoma)
- XBA (Bentonville, Arkansas)

## 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](mailto:rupasectr@rupa.org)**

Or mail to:

**RUPA**

**PO Box 757**

**Stowe, VT 05672**

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## Magellan Awards



United brought home a pretty nice haul from this year's Travel Weekly Magellan Awards, honoring the best in travel industry products, services, advertising and innovations.

Our recent ad campaign targeted at business travelers won the gold award in the Airline Marketing category, and the marketing push for United Meetings, a new connectivity tool for corporate customers, took silver. Our new state-of-the-art inflight entertainment (IFE) seatback system, with the world's most extensive suite of accessibility features, won a whopping three awards

– gold in both the U.S. Carrier Inflight Entertainment and Special Needs categories and silver in the International Carrier Inflight Entertainment category.

This isn't the first time our new IFE system, which debuted on our Boeing 787-10 fleet, has garnered industry attention. In April, it won the coveted Crystal Cabin Award at the annual Aircraft Interiors Expo and also earned an Onboard Hospitality Award for "Best Use of Onboard Technology."

The latest version of IFE went live in 2018 and includes features for customers with hearing, vision and mobility impairments. Those include a text-to-speech option, customizable text size and screen magnification options, and alternate navigation options for customers unable to swipe or use a handset.

The Magellan Awards are given out by a group of travel industry professionals who judge each entrant against their standards of excellence and experience as frequent travelers.

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## United Airlines ramps up recruitment to hire 10,000 pilots over the next decade

By Leslie Josephs



United Airlines is trying to recruit pilots early in their training as the second-biggest U.S. carrier faces an impending shortage as half of its aviators' approach retirement.

The airline said it would offer conditional job offers to candidates who apply to a special program as they build experience during their training and early-career experience at small airlines.

Close to half of United's roughly 12,500 pilots will retire over the next 10 years, the airline estimates, and it expects to need to hire 10,000 over that period to keep pace with growth. Boeing has estimates that airlines will need 645,000 pilots from 2019 through 2038, with 212,000 in North America alone.

Airlines around the world are fretting about who will fly their planes in the future and are ramping up recruiting efforts. Delta Air Lines last year launched a program that invited its non-pilot employees to take unpaid leave to go to flight school and conditional job offers for college students as ranks of pilots thin due to the federally mandated retirement age of 65.

Cost is a major hurdle to becoming a pilot and training costs can top \$80,000. Strict laws in the United States require that pilots have 1,500 hours of flight time to work at a commercial airline, but there are exceptions for some students and military.

United is considering other initiatives such as loan forgiveness or guarantees, said Bryan Quigley, United's senior vice president of flight operations.

"One of the big barriers to get into the profession is the cost of getting their certification," he said. Regional carriers that serve airlines' shorter routes have had to increase bonuses to new pilots to entice applicants.

Quigley said he has noticed a "very minor impact" about staffing issues preventing some regional airlines from being able to fly as much as they could, adding that they're boosting the program so the problem doesn't worsen.

Pilots could move over to United's mainline operation after a minimum of 24 months and 2,000 hours at a regional, United said.



## New Report on The 737 Max Blames 'Inexperienced Pilots'



A damning new report on the 737 Max blames 'inexperienced pilots' and the low-cost airlines that employ them - not Boeing.

Boeing has lost more than \$1 billion since its 737 Max was grounded earlier this year following the deaths of 346 people in two similar crashes in October and March, according to the company's most recent earnings report. While many have placed the blame for those crashes on faulty Boeing software, a damning report from The New York Times Magazine points to "inexperienced pilots" in both crashes.

The magazine's writer at large William Langewiesche, a former national correspondent for The Atlantic, detailed how the push for international, low-cost air travel had allowed newbie pilots to fly international routes - putting at risk the lives of dozens aboard their jets. Langewiesche wrote of Lion Air, the Indonesian airline whose plane crashed on October 29, killing all 189 people on board:

"Lion Air is an aggressive airline that dominates the rapidly expanding Indonesian market in low-cost air travel and is one of Boeing's largest customers worldwide. It is known for hiring inexperienced pilots - most of them recent graduates of its own academy - and for paying them little and working them hard." The captain, an Indian national named Bhavye Suneja, 31, was put in charge of piloting the 737 sooner than he would have been at "a more conventional airline," Langewiesche wrote. And once that 737 Max was having issues, the Lion Air crew didn't mitigate the failures, the article said.

A few other bizarre happenings communicated Suneja's lack of experience - for instance, he told air-traffic control that he didn't know the plane's altitude, the report said.

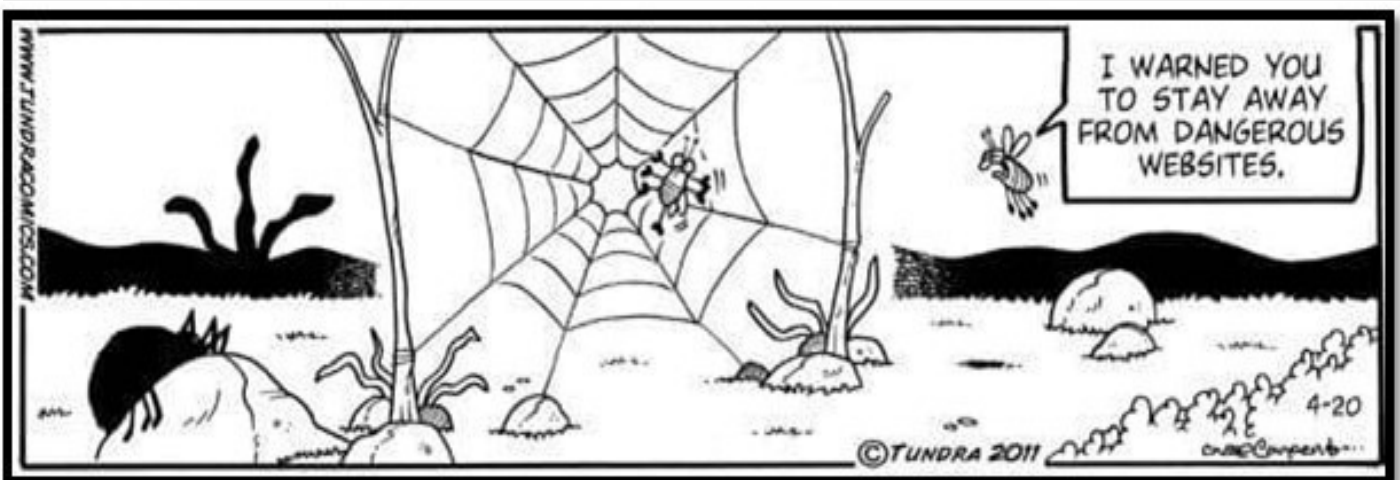
The report also argued that the pilots directing Ethiopian Airlines Flight 302, which crashed on March 10, had similarly questionable instincts in controlling the 737 Max.

Business Insider reported in March that the copilot of that flight had just 200 hours of flight experience.

Ross Aimer, CEO of the airline consulting and legal firm Aero Consulting Experts, previously told Business Insider that 200 hours "is extremely low" and that "in an emergency, it becomes a problem." "If you have a complicated airplane and you basically put a student pilot in there, that's not a good thing," Aimer added. "Even if the guy in the left seat has so much experience, if you have so much imbalance of experience, that can be a problem."

After a heady analysis of the pilots' actions, Langewiesche, a former pilot, wrote that these crashes showed "a textbook failure of airmanship." "In broad daylight, these pilots couldn't decipher a variant of a simple runaway trim, and they ended up flying too fast at low altitude, neglecting to throttle back and leading their passengers over an aerodynamic edge into oblivion," he wrote.

The worrisome conclusion to be drawn from this is that "thousands of similar crews" are flying passengers worldwide, he wrote - and that unusual conditions could lead to a fatal ending.



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## Boeing Financial Assistance Fund begin operations



The two administrators of the Boeing Financial Assistance Fund, Kenneth R. Feinberg and Camille S. Biros, announced that the fund – designed to provide \$50 million in immediate financial assistance to the families of those victims of the Lion Air Flight 610 and Ethiopian Airways Flight 302 accidents – have begun operations.

**BOEING**

“The recent 737 MAX tragedies weigh heavily on all of us at Boeing, and we continue to extend our deepest sympathies to the families and loved ones of all those on board,” said Dennis Muilenburg, chairman, president and CEO of The Boeing Company. “The opening of this fund is an important step in our efforts to help affected families.”

The \$50 million Boeing Financial Assistance Fund represents the initial expenditure of a \$100 million pledge by Boeing to address family and community needs of those affected by the tragedies. The additional \$50 million in funds will support education and economic empowerment in impacted communities. Boeing is developing partnerships with local governments and non-profit organizations to address those varying needs.

In addition to this initial assistance package, Boeing has partnered with Global Impact to establish the One Boeing Support Fund, a separate charitable fund that gives Boeing employees and retirees a way to contribute voluntarily. To date, more than \$780,000 has been raised to support affected communities.

Employee and retiree donations will be accepted-and matched dollar-for-dollar by Boeing-through the end of 2019 and support reputable, vetted, not-for-profit organizations that create lasting change in the affected communities. Specifically, the fund will support programs that focus on education and economic empowerment. All recipient organizations will be identified through a comprehensive due diligence process led by Global Impact and Boeing.

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## Airbus immediate future looks brighter than Boeing's



**AIRBUS**



**BOEING**

The immediate future looks ‘brighter than ever’ for European aerospace giant Airbus, according to equity analysts at Barclays. The analysts’ estimate is based on European plane maker’s mature portfolio offering reliable cash flow over the next five years. “Central to our investment thesis on Airbus is our view that the scale and predictability of its FCF (free cash flow) is superior to Boeing, yet Airbus trades at a much larger than normal discount to Boeing,” Barclays aerospace analysts said in a research note seen by CNBC. The analysts have listed a price target of €155 (\$171) per share with an “overweight” rating. Airbus stock was priced at just over €119 per share on the French CAC-40 Tuesday morning. Boeing’s current share price is \$372 and has risen nearly 16 percent year-to-date. Airbus’s range of jet planes is projected to “outgrow” Boeing’s by 2024.

Analysts explained that by pointing to the US plane maker’s grounded 737 MAX and the challenges faced in getting its new 777X into commercial service.

Airbus’s “more mature” product range could guarantee smoother income, Barclays said, adding that free cash flow could triple from last year’s €3 billion to around €9 billion in 2024. “The cash flow profile at Airbus is now becoming more predictable and robust compared with that of Boeing,” said the bank.

It has calculated that when the two rival companies are stripped back to their commercial airplane divisions, current share prices imply Airbus is valued at a “striking” 45 percent discount to that of Boeing’s. The discount is undeserved and doesn’t properly factor in Airbus’s share of the single-aisle jet market, said Barclays. “We estimate the present value of the total narrow-body industry at \$238 billion, which implies that a 50/50 split is worth 140 euros per share to Airbus — 20 percent above Airbus’ current share price.”

It added Airbus’s popular A321 jets alone should contribute €3.4 billion of free cash flow to the company over the next five years.

**What do you call a person who is happy on Monday?  
Retired.**



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## FAA Wants Action On Declining Pilot Skills



The FAA has formally requested the International Civil Aviation Organization (ICAO) to address the issue of declining manual flight skills among airline pilots. In a brief submitted to ICAO, the agency says pilots have become too dependent on aircraft systems and either haven't adequately learned or have not maintained their ability to manually control their aircraft, particularly during the emergencies that result in loss of the systems. "When automation ceases to work properly, pilots who do not have sufficient manual control experience and proper training may be hesitant or not have enough skills to take control of the aircraft," the FAA

report to ICAO said.

The issue has some institutional roots in that most airlines mandate the use of automated systems for almost all phases of flight. There have also been suggestions that when things go wrong, the airplanes issue so many differing alarms and alerts that pilots become overwhelmed and unable to prioritize corrective action.

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## Fraport and e-Novia trialed guide robot YAPE at Frankfurt Airport



In a recent trial, self-driving guide robot YAPE moved through Frankfurt Airport, accompanying passengers to their gates and helping them to transport their small luggage.

YAPE is an AI-based transport and delivery robot developed by Yape Srl (the acronym stands for "Your Autonomous Pony Express"), a company of Italian hi-tech manufacturer e-Novia. Fraport, the operator of Frankfurt Airport (FRA), and e-Novia deployed the little vehicle in FRA's transit area for five days. Alexander Laukenmann, who heads the Airside and Terminal Management unit at Fraport AG, said: "As a leader in innovation, we constantly strive to push forward new digital technologies aimed at

enhancing the travel experience for our passengers. Our aim with YAPE is to test which aspects of artificial intelligence and robotics can help to further improve the quality of services at Frankfurt Airport."

Vincenzo Russi, CEO of e-Novia, said: "YAPE can be deployed in the most diverse environments. After the trials with Japan Post and a major large-scale distributor in the U.S., YAPE now demonstrates its full potential by operating at a major aviation hub. Air traffic represents one of the prime drivers of the global economy. With our expertise in AI and robotics – of which YAPE is one of the best examples – e-Novia is developing new solutions for smart mobility and last-mile delivery."

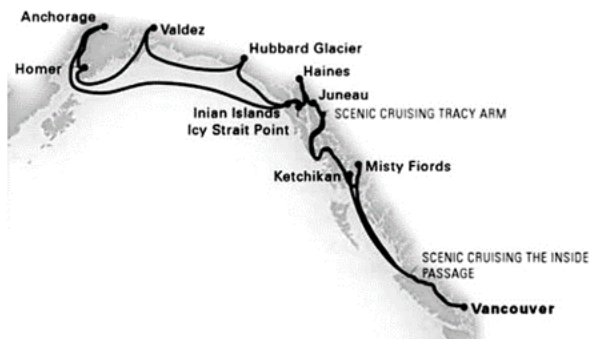
During the trials in Pier A of FRA's Terminal 1, the project coordinators closely monitored YAPE. In this initial phase, a smartphone app was used to interact with the robot. Passengers placed their small luggage in the robot's luggage compartment and let YAPE guide them to their gates. The robot is able to freely move throughout the terminal thanks to its integrated navigation system. In the next phase the compact robot will interact autonomously with passengers.

YAPE can carry up to 66 pounds at a speed of about 6 kilometers per hour indoors. Since the self-driving electric robot senses its surroundings, it is able to circumvent obstacles. Nevertheless – with more than 69 million passengers passing through Frankfurt Airport yearly – the busy terminals present a special challenge for the smart robot. By trialing the autonomous transport robot, airport operator Fraport aims to test new ways of enhancing the passenger experience, while at the same time reducing staff workload.

YAPE already demonstrated its capabilities as a dependable indoor and outdoor delivery robot in an initial field trial conducted in December 2018 by e-Novia and Japan Post. The outcome of further testing will determine whether and when YAPE will go into permanent service at Frankfurt Airport.

**YOU COME FROM  
DUST,  
YOU WILL RETURN TO  
DUST.  
THAT'S WHY I DON'T  
DUST.  
IT COULD BE SOMEONE  
I KNOW.**

## 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



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the rest of the state.

Day 13 will find us at Misty Fiords, 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](http://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.

### **Note: New lower prices for this cruise**

\$1,699 for an inside cabin	\$1,876 for an outside cabin	\$3,999 for a Verandah suite
\$7,399 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](mailto: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.

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. The new lower prices have just come through and Jerry has rebooked everyone previously booked at the lower prices. Submitted by, *Rich Bouska*

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## **The Pilot Personality**

*This was compiled by an ALPA executive from a NASA study done during the early years of the Space program.*

Understanding the typical pilot personality traits may help you in the discharge of your Professional standards duties. The following thoughts regarding common pilot traits are adapted from material presented by Mr. Don Skiados, ALPA Director of Communications.

Pilots are a distinct segment of the general population. In addition to flying skills, pilots are selected for their personalities and for a distinct "Pilot persona." These characteristics make them safer pilots.

Pilots tend to be physically and mentally healthy. Pilots tend to be "reality based" because by the very nature of our work we are constantly testing reality. There are those who would dispute this claim, however!

Pilots tend to be self-sufficient and may have difficulty functioning in team situations without CRM or other training. They have difficulty trusting anyone to do the job as well as they can. Pilots tend to be suspicious, even a little paranoid. In moderation, this quality serves them well within their environment, and is, in fact, a quality that managements look for in the pilot personality. Outside the cockpit, this quality shows up in the tendency of many pilots to set two or three alarm clocks - even though he or she may generally wake up before any of the alarms go off! The suspicious/paranoid tendency also affects the way pilots' function in their private lives, as well.

Pilots tend to be intelligent but are typically not intellectually oriented. They like toys: boats, cars, motorcycles, big watches, etc. They are good at taking things apart, if not putting them back together. Pilots are concrete, practical, linear thinkers rather than abstract, philosophical or theoretical. On a scale that ranges from analytically oriented to emotionally oriented, pilots tend to be toward the analytical end. They are extremely reality and goal oriented. They like lists showing concrete steps needed to get to a desired goal, e.g., checklists. Pilots like to fix problems, not talk about them. This goal orientation tends towards the short term as opposed to the long term. Pilots are bimodal: on/off, black/white, good/bad, safe/unsafe, regulations/

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non-regulations.

Pilots are inclined to modify their environment rather than their own behavior. Pilots need excitement; a 9-to-5 job would drive most pilots to distraction. Pilots are competitive, being driven by a need to achieve, and don't handle failure particularly well. Pilots have a low tolerance for personal imperfection, and long memories of perceived injustices.

Pilots tend to be scanners, drawing conclusions rapidly about situational facts. Pilots scan people as if they were instruments; they draw conclusions at a glance rather than relying on long and emotion-laden conversations.

Pilots avoid introspection and have difficulty revealing, expressing or even recognizing their feelings. When they do experience unwanted feelings, they tend to mask them, sometimes with humor or even anger. Being unemotional helps pilots deal with crises but can make them insensitive toward the feelings of others. The spouses and children of pilots frequently complain that the pilot has difficulty expressing complex human emotions toward them.

This emotional “block” can create difficulty communicating. How many incidents or accidents have occurred due to poor communications? The vast majority of Professional Standards cases that you handle will be caused by poor communication. Consideration of these very common pilot traits can help you as you develop your strategy for dealing with Professional Standards situations.

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## When Pilots Have Too Much Experience

by Mac McClellan

As pilots we spend our flying careers amassing hours of experience. Our skill and competence, and qualification for new ratings, and certainly for flying jobs, is largely based on our hours of logged experience. That makes sense. We humans become better in almost every endeavor with practice.

But when does a pilot have too much experience? In other words, when do the number of years logged since birth matter more than the number of hours in the logbook?

This question has assumed new importance to me because I just turned 70. A guy I fly with regularly in a corporate King Air 350i is 75. Together we have more than 102 years of flying experience. Is that too much? If not now, when will it be?

The FAA and its rules are silent on maximum pilot age except for pilots who fly for scheduled airlines. That maximum age is 65, up five years from the age 60 maximum that held for decades. There are rumors – perhaps circulated by old pilots like me – that the FAA is considering another maximum airline pilot age increase to 70, but I know of nothing even resembling the beginnings of new rule making.

For the rest of us, whether we fly for business under FAR 91, for hire under FAR 135 on demand, or for personal reasons, the FAA offers not even a suggestion of a maximum age. The requirements to obtain the appropriate medical certificate remain the same no matter our age, so that's no guidance. And the medical standards for even professional pilots are not overly sensitive to the normal ravages of age that eventually affect all of us.

The reality is that insurance underwriters have been the enforcers of what I would call more realistic pilot standards. It's the insurance companies that set requirements for total time, or time in type, for example, to qualify for specific coverage. And the underwriters are the ones, not the FAA, who send most pilots back for recurrent training that the FARs don't demand.

But, so far, aviation underwriters haven't taken a solid, much less a consistent, position on the question of how old is too old for a pilot. Word around the airport is that after age 70 it may become more expensive to buy insurance for pilots flying for personal reasons, or that high limits on liability may be unavailable beyond that age. But those are just rumors, impossible to confirm.

Airline pilots have no choice but to retire at 65; should general aviation pilots have an age limit too?

Several years ago, the head of an insurer that covers many personal airplanes told me a story. His company had insured an 80-year-old pilot who owned and flew a cabin-class piston twin. That pilot crashed, killing himself and his three elderly passengers.

As you can imagine, the accident kicked up a lot of dust that Gramps had finished off himself and three of



his equally elderly lady friends. The parent company of the aviation insurer went crazy demanding to know why a pilot of that age had been underwritten. The answer was that the aviation underwriters had no data that showed older pilots posed any additional risk. All of the company's data showed an 80-year old had an accident at the same rate as younger pilots with equal pilot experience and training.

The aviation insurer battled its parent who demanded that it stop insuring older pilots. Finally, a truce was reached with the aviation arm agreeing to charge a significant premium increase to pilots older than 70, even though it had no supporting risk data that warranted the higher premium.

The bottom line is that data ranking the risk of pilots by age doesn't exist. When the FAA was considering increasing the airline pilot maximum age from 60 to 65 before the rule changed in 2007, there were a number of safety studies conducted. The studies concluded there was nothing to support a difference in safety between a 60- and 65-year old pilot. The studies examined the accident records of pilots older than 60 who flew sophisticated non-airline airplanes. They also subjected 65-year old pilots to simulator tests, and cognitive and reaction tests. The results were the same. No difference between a 60 and 65-year old pilot could be confirmed.

But the studies didn't extend to pilots older than 65 because that was the maximum age being considered. So pilots like me, who are 70 and older, have absolutely no data to consider when trying to decide how old is too old. And neither do their passengers, employers or underwriters.

A pilot I know who is well past 70 has decided to up his simulator-based recurrent training from once a year to every eight months in the hope that will uncover any age-related loss of flying skill. Makes sense, I think.

But then I consider my late parents and the rules they drove under in Illinois, where they lived. Illinois has the most stringent requirements in the nation for older drivers, including taking a full driving test at every license renewal after age 75. Once an Illinois driver hits 81, they must take the driving test every two years, and then every year at age 87. In other words, Illinois was administering what we would call a checkride to elderly drivers to attempt to measure their performance behind the wheel.

My parents both made it to 93, in good health until near the end. And both had driver's licenses, having passed the required road test every year before the end. But to ride in a car with them those last 10 years or so of their life was terrifying. The last time I agreed to do that with my dad he made a left turn in front of an oncoming car so close that I could see the other driver hadn't shaved that morning.

So if older drivers in Illinois can get past a driving test that is intended to stress teenagers, can a checkride in an airplane detect pilot skills lost to age? Probably not.

How old is too old is the question that becomes more crucial to pilots every day because too few younger people are coming in the bottom to replace us oldsters. The average age of active pilots increases every day. And the pilot shortage – finally for real this time – means that we older pilots remain in demand because, well, there aren't enough younger pilots with the necessary credentials to replace us.

I ask myself often if I have lost a step to age. But I don't know the answer. At some age I, and all of us, will, but can we know when? I still touch down on the centerline in the appropriate zone from the threshold. I fly IFR all of the time so my performance is constantly monitored and recorded. And I have even mastered – I think – a new suite of integrated avionics. Adapting to new technology and operating systems is reportedly harder for old folks, so maybe that counts for something.

It's a truism that we all age at different rates, and that we need luck to avoid disease that can rob us of capabilities. And so far I've had that luck. Maybe my question will be answered when I just get tired of flying and have had enough. That hasn't happened yet, but showing up at the airport at 6 for another 7 o'clock takeoff in the coming winter darkness may do the deed before an AME tells me it's time to hang it up.





# United Airlines Historical Foundation

*"Preserve the Past, Inspire the Future"*



Denver 2019 RUAEA Convention's DENTK tour.

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



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## Some Early American Aviation History

Source: Denham S. Scott, North American Aviation Retirees' Bulletin.

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly. He then moved to a vacant apricot cannery in Santa Ana. He was a showman and traveled the county fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire. His mother, Minta and two men ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft which today is Bell Helicopter Textron] ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts where his instructors taught a rich young man named Bill Boeing to fly.

Later, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At this same time, Bill Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts. Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't known to be a patient man, so he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes and eventually the Boeing Company we know today.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes. A few years later, when the Great depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out taking Larry Bell and other key employees with him. From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend Donald Douglas, was persuaded by Glenn to join his team. The Martin MB-1 quickly emerged from the team's efforts and became the Martin Bomber. Although too late to enter WWI, the Martin Bomber showed its superiority when Billy Mitchell used it to sink several captured German battleships and cruisers to prove it's worth. He was later court martialed for his effort.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A. and rented a barbershop's rear room on Pico Boulevard, and a loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster. Interestingly, the barbershop is still operating

In 1922, Claude Ryan, a 24-year-old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegal's up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' that he would be able to lease the town's airfield for \$50 a month - BUT he also needed to agree to fly North and East - BUT not South! Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's 'ride' to fame in the flying fuel tank christened: The Spirit of St. Louis.

Northrop's original location was an obscure So California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While

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driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory. With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother, Gordon Scott, had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

My first association with the early aviation pioneers occurred when I paid my brother a visit at his new workplace. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors.

Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. And all of them worked together on the Douglas Aircraft's world cruiser designs.

While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan and together, they leased a Hollywood workshop where they constructed the Lockheed Vega. It turned out to be sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental aircraft they were both working on. They would take it for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would incorporate the changes on the aircraft's assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu.

In June 1927, my brother, Gordon, left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega.

The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2 and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as its 26th employee, shortly after the disaster, and I worked on the Vega. It was made almost entirely of wood and I quickly became a half-assed carpenter.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans ..... as it initiated the So California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in - a barber shop's back room - a vacant church - and an abandoned cannery - but came to fruit on as mighty oaks.





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# 'Americans are getting bigger.' FAA to test whether passengers can safely evacuate cramped airplane cabins

By Leslie Josephs

The FAA is planning to test aircraft evacuations with live volunteers in November.

The agency is required to establish minimum seat dimensions, if it deems it necessary.

Some airlines are eschewing seat-pitch as a metric of passenger space.

The Federal Aviation Administration is planning to test later this year whether American passengers can safely evacuate airplanes in an emergency after airlines spent decades adding smaller seats — and more of them — to their planes.

A funding bill passed last year gave the FAA the authority to establish minimum airplane seat dimensions. The FAA said it need to conduct tests to determine if current seats and configurations warrant any changes. Meanwhile, lawmakers have fretted whether they're too small for average American travelers, who are getting heavier.

"Americans are getting bigger so seat size is important, but it's got to be looked at in the context of safety," Deputy FAA Administrator Daniel Elwell said at a House panel hearing last week.

The average American man has gained almost 10 pounds since 1999, according to the Centers for Disease Control and Prevention, weighing in at 197.8 pounds in 2016. The average weight of U.S. women has also increased by nearly 7 pounds over that period to 170.5 pounds in 2016, the CDC said.

The FAA's tests, which will be conducted over 12 days at its Civil Aerospace Medical Institute in Oklahoma City, will include 720 volunteers who will be asked to evacuate an aircraft cabin simulator under stressful conditions: lights off and with some of the exits blocked. It will also account for travelers flying with small children on their laps, animals and passengers with disabilities.

Lawmakers at a House hearing on the FAA's implementation of last year's bill worried that the smaller seats could be a safety hazard, especially as Americans become heavier.

"Beside whether I cram my backside into the seat getting out would be a really useful thing," said Rep. Paul Mitchell, a Michigan Republican.

Elwell told lawmakers that the last aircraft evacuation test regulators conducted with people was in Europe with a variant of the Airbus A350 plane last year.

But Rep. Steve Cohen, D-Tenn., insisted that tests should occur with Americans — not just Europeans — and that passengers with disabilities should also be included.

"We're widening out more than the Europeans," he said, adding: "It would be good to invite me because I have a bad leg."

Crews must be able to evacuate passengers from aircraft within 90 seconds.

The Department of Transportation's watchdog last year began an audit into federal oversight of cabin evacuations, because the standards haven't been significantly updated since 1990, even though passenger behaviors and cabin configurations have changed. The audit is still ongoing.

Among the challenges facing crews to evacuate aircraft is ensuring passengers don't stop to grab their carry-on luggage, which many travelers have to avoid checked-bag fees.

Sara Nelson, president of the Association of Flight Attendants labor union that represents some 50,000 flight attendants at United, Spirit and others, says cabin crews are challenged because many airlines have cut staffing to FAA minimum requirements.

"Flight attendants are left to manage the frustrations of passengers jammed into ever-shrinking space," she said in written testimony to the House Committee on Transportation and Infrastructure's aviation subcommittee last week. "This is not an issue the market will fix. Safety needs to provide a bottom line."

The National Transportation Safety Board said in its report on a Miami-bound American Airlines flight in 2016 that caught fire that "some passengers evacuated all three usable exits with carry-on baggage," going against flight attendant instructions.

More seats but how much space?

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Various airlines, including American and JetBlue have added more seats to their aircraft, an effort to cut down on costs and increase profits. Meanwhile, discount airlines that offer seat pitch, a proxy for leg room, as low as 28 inches like on Spirit have become more popular.

Airlines, however, are also opting for thinner and sometimes curved seats, which they argue offer passengers more room. They are also eschewing the term pitch, the measure of one point on in a seat to a seat in front of them, because they say it doesn't capture the space travelers have.

At an aircraft trade show in Los Angeles last month, Spirit unveiled new seats made by British firm Acro Aircraft Seating with a curved back in the seat.

"From wrapping the seat back around you, you save this wasted space around you," said Acro's vice president senior vice president for sales Alan McInnes. Spirit's new seat also moved the literature pocket higher on the back of the seat. "We are understanding lots more about the ergonomics of it."

JetBlue showed off seats on its new Airbus A321neo last week that also have a curved back. The airline also decided to forgo controls for its in-flight entertainment screens in the arm rests and designed a program to allow passengers to use their mobile phones as a remote control to save space and weight.

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### 3 steps to keep 'solo agers' happier and safer

By Liz Weston/Of Nerdwallet



Retirement coach Sara Zeff Geber visited several Northern California assisted living facilities to interview "solo agers" — people, either single or coupled, who don't have children to help them as they grow older. At many facilities, she couldn't find any. That puzzled her until she realized that adult children are often the ones pushing the move into long-term care facilities. "Who is it that gets mom or dad to move out of the two-story, single-family home?" says Geber, founder of LifeEncore coaching service in Santa Rosa, California. "The kids badger and cajole."

Many people won't have children to look after them as they age, either because they didn't have kids or the ones they have aren't available or reliable. Without that help, they face greater risks of isolation, financial exploitation, malnutrition and other ills, says Geber, author of "Essential Retirement Planning for Solo Agers." Who will let them know when it's time to stop driving? Who will notice signs of physical or cognitive decline and find appropriate help? Who will pay their bills, vet their financial advisors and monitor their bank accounts? Who will hire and supervise caretakers or research nursing facilities when they can no longer care for themselves?

Thinking about these realities is hard but necessary, especially for the baby boomers in or approaching retirement, Geber says. The rate of childlessness doubled with the boomers, with 20% of women ages 40 to 44 being childless in 2005 compared to about 12% in 1986, when the first boomers hit their 40s, according to Pew Research Center. (The childless rate had declined to 15% by 2014.)

"(Solo agers) need to be thinking about how to stay safe and happy and satisfied with their life and connected throughout their life," she says.

**STEP ONE: BUILD A COMMUNITY** -- People who don't expand their social networks can find themselves isolated and lonely as friends die or move closer to their grandkids. Strengthening ties with relatives and making new friends, particularly younger ones, can counteract that trend. So can cultivating relationships with neighbors, coffee shop buddies and other acquaintances. A 2014 study found people with more of these "weak tie" relationships reported being happier.

**STEP TWO: CHOOSE YOUR HOME CAREFULLY** -- Your current home may not be the ideal place to grow older, especially if you won't have many opportunities to socialize after you stop driving. But not everyone wants or can afford 55-plus developments, assisted living or continuing care retirement communities, which require residents to be healthy when they move in but then offer skilled nursing or long-term care to those who need it.

Some communities have organized "villages," which are nonprofit associations typically created and staffed by residents of a neighborhood to provide services such as transportation and access to vetted service providers. "Co-housing," where people build clusters of homes around shared spaces that encourage



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interaction, is another model available in some cities.

Or you could look for “naturally occurring retirement communities” where residents socialize and informally look out for each other. These communities can crop up in a variety of locations, including apartment houses, condos, mobile home parks and even tightknit neighborhoods of single-family homes. Other possibilities include sharing a place with other solo agers — “Golden Girls” style — or renting a room to a younger person.

**STEP THREE: ENLIST OR HIRE YOUR FUTURE GUARDIANS** -- Estate planning attorneys recommend all adults have documents in place that allow someone else to make decisions should they become incapacitated. These documents include powers of attorney for finances and for health care. (The medical power of attorney may also be called an advanced health care directive). Without this paperwork, solo agers could become wards of the court with strangers making decisions for them, Geber says.

Finding someone trustworthy to take over can be a challenge. A responsible younger friend or relative may be one option. In California and Arizona, people can hire licensed fiduciaries for this role, Geber says. Other states don't have licensing for fiduciaries, she says, but people may be able to contract with professional guardians. An estate planning attorney or financial planner may be able to put you in touch with the appropriate professional.

Geber urges solo agers to take care of these tasks without delay. A health crisis or other disaster could upend their lives and they won't have an adult child to help sort things out.

“The biggest problem I see for solo agers and all baby boomers is the denial” of what aging can bring, Geber says. “Open your eyes, do some planning.”

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## **Who's Afraid of Alzheimer's?**

In the following analysis the French Professor Bruno Dubois Director of the Institute of Memory and Alzheimer's Disease (IMMA) at La Pitié-Salpêtrière - Paris Hospitals / addresses the subject in a rather reassuring way:

"For some time now, I have been stuck for names of close friends or famous people. Before, I was afraid it was the beginning of Alzheimer's ... but today, after reading this article, I am reassured."

"If anyone is aware of his memory problems, he does not have Alzheimer's."

1. I forget the names of families.
2. I do not remember where I put some things.

It often happens in people 60 years and older that they complain that they lack memory. "The information is always in the brain, it is the "processor" that is lacking." This is "Anosognosia" or temporary forgetfulness.

Half of people 60 and older have some symptoms that are due to age rather than disease.

The most common cases are:

Forgetting the name of a person.

Going to a room in the house and not remembering why we were going there.

A blank memory for a movie title or actor, an actress.

A waste of time searching where we left our glasses or keys.

After 60 years most people have such a difficulty, which indicates that it is not a disease but rather a characteristic due to the passage of years.

Many people are concerned about these oversights hence the importance of the following statement:

Those who are conscious of being forgetful have no serious problem of memory.

Those who suffer from a memory illness or Alzheimer's, are not aware of what is happening."

Professor Bruno Dubois, Director of IMMA, reassures the majority of people concerned about their oversights:

“The more we complain about memory loss, the less likely we are to suffer from memory sickness.”

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# What Are My Long-Term Care Options?

By John Schwartz/The New York Times



My wife’s mother was going through medical issues that could potentially have left her needing long-term care. But we had never taken a hard look at our options if that happened. She lives 2,000 miles away, and we all had to start thinking about what the next steps would be if things did not go well with her. And we had no idea where to start. We didn’t even have the vocabulary: What’s the difference between assisted living and a nursing home? So we began to study, and visited an assisted living facility near our home to get a sense of our options. In our ignorance, we were like a lot of other people. Few of us are prepared, or even want to think about, the options for our parents — or, especially, for ourselves.

“Even the most sophisticated people have no idea what these things mean,” said Daniel Reingold, president and chief executive of RiverSpring Health in New York. And yet, he noted, while aging happens gradually, the need for long-term care can arise suddenly. “Frequently, the decision-making process comes in a crisis,” like when a parent falls or begins to wander the neighborhood, he said.

It’s easy to see why people don’t plan ahead. Infirmity and mortality are frightening. Ruth Katz, senior vice president of public policy/advocacy at Leading Age, an industry group representing nonprofit senior service providers, said, “People don’t like, in the prime of their lives, to think about the possibility that you’re going to need help doing very personal things,” including going to the bathroom and getting out of bed.

Research from the Department of Health and Human Services suggests that more than half of Americans now turning 65 will need long-term care and services, and one in seven adults will have some kind of disability for more than five years. Infirmity, then, is predictable, and is, at least, something we should plan for.

But then there’s the cost. “People think they have an issue paying for a college education — wait ’til you see how much long-term care costs,” said Nicholas Castle, a professor in the School of Public Health at West Virginia University.

The Health and Human Services report says someone turning 65 today will pay, on average, \$138,000 for their long-term care, with families paying about half the cost and the rest picked up by public programs and insurance. The average cost of living in a private room in a nursing home is more than \$90,000 a year, which beats even Sarah Lawrence.

This, then, is an introduction to the basics of long-term care, to help you start your own search more informed — whether you are planning for the care of a parent or yourself.

**STAYING HOME** When trouble strikes, what most people want is to stay at home as long as possible, with assistance from family or paid assistance that can include a home care aide or nurse. That option can even include retrofitting the home with features like ramps and grab bars. (Health insurance and Medicare might pay for some of those services, for a certain amount of time.)

**INDEPENDENT LIVING** Some people decide to move to independent living complexes, which can offer a sense of community and activities while letting somebody else take care of some of the irritations like lawn care, housekeeping and cooking meals.

**ASSISTED LIVING** For those who find themselves unable to live independently, however, and need help with activities of daily living — which can include help with getting dressed, going to the toilet and sorting medications — this is an option.

It can have much of the look and sensibility of independent living but with a higher level of care and monitoring. Many of these facilities also offer what’s known as memory care for people with cognitive impairment like Alzheimers and other forms of dementia.

**NURSING HOMES** These facilities provide round the clock care for people with more serious health conditions. Many people resist the idea of nursing home care, though the facilities are regulated under federal law, unlike assisted living facilities, which are regulated under a patchwork of state laws and vary widely. Nursing homes qualify for a substantial degree of coverage under Medicaid, which generally kicks in after other assets are depleted.



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For many people, nursing homes can be the best option, Ms. Katz said. “Friends will say to me, ‘I think it’s time for my mom to move into someplace where she will get some help — I don’t think she needs to go into a nursing home. She only needs assisted living.’ I want to ask, ‘What do you mean — and what do you think you mean?’”

Some facilities known as continuing care retirement communities offer a blended approach, which allows residents to take on additional services as they need them. It can be an expensive option, with costs rising as the level of care rises.

Professor Castle of West Virginia University recommends careful shopping, with visits to facilities and an eye out for hidden costs. “It’s a bit more complicated than buying a car,” he said. And, he added, a family might need care quickly, “but the correct care might not be the correct care for the next two or three years.”

Then there is the question of whether the kind of care that’s needed is even available where you live, especially in rural areas where options can be few. “You can have some of the best nursing homes around in your location, and it doesn’t mean they’re going to have a bed,” he said.

When planning for parents, it’s important to ask what they want. My mother-in-law told us that she had worked as a nurse in a nursing home, years ago, and the experience was a sad one. “I don’t want to be in a place like that,” she said, though she acknowledged that many facilities have most likely upgraded since then.

She did not want to move out of her home unless she absolutely had to. Ultimately, she was able to get by with some help at home for a number of weeks until she had fully recovered. Still, the research we had done was helpful; we felt that we could confront the future with a little more confidence the next time these questions came up.

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## **Eat Less Red Meat, Scientists Said. Now Some Believe That Was Bad Advice**

By Gina Kolata/The New York Times



The evidence is too weak to justify telling individuals to eat less beef and pork, according to new research. The findings “erode public trust,” critics said.

Public health officials for years have urged Americans to limit consumption of red meat and processed meats because of concerns that these foods are linked to heart disease, cancer and other ills. But in a remarkable turnabout, an international collaboration of researchers produced a series of analyses concluding that the advice, a bedrock of almost all dietary guidelines, is not backed by good scientific evidence.

If there are health benefits from eating less beef and pork, they are small, the researchers concluded. Indeed, the advantages are so faint that they can be discerned only when looking at large populations, the scientists said, and are not sufficient to tell individuals to change their meat-eating habits.

“The certainty of evidence for these risk reductions was low to very low,” said Bradley Johnston, an epidemiologist at Dalhousie University in Canada and leader of the group publishing the new research in the *Annals of Internal Medicine*.

The new analyses are among the largest such evaluations ever attempted and may influence future dietary recommendations. In many ways, they raise uncomfortable questions about dietary advice and nutritional research, and what sort of standards these studies should be held to.

*Read the full article on the Internet. Ed*

### **Medicare: Policy, Advocacy and Education Website**

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

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

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

# LETTERS

**DICK BOSTON**—Salem, WI

A big thanks to Bob Engelman for his efforts for equity to those of us in that age/retirement pilot group who took the hit on our retirement.

Nancy and I sold our Las Vegas winter get away home of 14 years in Summerlin, so are full time now in Wisconsin. Being close to our three daughters and family in the Chicago suburbs plus convenient Medical treatment drove that decision. We will probably rent in Summerlin a few winter months, but not having to worry about second home ownership will be nice.

Minor issues have slowed my poor golf game even more. First, post prostate radiation proctitis (bleeding) then cellulitis in a leg and an arm. I was forewarned about the first but had never heard of cellulitis and blood infections. All is most likely due to blood thinners caused by Chemo for my on going CLL. Enough complaining.

Thanks to all for the enjoyable *RUPANEWS* each month. The familiar names and faces remind me of all the wonderful people and times I enjoyed flying with. Hate to see familiar names "Flying West," but enjoy seeing younger ones retiring and joining RUPA. *Dick*

**NEIL BRETTHAUER**—Marco Island, FL

It's time once again to bore my fellow Ruparians with my comings-and-goings of the past year. The

good news is that they were few: winter in Marco and summer in our new condo in Arlington Heights IL. We also did a couple visits to Key West.

We put the house in Palatine on the market in March. We'd built the house in 1990 when I moved over from Ohio. The market in the Northwest suburbs of Chicago is in the tank, so we're still stuck with the place in spite of dropping the price by 25%. That really gives a thrifty airline pilot heartburn! Oh well, they say it only takes one to buy it.

Shortly after this is published, we will be on a cruise through Southeast Asia. We start in Singapore and make stops in Thailand, Cambodia, Viet Nam, and end in Hong Kong. We'll surely have saddle sores originating in Fort Myers and going through EWR and SFO on the way to SIN.

Next Spring we are planning to cruise around the Mediterranean from Barcelona to Venice.

Thanks again to everyone who works so hard to make RUPA a great organization. Your efforts ARE appreciated.

Dues and a bit more were paid on the website.  
*Neil*, DTW, SFO, CLE, ORD 1967-2000

**JOHN BYRNE**—Anthem, AZ

First off kudos to the RUPA team...great magazine and news from fellow retirees. 5 years since retirement and this is my first letter to the *RUPANEWS*.

Hired by 4 airlines in late 1977, 3 of which would have kept my A plan in retirement. Picked the 4th airline to fly with, first job was as a GIB on the 737 in Cleveland. Was fortunate to fly with an excellent Captain who showed me all I needed to accomplish during my career. Pre computer days he showed me his inbox with a lot of green sheets (I think) that basically said he needed to see a FM about various problems. He then proceeded to throw them away and told me he was never asked twice about a problem. I carried this philosophy throughout my 36+ years at United by throwing away the sheets and deleting the emails. Was never asked twice about any perceived problems. The same month a new Captain tried to get me fired, pre CLR days. The reason he told the FM was that I had no idea how to do my job. Real reason was I would not take care of his flying Log. Another lesson learned in my early career: 5% of pilots cause most of the problems and are well known by management. Really never needed to defend myself but just stay quiet.

8 years as an engineer, including 2 years furloughed, 4 years as a copilot on .727 and 767, and 24 years as a captain, 4 years on the 737-200, 2 years a 727 captain, 2 years as a 767 captain and 16

## THE LAST THANKSGIVING





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years as a 747 captain.

Met Sarah (Doherty) in 1979 on a flight from SFO too LAX. Saw her a few times a year up to 1988 when we started dating and married in 1990. We have 2 kids together with 5 total and 5 grand kids. Sarah retired in 2000. She remains very active playing tennis 5 days a week and a lot of working out. FFDO. #268 from 2003 thru 2007, first class in Artesia, NM. Originally was told we would carry internationally but never happened for me so quit in 2007.

Have not flown an airplane since retirement but do fly in the right seat for my son-in-law all around the SO CAL area usually flying IFR to visit museums and restaurants. As a cancer research doctor, he loves to fly IFR. Would rather fly VFR at 500 feet but am not the pilot. Have graduated to setting codes and changing radios. Do drive a BMW with a HUD system.

Really enjoy retirement with a great partner and wife. Play some tennis, take care of 3 Labs, travel and enjoy the grandkids, and do a lot of volunteering for Desert Lab Rescue and cook food at Andre house in Phoenix. After 36 years at United and 20 years Navy do not miss flying at all. Also, still have pretty good seniority to use vacation passes and get on most flights.

**HAL CAMPBELL**—Weaverville, NC

It doesn't seem possible that I've been retired longer than I worked for United, but with birthday 89 here, it's a fact!

Golf is ancient history and so is Pat's tennis. We gave up the club several years ago and find duplicate bridge occupies our time now. We no longer travel as our backs bother us too much. I'm no longer on our Homeowner's Association Board after almost 18 years as either President or Treasurer and I don't miss that either. We have 8 grandkids in the Atlanta area, but even visiting them has become a burden.

Although I sound negative, I'm not. Pat's had a hip replaced and foot surgeries and I've had back trouble all my life plus A-Fib, IBS, Peripheral Neuropathy in my feet, Age Related Macular Degeneration, and surgery for urethra opening to remove stones and ending urinating urgency! However, we're both still walking without aids, enjoy our bridge, still driving, no assisted living, so I think we're doing ok!

All you volunteers helping put out the RUPA news are to be congratulated. It's amazing how much better it has gotten over the years. I do miss seeing

letters from old friends, but as I get older, the number of them has become very small. Dale Holbert passed away last December and he was my last known WWII veteran friend.

Keep up the great work. *Hal* "66-93", ORD, CLE

**CLARK CRAWFORD**—Hansville, WA

Thanks to all of you wonderful dedicated folks who extend your expertise that generates this RUPA publication.

All is well here at the Crawford compound. I am enjoying replacing the 45-year-old weakened timbers of the house decks and wrestling with Mother nature about what and where things be grown in and about the yard. It is pretty much a draw this year. I hope you are all well and happy.

Notes from an Octogenarian.

It took twenty-five years from my 1994 retirement to get me here as a midterm Octo-G. It has been a swift and interesting quarter century although not as expansive and miraculous as the previous years at United.

Just recollecting the many meals and bedrooms in so many different places boggles my mind as I reflect upon them now and again. Many of you probably can relate to those wonderful repast late evening meals at Howard Johnson hotel in Cleveland, or holiday Inn snacks in Spokane. Few now I suspect remember those overnight stays at Pulver's Motel in Medford, Oregon. I recall how things got better as the list of destinations grew. New York and Boston had many restaurants to choose from. As we did in Chicago, mmm ribs at the Pub, Milwaukee steeped in German dishes, Denver, at all our training venues. Remember the Cherry Creek Inn? Monterey, Santa Barbara, and some of the best at the Best's Ben Franklin hotel in San Mateo. We as United crew were treated there like family.

Flying the leased long-range DC 10s that Canadian Pacific let us use for a few years in the mid 80's, out of Seattle non-stop to Hong Kong, opened up countless eating establishments. Our first Hotel there was the posh Royal Garden in Tsim Sha Tsui in Kowloon near the Star ferry docks. It was about a quarter mile walk westward to Nathan Road on anyone of the connecting streets. I counted one day along my walk that way, twenty-two eating establishments of various traditions just on that one street. It may have been Mody road.

As those Pacific flying days rolled along, we acquired PanAm's routes and the hotels and eating places multiplied. Favorite cafes, coffee shops, eateries, snack nooks, appeared in Sydney, Auckland,

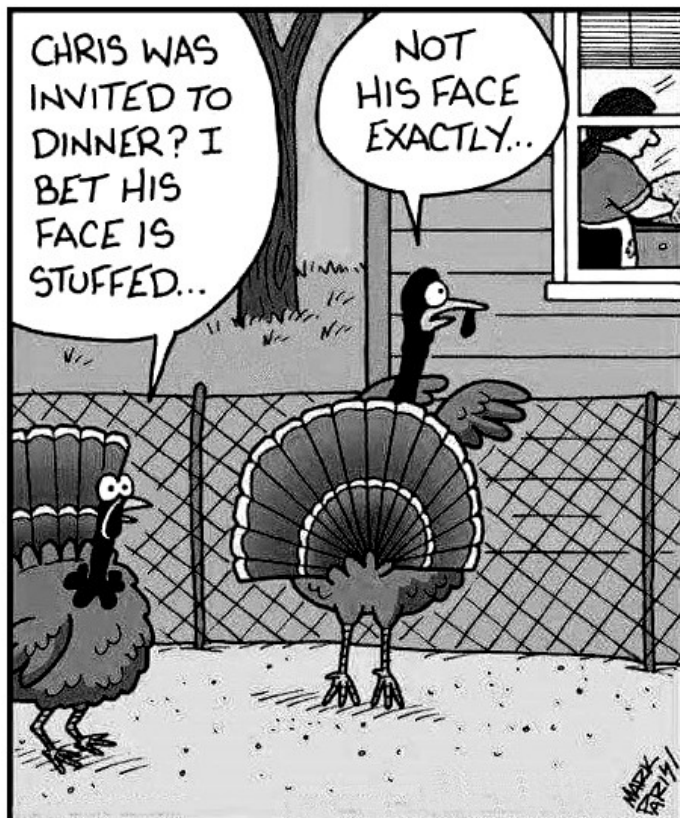
Manila, Seoul, Narita, Singapore and continued Hawaiian fare. Oh my, the memories still percolate of the wonders we all got to revel in.

A fine lady I met a few times at professional events, Candace Pert, PhD discoverer in the '70s of the neuropeptides that control human emotions. Her first book "The Molecules of Emotions" explains her work quite well. She was employed at National Institute of Health as well as John Hopkins. As a result of her discoveries she traveled and lectured extensively. A sentiment she writes about in her second book, "Everything you need to Know to feel Good" resonates with me and perhaps it will with you as well.

Here it is:

"But for all the hours I've logged in the sky, I still find flying to be a magical experience. It's exhilarating to enter a world not bound by daily constraints of time and place, where people come and go so quickly, and the linearity of life is suspended. Airports always evoke for me a special in between state of consciousness, one where the flickering reality of the Quantum dimension is almost perceptible, synchronicity abounds! Pure potential is manifesting- I can sometimes feel it."

So here now at eighty-five in the prime of my life free of afflictions filled with wonder and gratitude at this charmed life that I have been dealt. I am always in awe when I ponder the magnificence of the



human endeavors on this planet. I send all of you my very best and kindest regards. Each of you has helped to further humankind's spacious journey, may our short stay here be worthy enough to be mentioned in a history "book" ten thousand years from now. *Clark*

**J TED DIEHL**—Goodyear, AZ

I formally retired February 2018 but like other pilots, I didn't know my last flight was actually my last. I had been flying the 747-400 (Reserve Captain) and after about 3 years I noticed it became harder and harder to move the tiller on the 747. It caused some pain in my left shoulder and as time went on, it got worse. This particular trip, Heathrow had a lot of construction going on which required a lot of turning to get to our gate. When I climbed out, I realized I was in a lot of pain. I took a nap and headed off to my favorite Cigar Store off Pall Mall (I don't smoke them anymore). When I finished with the Cigar, I got up to leave and my shoulder was "on fire". The proprietor of the shop thanked me and asked when I was coming back. What came out of my mouth surprised even me: "This is my last flight, I'm retiring." Did I really say that? I popped a few aspirins and headed off to the airport in the morning and flew home to SFO. When I walked off the airplane I knew that the greatest job I ever had was over. I went to a Doctor and after an MRI it was clear I was "Bone on Bone" and needed replacement surgery. I had plenty of sick leave and was on Sick list for the 8 months before official retirement. The surgery went well and after a lot of Physical Therapy my shoulder is almost as good as new. A year later, I had my other shoulder replaced and am currently 3 months in the PT and will probably have another 2 months before I can be back to normal.

My Wife, a former UAL F/A (27 years) and I will celebrate 30 years of marriage in 4 months. Our son, 27, still lives in the Bay Area after 4 years at CSU-Chico. Most important of all, he is off the payroll - well almost.

I am enjoying retirement and still fly. I joined a Flying club and I fly C-172 every couple of months. I still have my CFI's and have given thought to getting a VERT part-time flight instruction gig so I won't have to rent planes anymore. We'll see. *Ted*

**MRS. DOROTHY GATES**—Pleasantville NY

I just mailed off my renewal check to John Rains for another. Year of great reading.

21 years since the passing of my UAL Pilot/husband. Days are lonely, but busy keeping in touch



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with my five college grand "kids".  
Best wishes to all. *Dorothy*

**BOB HELFFERICH**—Bristol, WI

Well, it's my last day in my 70's. Guess it's all downhill from here. Gotta keep the speed up to make to make up the time lost in the climb.

It's been a year of remove and replace. The only problem is, more removals than replacements. When you take something out, you're supposed to have something with which to replace it. Doesn't always work that way, though.

Not a lot of excitement over the Last year. Still flying my Cardinal quite a bit for Angel Flight Central and Pilots n' Paws. It's nice to be able to fly with a purpose. I feel fortunate to be able to help people with devastating illnesses who are chronic and just tapped out with the recurring costs of getting from their homes to distant medical treatments with the addition of "You can't get there from here." The animals---what can one say. Some have been thrown away and the shelters (especially in the South) just can't or won't place them. Thankfully organizations in the North find a way to place them if they can get them. Enter the light, general aviation airplane and people willing to help with arranging and scheduling transport.

I had one really interesting transport last Spring. A lady in Mankato, MN was moving her special-needs cat rescue from Mankato to Paradise, MI. Just had to take it, as I was familiar with Paradise. I flew her, her 7 special-needs cats and 110# Great Dane into Chippewa County Airport. When I called the FBO I explained that I had a car rental ordered, would be spending the night and where would they like me to park. The guy on the radio said "I assume you've never been here before?" I replied "Well, yes, but the last time was in 1965 in a B-52." I got back a "Welcome home." And it was like going back home, because if they'd have had airline pilots there, I'd have never left. Great trip back to where I spent time as a young man.

Special thanks to Carl Eberle for keeping me out of trouble in the Cardinal for the last 15+ years.

Haven't done any extended trips this past year other than to Kansas City overnight last November for an Angel Flight Central fund raiser and banquet.

When I finish this I'm going to sign up for the "United Flying Octogenarians." I'll be 80 tomorrow (14 October) and flying to Latrobe, PA on the 17th, so I'll officially be flying as an octogenarian.

Well, "That's All the News that's Fit to Print."

Thanks to those who make this forum possible. There's always room in the inn, food in the refrigerator, beer and wine in the basement as long as you don't mind sharing with 2 old folks, 2 dogs and 4 cats. See ya at lunch. *Bob*

**JIM HUFF**—Manunaloa, HI

Hi Cleve: Know this won't make the Oct issue of the News, so will send anyway. Will be 30 years of retirement on Oct 28th. My how time flies when you're having fun!

Been married to my lovely wife (SEASW '55-'57) for 62 years now, met on 4-1-57 at the Ben Frank poolside, 3 dates later eloped to RNO. Wed at the little Park Wedding Chapel across from the courthouse. Had been staying at the Riverside on the Truckee on layovers, so went there from the Chapel to get a room. The lady desk clerk recognized me and "comped" the wedding suite!!

I'm doing pretty well for a soon to be 90-year-old, for which I'm very thankful. Did have two cancerous tumors in the bladder that my very efficient female urologist was able to remove and checkups show no further signs of any problems. Vera (Butler), my bride, fell a year ago while we were in Bend, OR visiting our son and broke her right femur about 1" below the hip socket. Has a metal rod and new ball in the hip socket now. Uses a cane at times to get around.

We still have our small condo in Molokai and will probably spend the winter there again, like we have done since '97.

Will miss seeing my good friend of 66 years, Walt Ramseur. Glad to see pictures of some old pilot friends at the various RUPA luncheons, particularly at SFO, SAC, MFR and SEA. Hope Jim Enright sees this letter. Have tried to get in touch with him both by e-mail and land-line but no luck, we were classmates and room-mates in new hire school in '55.

"Mahalo" to you and all the great volunteers for keeping RUPA strong!

*Jim*, '55-'89

**RON HUFFMAN**—Enumclaw WA

Hi Cleve, Thanks for all that you and others do to produce *RUPANEWS*! Barbara here updating all on Ron Huffman.

Ron will just have turned 81 as you read this. He remains rather healthy despite his stroke almost 35 years ago. He takes an occasional fall and it took all summer, physical therapy and pain patches to help out with a June tumble. Ron walks very slowly and

cautiously.

We did not travel to see family in OH or HI this year (so far). We did fly on Emirates to Dubai to visit a daughter and family. Her husband is a Captain on the A380, so we do get stand by passes from them. Lots to do in first class during the 14-hour flight! Ron does still get his daily Starbucks visit with a group of other retirees.

Our three daughters (all now in their 50's) have produced 10 grandchildren for us, and most recently, our 7th great grandchild. Our oldest grandson graduated with honors from Washington State University in May and was commissioned as a Navy ensign. We are excited that he will very soon begin flight school in Pensacola!

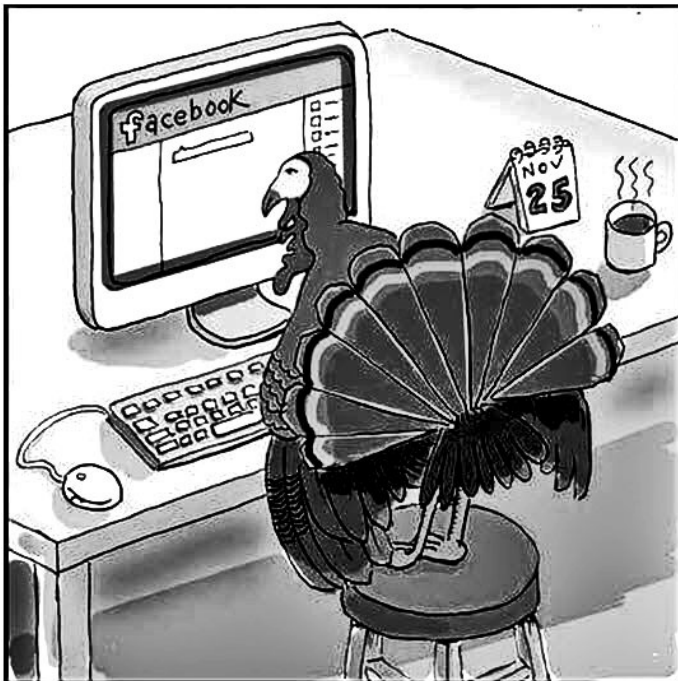
We enjoy updates from other retirees! *Barbara*

**LEIF JONASSEN**—Payson, AZ

Well another year on the books. Jan and I are still in Payson, AZ. It was a very good wet year lots of flowers in bloom.

I was driving part time for my son-in-laws Payson Airport Shuttle going to Phoenix, but insurance went sky high because I'm 78, lost another job because of age. So now its attempting to improve golf at 79 and I'm afraid I may be delusional to think that could happen.

We're into 7-day cruises. Did Queen Mary2 New York to Southhampton very nice. Trying to get a business first seat international is just about not going to happen (those were the days) so now it's



"500 friends and no one's available to chat?  
No new posts today? How odd..."

Alaska out of Seattle or YVN. very good food and service and great prices.

Health wise PSA is still 0.01 if you know anyone that's got a problem try Cyberknife it's wonderful.

As we age, we've both fallen twice but no broken bones or concussions. We're in a one story log cabin and when were out if available at stairs we use the railings.

Also visits to and from 4 kids and 7grandkids. This year we're having family reunion for 55-60 relatives, so things are good! *Leif and January*

**TOM LOSASSO**—Westfield Center, OH

I'm writing this on Saturday following the RUPA reunion in Dayton. What a great event that I'm glad I did not miss.

November will mark the twenty-year anniversary of my final flight and retirement from United. You've read it before, "where did those years go?"

I'm still in very good health to which I attribute my many years of running. When bidding for my monthly schedules, my highest priority was a layover city that provided a good place to run. In the winter months I would try to layover in a warmer place than my domicile cities of New York, Cleveland and Chicago. I put many miles on my shoes on the Embarcadero in San Francisco, along the beach near Redondo Beach and the waterfront of San Diego.

My wife, Suzee, and I have been married for 57 years. She put up with the many days that I was away from home while flying a trip or working as a pilot representative with ALPA. I'm certain that most of you have had the same experience...things always broke or went wrong when you were away.

I had always wanted to be an airline pilot. When I was in junior high my good friend and I would sit in his family's 1950 Buick and pretend it was a DC3. I would take the bus to Stapleton Field in Denver and watch the airplanes land and unload from behind the fence. No jetways then.

In my senior year of high school, I was part of an exchange group that went to Massachusetts. We were supposed to attend classes with our exchange partners, but a friend (he later became an Air Force pilot) and I skipped and went to the local airport and bought a demo ride in a Cessna 172. While in college, I worked at McDonalds. The owner had a twin Cessna and took some of his employees for rides occasionally.

I met Suzee while in college and we got married the summer after I graduated. She still had a year to go



to graduate, so I worked on a masters degree. (did not get it, six hours short). I had a double major in chemistry and biology and a minor in math when I graduated. I started teaching school, subjects, geometry, physics, chemistry and biology. During the latter part of my third year there was an article in the DENVER POST (1966) describing United's pilot hiring program of no or low-time pilots. (less than age 25, no time, 25 or older a private certificate.) I had purchased a whole-life insurance policy while in high school so I borrowed \$500.00 from that policy to pay for a private license. After the mechanic's strike of that summer, I got an interview, took and passed the Stanine Test and was given a year (October 1967) to attain a commercial license. I received that license in mid-summer, so I called the United employment office (big mistake, should have called the training center) and told them I had completed the requirement and was ready to go to work. I was told I had to wait for my hire date. (That cost me many seniority numbers.) My official hire date was 23 October, 1967. United paid for and arranged for my instrument ticket. My new hire class consisted of thirteen. There were seven jet openings and six propeller slots. I was senior enough to get a jet opening to JFK on the B-727.

I have been domiciled in JFK, CLE, ORD, DEN, ORD, HNL, ORD, and retired from HNLFO. I served on the ALPA MEC as co-pilot representative from two domiciles, JFK and HNL. I was the schedule chairman in CLE and HNL, and System Schedule Chairman for a short time before the strike of 1985. I resigned my position before the strike as I could see what was happening. I was in ORD dispatch (still SSC Chairman) when I saw Scab John Ferg, MEC Chairman, and asked him a question that he took as a statement. He got red faced, irate and said, "you are just one of the Cleveland Cra-zies." The name stuck and I resigned.

The 32 years that I spent as a UNITED pilot were the then highlight of my 60 years of living. The past 20 have been good too, but cannot compare.

My retirement years have been spent, among other things, buying and refurbishing AIRSTREAM travel trailers. I have had models from years 1954, 1960, 1963, 1967, 1969, 1975, 1993, and 2004. I currently own and use a 2013 27-foot-long model and am having a 1976 29 foot completely restored for use. We are members of the Airstream Club in Akron, Ohio, and travel extensively with the club and by ourselves. The members of our club have become our close retirement friends like the ones we enjoyed as active United employees. These

friends have filled the void left by retirement.

Suzee and I discovered and enjoy relaxing on ocean cruise liners during our retirement. We have cruised twice on Royal Caribbean, three times on Celebrity, and twenty-five times on Princess. We have a ten-day Princess Panama Canal cruise scheduled November 30 through December 10, 2019. It is a celebration of my 80th and my son's 50th birthdays.

I am deeply indebted to those past United pilots who gave me and all United pilots the very best career. All of these pilots were, in some way, volunteers in ALPA. Our union, ALPA, more specifically United ALPA, was responsible for this great career. Volunteers make ALPA and now volunteers are keeping RUPA the premier retirement organization it is. THANK YOU to ALL past and current members who have given or continue to give their time and effort for my behalf.

Cleve, you have made the *RUPANEWS* the excellent publication it is. It is no wonder there has not been a volunteer to fill the job when you give it up, it will be extremely difficult to continue in your footsteps. You are awesome. *Tom*

**MRS. BARBARA MANKUS**—Custer, MI

I had written you a few weeks ago concerning my not receiving the RUPANEWS due to my not mailing the check on my deceased husband, Captain Richard's, birthday. I had mailed the check a few months later. I just received the Sept. magazine, and really appreciate your help! Thank you so much!

I was hired by United in 1961, before graduating from nurse's training in Cedar Rapids, IA. I enjoyed being a United Stewardess, and did so until marrying my wonderful pilot husband, Richard Mankus in August 1964!

Now, I'm almost 80, and have a special connection with RUPA, as do many widows. Thanks again. Sincerely, *Barbara*

**JIM NOBLE**—Park Ridge, IL

I just celebrated my 90th birthday with the family at a very elegant restaurant called Café la Cave, and everyone had a wonderful time. Jan and I celebrated our 69th wedding anniversary in September and we are both very lucky to be in good health and able to enjoy many activities.

Our family is fine, all doing well and keeping busy. Our youngest grandson, Matt, is a paratrooper in Army Intelligence stationed at Ft. Bragg, N.C. He recently returned from a tour of duty in Kuwait in-

cluding a short stay in Baghdad and we enjoyed hearing about his interesting experiences when he was home on leave last month. His main job is to give briefings to the officers, and he said that the first time he had to brief a roomful of 2 and 3-star generals, he was more nervous than he was taking his first parachute jump.

A big thank you to the RUPA staff for the work you do on such a fine magazine. *Jim*

**KEN PERKINS**—North Hampton, NH

It was a long time ago that I started my airline career in ship 210 a DC-3 with Capital Airlines painted on it. It was a long time ago (30 years ago) Oct. 15, 1989 that I made my last landing in a B-747 at SFO with United Airlines painted on it. The next day I was home here in New Hampshire watching the World Series when the Bay Area began to shake. Several of my friends asked me what my last landing was like. It was a good career and I even got paid to do it.

Two weeks after I retired I found a 1931 Stinson Jr.S in a barn down in Kentucky formal flown by American Airways with chickens living in it. My wife was worried I would be cluttering up the kitchen, but restoring the Stinson kept me in the shop, a 200-year-old barn, for 7 years. I had a lot of fun flying it around to airshows even to Oshkosh. I finally sold it to a collector in the Bay Area. Since then I have built other airplanes and one boat.



I am grateful that we are both in good health and I can still split my own stove wood. Still waiting for a midlife crisis.

Best regards to one and all. *Ken*

**DOT PROSE**—Osprey, FL

Cleve – have paid the dues on behalf of my dad, Ed Prose (UAL 1940-76, MDW, ORD), who flew West in 2010.

I'm still attending the SW Florida RUPA luncheons in Fort Myers and keeping them going with Gary Crittenden plus maintaining contact and membership in the OX-5 Club for our RUPA Day at Sun-n-

Fun in Lakeland, FL.

I was able to return to Hawaii this past January, always a favorite. Our family of four first went there in 1958. I was in eighth grade. DC-7 flight – a year before Hawaii became a state in 1959. I recall being told that one day I would return. And that happened in 1969. As a LT(jg) in the Navy I had indicated on my preference card that I would like an air station and Hawaii was my first choice. I could not believe my eyes when I had orders to NAS Barbers Point not far from Pearl Harbor as the public affairs officer. In 1970 dad was fortunate enough to start UAL 747 school and flying from Chicago to Honolulu. He would always give me a call during a layover to go to dinner and conduct some kind of business, mostly my federal income taxes since I had given him power of attorney. During the two years I was there I never got to see the Big Island so it's been on the list since then, although I had made many trips to Hawaii on Navy business.

So, in January 2019 I finally got myself to Hilo. The reason for Hilo was that my parents in 1968 bought a parcel of land in Hawaiian Paradise Park just outside of Hilo and held it for 10 years selling it back to the developer in 1978 because they thought it was too close to Kilauea Volcano. They had planned to build a house there and retire in Hilo. I inherited the sales documents and was determined to see for myself what the place looked like. Thanks to my very knowledgeable taxi driver he took me to the City Planning Office and the determined clerk found the lot and the new home that recently had been built on the lot. The development was a huge area of some homes and still a lot of raw land for sale. The road leading to their lot was gravel and the address was a wooden sign nailed to a tree. Laid back is an understatement, but I kind of liked it. Not quite the place I thought my rather conservative parents would end up at. Wish they had built there, though. Instead they bought a lot in Sarasota, FL for retirement and got out of the Chicago area.

While on this Hilo trip I took a day trip to Waimea and the Parker Ranch but more importantly I wanted to see the Camp Tarawa U.S. Marine Corps Memorial just on the outskirts of Waimea. It was a very simple monument with a large rock, symbolic of Mt. Suribachi on Iwo Jima and several





brass plaques honoring the Second and Fifth Marine Divisions. It was established in 1942 on 50,000 acres between the Mauna Kea and Mauna Loa volcanoes on property leased by the Parker family for \$1/year. The Marines trained for the battles of Tinian, Saipan, Iwo Jima and Okinawa at Camp Tarawa. The lava sand beaches and low lying volcanic mountains nearby set the scene for training for the amphibious assaults on Iwo Jima and the other Pacific Islands. This memorial is easily missed as you drive by to Parker Ranch. It's just off the road almost like the size of a rest stop. Yet it tells the story of the huge contribution of the Big Island to the WWII Pacific Campaign. Something I never realized in numerous trips to Hawaii. Waimea itself was quite entertaining. Being a cowboy town it took me about 10 minutes of driving to realize that the signs at the street intersections which said "WHOA" actually were their stop signs. Sure makes sense for this town! But for a city person like me it took a while to make the connection!



**For planning purposes (and I say this every year) the next RUPA Day at Sun-n-Fun Fly-In at Lakeland, FL will be Thursday, April 2, 2020.**

The *RUPANEWS* is still my favorite source of information which keeps me up to date about United, the industry and health issues! I think it's the best airline magazine out there and most appreciated!

*Dot*, U. S. Navy

**JON ROWBOTTOM**—Salinas, CA

Jane and I had a wonderful three days in Dayton at the RUPA Reunion. I want to thank Rich Bouska and John Gorczyca for their hard work to make our event so memorable. Everything went off like clockwork which means to me that these two folks put a hell of a lot of effort into making it happen without a fault and I thank them so much.

I wanted to step back and watch how our members interacted with the museum tours. My observation was the Wright Brothers Day One gave us pride and understanding of what it took to be able to fly. If you want to talk about American Greatness those two brothers say it all. The dedication to their dream and their calculus put our country at the head of the Aviation Industry.

Then we went to the Air Force Museum...AMAZING!! As I walked the halls and buildings it was evident that every phase of aviation service was honored. It was walking in those halls

where I heard stories long buried in the past jump out as we looked at those aircraft that we had mastered to fly. Wonderful stories and from the heart. Our careers before United...which earned that United job...suddenly came to thought and were verbalized. That natural therapy is priceless.

At our Banquet on Thursday Night, John pointed out that in our day United was the Airline of Choice for an aspiring pilot which drew the best to our ranks. John made us proud at a time when the Bankruptcy has tarnished our careers, destroyed our Pensions that we risked life every day to earn as we have been relegated to the last person boarded on a flight in honor of all our years of service before the most junior New Hire.

There was talk of future reunions that will hopefully draw even more attendees.

The past year has been a good one, I am still golfing and snow skiing. We have a group of seniors at Northstar to golf with in the summer and ski with in the winter. It keeps me active and passes the days. We have named our group the DMG... Dull Men's Group.

As usual, I thank our three Officers...President John, VP Wolfman and Treasurer John for their hard work and direction. *Jon*

**BOB SANNWALD**—Denver, CO

UAL retirement for me began in 2002. Despite the major impact of the UAL bankruptcy, life since then has been good to my wife, Adele, and myself. We have enjoyed good health and shared happiness. Our two daughters have brought us great happiness—and a wonderful grandson. We are blessed.

In retirement I have found satisfaction in several interesting employment situations. My first position was with Embry-Riddle conducting flight screening at the Air Force Academy. The officers and cadets made a lasting and golden impression. When Embry-Riddle lost their contract with the USAFA, I was fortunate to find a position as a course-creator with John and Martha King in San Diego. It was a hoot working with this famous and talented couple. When the economic slowdown resulted in elimination of that position, my commute shifted from the West Coast to the Heartland as the manager of training for Omni Air, a "Big Iron" operator in Tulsa. That, too, came to an end with a reduction in personnel when Omni no longer flew military charters to the Middle East.

Finally, six years ago, I found very satisfying opportunity working as a ground and simulator instructor with FlightSafety International. I rated on

the King Air 350 and Beechjet while working with FSI in Wichita for five years (still a commuter!). Finally, FSI opened a facility in Denver. No more commuting. I'm now working in Denver with corporate crews and private owners flying the Pilatus PC-12NG.

Commuting was not all bad. United passes made it possible. We had "second home apartments" in Colorado Springs, San Diego, Tulsa, and Wichita for each of these varied employments, all while maintaining Denver as our "first home." It was a good experience; we made many new friends; and we visited some very special places.

Our sincere appreciation to RUPA for the contribution made to benefit the quality of life for retirees. The RUPA social calendar of luncheons, the annual cruise, and the RUPA reunion all contribute to maintaining the social contacts we enjoyed during our working years. One of our most memorable experiences was last year's RUPA Seine River cruise and its highlight, the respectful ceremony at the Normandy beaches.

**CHUCK THOM**—Litchfield Park, AZ

My luck finally ran out, at 77. Some degree of heart failure, with extreme shortness of breath, A-Fib, and a week's stay in the hospital. Meds, a De-Fib "Safety Belt", and a gigantic change in diet is now the order of the day, along with no more pipe smoking and no more (SOB) BEER! Prognosis is good for me to stay around for a whole bunch of years longer to help my 3 year old son, Kieran, grow up.

Sadly, I did miss my High School 60th class reunion, probably our last one. I am feeling pretty good now, although I tire easily. An imbedded pacemaker/de-fibrillatory is in the works to make daily living a little more convenient for both me and my family.

I guess this means my flying days (at least PIC) are over, too. Well, I taught Wendi to fly, so she can



PIC ME around!

On a "higher" note, just after recall from 7+ years of furlough, I was S/O on a 727-100, ORD-SEA. The last hour we climbed to FL410, and we like to froze. There was ice inside the edges of all the cockpit windows, despite newspapers jammed in every nook and cranny for extra insulation. This is just one of the many reasons the 727 remains my favorite.

Thanks, all you Ladies and Gents who produce such a classy publication. You guys do good work!

*Chuck & Wendi*

**BILL TREICHEL**—Green Valley, AZ

I have now completed 84 orbits of the sun. I'm tired. Everything hurts. The good news is Barbara and I have been married 61 years and we are alive and well living in Arizona. If anyone needs more info call me.

*Bill*, 1958 - 1995

Based all over the place but mostly DEN.

**DON WEBER**—Federal Way, WA

Hello All; 1996 seems like a century ago but it was my last flight with United. It really makes one feel old when I see my wonderful F/O on my last trip has recently retired. Where does the time go?

All is just great up here in Federal Way. This year we cruised on American Cruise Lines. Our travel agent never had anyone cruise with them before. It's a small USA cruise line with smaller ships and great food. Our cruise took us through a few New England islands out of Providence RI. The ship only held 100 passengers. No casino, no formal nights, no art action and no stores to sell anything. The crew is mostly young, and they do a first-class job of making everyone feel like they are the only ones aboard. The cruise included a night in a departure hotel, pick up on cruise morning and a 4 hour bus tour of Providence. The last day was in Bristol, RI and the ship had the best lobster bake on the shore, I've ever attended. All drinks are included, tours and no extra charges. You feel like the ship is yours and you are cruising with a few close friends. We have another trip planned for August, next year.

I am still spending my Wednesday mornings as a volunteer at the Seattle Museum of Flight. If anyone is in Seattle on Wednesday morning, please stop by and say hello.

Our animal population is now 6 rescued cats and Stewart our wonderful canine companion. Our last cat rescue was "Just Al", don't laugh but that's his name. He showed up at the front door with an eye



infection so ugly that we thought he would lose his eye. Great vet and patience cured him. He now doesn't go outside and is accepted among the 5 girls. We all should be so lucky.

Vicki is doing great. She spends time volunteering at church and keeping our home beautiful. On the bad side, she has her 10th foot surgery scheduled in October. Hopefully this will be her last foot problem. She finally got the right foot normal. Now I get to take care of her as payback for the 33 years she has taken care of me.

Our 5 adults are all fine as well as our 6 grand kids. Time passes so fast that 2 of them are driving and getting ready for college soon.

Once again, thanks for publishing a wonderful magazine. Paid my dues online, that's really easy.

*Don & Vicki*

**LARRY WHYMAN**—Sonoma, CA

Huh?? What the heck is "The Hiller Guppy"? The Hiller Guppy (my words) is a story about a unique aircraft museum, an iconic old airplane, and a dedicated Docent.

The museum is the Hiller Airplane Museum, located at the San Carlos, California airport, just south of SFO. It is unique because it is the only aircraft museum in the United States with a comprehensive aviation education program. The program is geared toward school age youth, and conducts many formal courses throughout the year, such courses tailored to specific age groups. The "school" is located on a large mezzanine entirely dedicated to the education program. The school has many training aids including what I would call "desktop simulators." They recently added a separate room where the students can learn to fly a drone, but the school's "Crown Jewel" is an FAA Certified full-motion Simulator! And finally (segue alert), mounted on the "leading edge" of the school's mezzanine is the nose section/cockpit of an iconic United Airlines Boeing 737-200, nose number 9565! The cockpit floor is level



with the mezzanine floor where visitors can enter the flight deck! This is arguably the most popular exhibit in the museum, and (another segue alert) was displayed with narrative by highly qualified United Airlines Captain George Mendonca (ret). Sadly, George "Flew West" in July. He had served as a Docent 3-5 days a week for over 20 years! I contacted the museum in August to see if they could do some kind of a memorial to George for all his years of dedicated service. I was put in contact with Rebecca Duran, Vice President for Development whose immediate reply was "yes, we are already on it!" What a pleasure it was to work with her on this project. The result is a fundraising campaign in his honor, to support the wonderful (and unique) Aviation Education programs in which George was so greatly involved, AND to have "CAPTAIN GEORGE MENDONCA" painted on the side of old #9565, George's "Baby."

The program was launched last month! Let's all "pay it forward" and give generously. Thanks!

Here's the link to the dedicated donation page: <https://www.hiller.org/remembering-george/> What I have written is only the "tip of the iceberg", so I urge you to go to the museum's website to learn more about this extraordinary facility, at <https://www.hiller.org>

*Larry Whyman*

**CHRIS WITTENFELD**—Bonney Lake, W

Hello Fellow RUPArians. Not sure where 2019 has gone, my only claim to fame is I am still skiing, hiking and fishing. My Crystal Mt. pass became the Ikon pass, which is good at 38 ski areas around the world. I took advantage of that pass and went to Alta, Snowbird, Deer Valley and Solitude for 12 days of skiing the end of February. The skiing was good; but 60 inches of new snow in 5 days produced lots of avalanches, closed runs and unbelievably huge crowds. Lift lines starting at 7:30 for a 9:00 opening, 20 mph winds, 5-degree weather discouraged only a few.

The Washington Cascade summer weather was unpredictable limiting my hiking days, but I managed to get some beautiful back country scenic hikes. The Norse Peak burn 2 years ago is recovering, the Silver Forest now has large grassy areas with lots of flowers, what an amazing sight. Alpine lake fishing was good, and I caught my heaviest trout ever, a 22 ½ inch cutthroat weighing 5 lbs. 13 ounces.

In September, I went to Sunriver, Oregon to visit 8 high school classmates, only 6 made it. Stories, memories and health issues were the main event, unfortunately the class of 63 has not fared well. Old

age ain't for wimps! On the way home, I stopped by Smith Rocks outside of Redmond, Oregon, it is well worth visiting.

My health is good, so says the Doctor, *for a man my age*; but my mind and body don't always agree on what I can do; especially after a day of work, hiking or skiing. Nancy's severe rheumatoid arthritis is thankfully still being controlled by using Enbrel. My children and grandchildren are all doing great.

*Do what you can, when you can; be flexible, creative, time is short, good health, happiness and financial peace to all, Crazy Crystal Chris*

## IN MEMORIAM

### **NORMAN D. MILLER**

Norm flew west September 28, 2019. He was born July 23, 1923.

Norm was born to fly. At the age of 19 he joined the Army and was accepted into the cadet academy after completing his basic and advanced training. He was an aviation cadet from March 14, 1944 to Feb. 1, 1945 when he was commissioned as a 2nd Lieutenant. After his military obligation was completed, he went to Youngstown Ohio where his family was. He was determined to become a pilot for United Airlines and told them he would accept any position for the chance to work for them. He was offered a job in ground services and so began a long career with United. He eventually became a pilot stationed in Colorado where he remained for the rest of his life. He flew Douglas DC-3, DC-4, DC-6, DC-7, DC-8, Convair 340, and retired flying Boeing 727 in 1978.

After his retirement he could frequently be found on his flight simulator charting flights and flying to places around the world.

Norm was preceded in death by his wife Ann in 2008. He is survived by two children, four grandchildren and eight great grandchildren.

Norm's life was a trip well flown.

### **WILLIAM ANTHONY MULLEN**

William Anthony Mullen "Bill" died on Thursday, September 5, 2019 in McHenry, Illinois, surrounded by loved ones. Born January 19, 1943, in Brownsville, Minnesota. Bill lived a singular life from modest beginnings.

After high school, Bill married Mary Mullen, his wife of 25 years, and moved from small-town Min-

nesota to Seattle in search of work. He found 39 years of it at United Airlines. Bill started by working on the ramp for UAL in Seattle, but it turned out Bill enjoyed flying and he was good at it, so he finished by captaining 747s on international flights out of Chicago. That supported Bill and Mary raising their kids in Illinois, with a focus on family activities and exploiting airline employee travel benefit fun to the fullest.

Upon retirement, Bill took pleasure in rotating through his various residences, making friends and spicing up neighborhoods everywhere he went, most recently McHenry, Illinois, Key Largo, Florida and Sun City, Arizona. Bill always had a joke at the ready, and wherever he sat was the fun table. He enjoyed a good and lively stroll, which could involve sharing six packs of cheap beer, relating dubious tales, swapping dirty jokes, puncturing Republican egos, and chatting up all and sundry as he passed. As for family and friends, when we got in a jam - and we know who we are - Bill was there to help. Bill was an unapologetic original. He will be missed.

Bill is survived by his four children, six grandchildren and his partner Adele Petersen who was at his bedside when he passed.

Bill asked that no services be held. None were. Raise a drink and toast him; he'd like that. Do it again, he'd like it more. If you are inclined to make an additional gesture, do as he did - go out of your way and chat someone up, a neighbor or friend or family member. Or even open your wallet to them a bit, as he might have done.

### **HARRY F. ROPP**

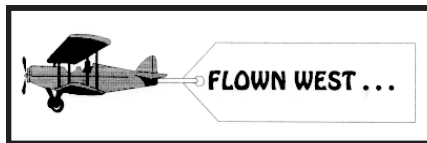
Sadly, Harry Ropp "flew west" on October 6, 2019. Harry was born in Miami, Florida on November 26th, 1942.

He grew up spending his winters in Florida and summers on his beloved Drummond Island in northern Michigan. When he was 21, he began flying for United Airlines and flew with them until his retirement at age 60. During his career with United he was named Flight Crew Member of the Year in 1978.

Harry loved boats, flying seaplanes, restoring airplanes, and telling stories of "the way things were." He was also an IA mechanic, a Quiet Birdman, a long-time member of EAA, a jack of all trades who could make or repair anything and everything, a historian, a collector and, most importantly, a beloved father and husband.







Frederick L. Clayton	Aug. 09, 2019
William R. Herrin	Nov. 24, 2018
Donald V. Kyte	Sep. 28, 2019
Robert W. Marcott	Feb. 2019
*Brent P. Mayo	Sep. 27, 2019
William A. "Bill" Mullen	Sep. 05, 2019
*Robert Pigors	Jan. 03, 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](http://uaprf.com))

November, 2019 Edition

**From:**

RUPA  
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Stowe, VT 05672-0757



\$25 Subscription—**Check Renewal Date on Label**

**To:**

**RUPANEWS Deadline: 15th of Each Month**

**RUPA's Monthly Social Calendar**

**Arizona**

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

**California**

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

**Colorado**

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

**Florida**

N.E. Florida (3<sup>rd</sup> Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736  
Sarasota Sunsetters (2<sup>nd</sup> Tuesday, Jan, Mar, May, Sep, Nov)—*Geckos Bar & Grill*—941-807-6727  
S.E. Florida Treasure Coast Sunbirds (2<sup>nd</sup> Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829  
The Ham Wilson S.E. Florida Gold Coast (2<sup>nd</sup> Thursday)—*Galuppi's Restaurant & Patio Bar*  
S.W. Florida (2<sup>nd</sup> Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112  
Tampa, Florida Sundowners (3<sup>rd</sup> Thursday)—*Daddy's Grill*—727-787-5550

**Hawaii**

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

**Illinois**

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

**Nevada**

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

**New York**

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

**Ohio**

Cleveland Crazies (3<sup>rd</sup> Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

**Oregon**

Oregon Coasters (1st Wednesday, 12:00)—Call for monthly restaurant in Florence, Larry 541-999-1979  
The Columbia River Geezers (2<sup>nd</sup> Tuesday 11:00)—*California Pizza Kitchen, Clackamas Town Center*  
503-659-0760—Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com  
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville*—541-245-6896

**Washington**

PNW Flyers (To be announced) 916-335-5269  
Seattle Gooney Birds (2<sup>nd</sup> Thursday 11:00AM)—*Airport Marriott*—360-825-1016

**Washington D.C.**

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