
rupanews



Journal of the Retired United Pilots Association



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President's Letter

Greetings once again from the far west. Since my last report, there has been much happening in the aviation community. To begin with, the world and the commercial aviation industry has been devastated by the outbreak of the Coronavirus. The breakout occurred in Wuhan, China and has rapidly spread throughout the world. The deadly new coronavirus continued to spread at the time of my reporting with more than 24,000 cases and at least 492 deaths confirmed worldwide. The vast majority of the infections, and all but two of the deaths, were in mainland China. As of this date roughly 350 Americans are being evacuated from the epicenter in China. Commercial flights to and from Wuhan have mostly stopped. Cancellations have spread to major hubs in Beijing and Shanghai.

Also, on another aviation front, the sports community was taken aback by the death of one of the most beloved sports figures in this country. Kobe Bryant and eight others were tragically killed including Kobe's daughter on Jan 26, 2020. The pilot was flying a Sikorsky S-76B (N72EX) helicopter. There was a rapid descent just prior to impact. Not being a helicopter pilot, I am not sure what the minimums are for the aircraft and the personal weather mins of the pilot. I do understand that they were flying in special VFR conditions. The final report will not be available for at least a year according to the NTSB.

It was reported in January by United Airlines, the financial results for the previous year. The results were reported as extremely good. It was highlighted by United achieving their \$11 to \$13 adjusted per share. For the full year, United reported a net income of \$3 Billion and an EPS of \$12.05 which is up 51% from the previous year.

On Jan 14, United opened the G Building at the Flight Training Center which adds 76,000 square feet. This will continue to make the United Training Center the largest in the Western Hemisphere.

United announced new daily service to Santa Maria, CA from LAX, SFO and DEN. Santa Maria marks the 20th CA destination extending its lead to serve the most cities in the Golden State.

It goes without saying, that we lost a few pilots from the United family. I was particularly touched by the loss of Ed Manning who was an extremely strong supporter of RUPA. He was also a strong advocate of ALPA. His memorial was held on Feb 8, 2020. Another newcomer to RUPA was Jeffery Munzell who died unexpectedly just after his retirement and joining RUPA. Another pilot flew west in Jan at the age of 89. Captain Ned Rankin was one of the remaining Capitol Airlines pilots after the merger with United. I had the opportunity to call and talk to Pat and Ed Manning in Jan and wish him the best. Also, I was able to call Jane Munzell and give her my condolences. I am sure I missed many pilots that flew west recently, and I apologize for not including all.

We have started a new luncheon group in the Houston area. Ross Miller is the go-to person and he reports to me that everything is running very smoothly there. Jack Donahue is heading up the Las Vegas luncheon group and I am quite sure he will be a tremendous asset for us there. Again, Janet Ishikawa has volunteered to be the area rep for the Oahu area. Lastly, we are looking for someone to help us out in the Phoenix area. Ken Killmon flew west recently, and we are looking for a replacement there.

I would like to reemphasize that we appreciate any missives you send to the editor for inclusion in the *RUPANEWS* magazine. It is a fact that most all RUPA members very much enjoy reading about your escapades throughout the year. Let us know how your family is doing, your hobbies, far away exotic trips and your love for the *RUPANEWS* magazine. Of course, I am pulling your chain about that last statement.

Thank you for reading my President's Letter and please remember, we are here to serve you.

Welcome to our new members:

Bill Bold, Spouse Paula, DCA, Annapolis, MD
Greg Dawson, Spouse Koichi, EWR, Fort Lauderdale, FL
Jim Ferrari, Spouse Sara, EWR, Pasadena, MD
Bob Carson, Spouse Timothy Ciani, EWR, Miami Beach, MI
Walt Philips, Spouse Kauri, ORD, Sarasota, FL
Gordon Farrington, Spouse Sonnett, SFO, Lincoln, CA
Carolyn McAdams, Spouse Jim, IAD, Rye Beach, NH
William C. Lucius, Spouse Elyse, SFO, Las Vegas, NV

Carol Matthews, SFO, Redwood City, CA
Joe Wilson, Spouse BeLinda, LAX, Loveland, CO
Terry O'Brien, Spouse Ronda, SFO, Bonney Lake, WA
Earl Enix, Spouse Candy, SFO, Centennial, CO
Court Williams, Spouse Deborah, Henderson, NV
Johnnie Jones, Spouse Alice, DCA, Fayetteville, GA
Jeff Munzell, Spouse Jane, DCA, Bradenton, FL
Stephen A. Burgess, Spouse, Susan, Bellevue, WA

Still Flying High, *John Gorczyca*

Secretary/Treasurer's Letter

One of my goals as Secretary/Treasurer of RUPA is to streamline and simplify the process of handling dues. Hopefully the next person to take the job has an easier learning curve. We've made some progress:

1. We've been able to increase the number of credit cards used to pay dues and that means fewer checks. Checks are very time consuming. If you decide to pay dues using your credit card, I have a couple of suggestions. When you enter any money amount ONLY use numbers (no \$ sign). And, when it asks for an expiration date for your credit card ONLY use four digits (0320 rather than 03/20). Other than that it's pretty intuitive.
2. The website is more robust thanks to the efforts of Jon Rowbottom and our web master Ryan Mazzucchi. For example: You can join RUPA, pay dues, AND (new) make address changes. This should be more convenient for you and definitely better for me. Give it a try! Snowbird change or permanent change. Either works.
3. The left side of the home page has a wealth of information and I encourage you to take a tour. Let us know what you think and what suggestions you might have.
4. Email Address for RUPA Secretary/Treasurer is rupasectr@rupa.org.

5. Physical address for checks is:

RUPA
PO BOX 757
Stowe, VT. 05672-0757

Do not send checks to the organization's legal address which is listed at the bottom of Page 2.

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
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Or mail to:

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

Or send your check to:

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Sacramento Valley Goldwingers RUPA Luncheon

We had a very enjoyable luncheon with a tremendous turnout. It is this hard corps of individuals that makes the Goldwinger group so special to be associated with. They all have become very close friends of mine. I thank each and every person for attending our luncheons.



Front row seated, left to right: Tom Wright, Ed Akin and Linda Akin.

Second row, left to right: John Gorczyca, Sharon Gorczyca, Mary Harty, Judy Zari, Dave Ulm, Joni Cardano, Trudy Engeldinger, Tom Dunipace, John Petts and Julie Akin.

Third row, left to right: Jim Harty, Bruce Milan, Karl Winkelbrandt and Lance Engeldinger.

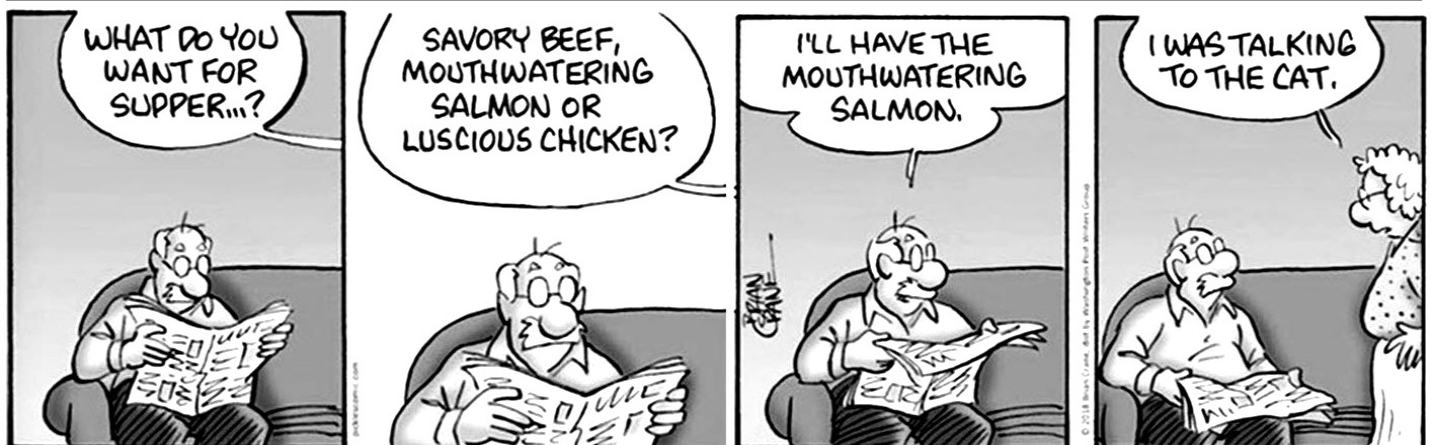
Back row, left to right: Jenny Kallio, John Kallio, Chuck Kolesar, Bill Authier, Wayne Mooneyham, Lori Muir, Mike Houlton, Dave Leippe and Mike Kozumplik.

Needless to say, we had many topics of conversations that enlightened our day. But sadly, the most discussed item was the death of Kobe Bryant on his Sikorsky S-76B helicopter flight from Santa Ana, CA to the eventual crash site near Calabasas, CA. There are many questions that remain to be answered as the investigation is still on going at this point in time. With not having a helicopter pilot that attended our luncheon, it was difficult to understand the allowable flying conditions that was authorized by the pilot to fly in and the weather minimums of the Sikorsky helicopter.

A total grasp and groan happened when I mentioned there was a study conducted by the International Federation of Air Line Pilots that indicated that 60% of retired pilots died within the first 5 years after retirement. This will be the last time I will mention such a study. After all, it was a very small sample group.

Among other related discussion topics was the confusion as to why a Delta pilot jettisoned fuel over Los Angeles after compressor stall and return too LAX. Again, it is another thing that will be revealed after the investigation is complete.

We were very happy Ed Akin joined us again after his medical problems. He was accompanied by his wife, Linda, and his daughter, Julie. Ed is progressing very well in his recovery. We were hoping that Jim Whittington was going to join us after his medical problems last month, but it did not happen. And, of course, we wish Bob and Kathy Lynch well in their recovery from their various ailments. I am sure there are many other medical and associated problems I failed to mention within our group. But, then again, that is the nature of where we stand in life. My best to you all. Still Flying High, *John*



Southwest Florida RUPA Luncheon

Our February 10, 2020 luncheon at the Fort Myers, FL Olive Garden restaurant had a nice turnout of 15 attendees. Perfect weather once again. Our server was Colton who was efficient, hardworking and personable. Colton has been our server in the past and is still working on building flight time at Page Field with aspirations of an airline career. He had a lot of encouragement from our group and was in disbelief on the number of flight hours accumulated by our retirees! The manager stopped by to see if we needed anything.



Left to right): Carl Jordan, daughter Cathy Jordan, Cathy's sister Chris Jordan-Miller and next-door neighbor Anna Steuerlein, Gene Chapman, Jim Sutton, Neil Brethauer and Jim Good.



L to R: Rip Curtiss, Shirley Curtiss, Gary Crittenden, Tina (caregiver) for Mamie Thompson, Faith Osborn and Dot Prose.

For the “show and tell” entertainment Cathy Jordan, daughter of Carl Jordan and retired Southwest pilot, brought in watercolor sketches of Capital and United aircraft her dad had flown. He was still able to provide just about any kind of data about these aircraft (Viscount, DC-3, DC-4, DC-6, DC-8) especially the engines. Dot Prose brought in a cloth United Air Lines shield in her possession since fourth grade. Faith Osborne had just returned from skiing in Colorado and informed the group that United is flying non-stop between Fort Myers and Denver.



There was the usual energetic conversation over the two tables, and everyone really enjoyed themselves. Political commentary seemed to be absent, so all was friendly.

Attendees were reminded again of the 2020 RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL on Thursday, April 2. The fly-in runs from 31 Mar – 5 Apr. The new official name is now Sun-n-Fun Aerospace Expo.

The next luncheon is the second Monday in March on Mar 9, 2020 at 1130 at the Olive Garden in Fort Myers. All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring/caregivers are especially welcomed. Yours truly, *Gary Crittenden and Dot Prose.*

When I ask for directions, please don't use words like “east.”

Florida First Coasters RUPA Luncheon

The Jacksonville, Florida area RUPA members and friends gathered this month for our luncheon at Bahama Breeze.



Standing L to R: Bill Gander and George Mathes. Sitting L to R: Laurie Reeves, Chrispy and Jim Peterson. Our discussions on topics about flying, vacationing and, of course, medical issues were free flowing. Not much said anymore about working. I would say we've outgrown that subject. I was amazed when we brought up heading out that we had been there almost three hours.

Planning for next month - Tuesday March 3rd is the date. Something near the beach, possibly near St. Augustine. Restaurant TBD. Notice to follow. See you then.

Jim Peterson Corresponding for Jerry Bradley

Dana Point RUPA Luncheon

With the sun shining so brightly and warmly in the harbor at the Wind & Sea restaurant on a no wind day, we were able to enjoy the view from the veranda, even though we are still in the middle of a California Winter.

We had a rather small croup in attendance today, possibly because of such nice weather causing people to find other things to do with their time. The group included only one wife because RICO & MERLE SANTA MARIA were on a vacation in the Philippines, but RICO still was able to give me some help by printing up copies of the sign in lunch list. (Thanks RICO).

Those who showed up today were BILL STEWART, BILL ROLLINS, JACK FRISCH, JOE UDOVCH, JOHN & CHERYL ARP, PARK AMES.

PARK AMES told us about his son COLTON who is suffering from ALS (AMYOTROPHIC LATERAL SCLEROSIS) otherwise known as LOU GEHRIG'S disease. He told us COLTON is continuing to function as well as possible, and we can remember when PARK would come to pick up fish and chips at the Wind & Sea for COLTON.

Conversations started with a little about our flying experiences, but BILL STEWART and the ARPS, had a little more in common, in that they both had to go through Real Estate sales. It's hard to imagine from their discussions how much it costs to sell a home. It was always assumed that a sale would yield a gain, but first you have to "pay the piper" to get the sale.

On a personal note, I can report that my youngest daughter, CARYNN, who is a DOWN SYNDROME individual is making good progress after having had a slight decline for a bit and appeared to be getting ready to check out. Her sisters and I, who are her conservators, have been able to get her into a new residence, with prospects for physical therapy and exercise to get her back to her previous good health; which consisted of she and I riding bicycles together, and all the times she participated with Special Olympics.. She was a real athlete.

That is all for now. CHEERS from your correspondent *Joe Udovch*

Houston Tex Mix RUPA Luncheon

We had our first meeting of the RUPA folks here in Houston on February 4. What a success for us. There were 12 attendees.



They were, from left to right, Dave Sullivan, Ben Hoyt, Rick Hague, Bob Vanderbilt, Jim Riggs, Mark Long, Alan Cowart, Randy Warren, Rudy Schubert, Kent Lindsey, Wally Zane, and Ross Miller.

First, we ordered a great lunch (crew meal) from our hosts at the Broken Egg Cafe in Shenandoah, TX (The Woodlands). Then each one of us got up and said our names and what year we retired. Next, we got down to business while we waited for our meals.

We decided on a chapter name of "Tex Mix" and decided to continue having our luncheon at the Broken Egg Cafe on the first Tuesday of the month at noon. Also decided was to start a flower fund starting with the next meeting.

Had a great meal served up by Mica and were able to visit and tell old war stories and then adjourned.

Please feel free to contact me with any questions (flyby321@aol.com), and hope to see you next month. *Ross*

The DCA "Gary Cook" RUPA Breakfast

The monthly "Gary Cook" sponsored breakfast was held on Friday morning, February 07, 2020 at 0900 hours at the "newly reconditioned" IHop restaurant in Leesburg, VA.



Attending in order (L to R) Howard Marcus, Roy Liggett, Gary Cook, Sim Stidham, Charlie Schwab (PAA), EK Williams, Gene Couvillion, Chuck Coltrin and Hugh (Bugs) Forsythe. Your intrepid photographer, Stokes Tomlin, is out of sight, to the right.

The food is good and the military discount (20%) is great!

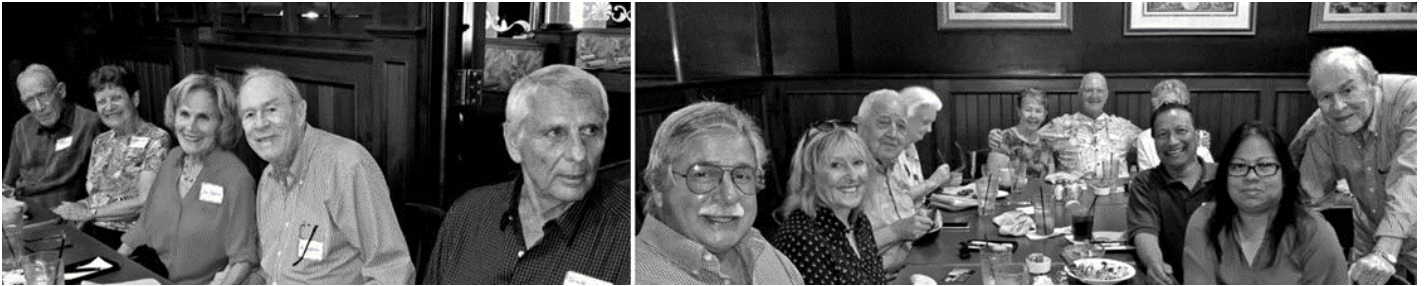
All are welcome and encouraged to attend...the next meeting will be on March 6th. The price of admission is a funny story of flying in the "good ole days"!

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

As we usually do in February (Valentine's ya know) - our Ladies were invited, and many joined us for our February RUPA Luncheon at The Prawnbroker Restaurant in Stuart. We've been here a # of times before in our own Private Room with 2 servers (Derrick and Cass) both of which were outstanding. We order off of the Menu, the food is terrific, the service is GR8 and the room is our own to do with as we PLEASE. As you can see by the pictures that I've included, the layout of the room is ideal for conversation and interaction for all who attended...we had an AWESOME time and were all together for almost 3 hours. It's always GR8 to have our Ladies join us and it certainly changes the 'chemistry, dynamics and conversations' of the typical luncheons that we have at Shrimper's.



L to R: JoAnn & John Pinter, Bob & Sandy Langevin, and Connie & Jim Dowd, Evan & Heather Miller, Bill & Lulu Cole, and Connie & Jim Dowd.



R to L: Skip La Rocque, Barbara Duplisea, Jane & Don Jefferson, Dick Baese, George & Marlene Bustillo, Ted & Hellevi Osinski, JoAnn & John Pinter, Paul & Jan Ramdial, and Don Jefferson (standing).

After a Welcome Greeting was extended to all by our Host, Bob Langevin, and the meal orders were placed with our servers -- the many conversations resumed, and the Adult Beverages were consumed. 😊 We had a total of 21 at the Luncheon of which 4 are Newcomers to our group (Paul & Jan Ramdial and George & Marlene Bustillo). BTW, George is an active 777 Captain who has about 21 more months to go before Retirement. Actually, we were supposed to have 7 more in attendance (Dick & Zsuzsa Starita, Jerry & Louise Holmes, Neil Solomon, Dan D'Angelico and Linda Collins (Dick Baese's significant other) but at the last minute they could not make it due to a variety of physical ailments. Of course, we wish them all well along with a SPEEDY and Complete Recovery.

The 21 of us who were there were: Ted & Hellevi Osinski; Bill & Lulu Cole; John & JoAnn Pinter; Bob & Sandy Langevin; George & Marlene Bustillo; Evan & Heather Miller; Don and Jane Jefferson; Jim & Connie Dowd; Skip La Rocque & Barbara Duplisea; Paul & Jan Ramdial and Dick Baese.

That's about all there is for now, however if you happen to be in the Stuart area on Tuesday, March 10th come on over to Shrimper's at 11:30 AM and join us.....we'd love to have you. Valentine's Day has long since passed by the time that you read this but your UAL-R UPA 'Brothers' down here in SE FL wish you a Happy St. Patrick's Day and hope that you will have a few 'Adult Beverages' s you pay your Respect to The Blarney Stone. Cheers and Best Regards, *Bob Langevin*

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

If so—Please send an email to our Secretary/Treasurer

rupasectr@rupa.org

San Diego North County RUPA Luncheon

We met at The Landings Restaurant that is located at Palomar Airport in North County SAN Diego and ate lunch watching the Biz Jets constantly taking off and landing. There are quite a few airports in the U.S. that attract Biz Jets, but it's sure fun to watch and guess the types and manufacturers of the jets.



L to R standing: Scott Becker, Scott Herman, Bill Lucius, Susan Mayer, Colin Winfield, Mark Mayer & Neydi.

L to R Sitting: Bob Bowman, Naomi + Ruth Bowman

I didn't make the January meeting because I was in South Dakota near Rapid City buying a new RV and preparing to drive it back to San Diego. It turned out to be quite the adventure with 3 days to get to Rapid City in my pickup and after the signing another 8 days getting home. Strong winds in Cheyenne, snow and wind on I-70 out of DEN westbound and stopped before the Eisenhower Tunnel due to a jackknifed truck so spending the night in the parking lot of a Starbucks. The gals working that night let us stay in the parking lot, but did they have a choice. We didn't. I say we because another retired pilot, John Buch, met me in Rapid City for the drive and the adventures. If your ever on I-70 thru the Rockies be sure to stop by GlenWood Springs for a great Hot Spring dip. After -5 we needed to get warmed up.

Bill Lucius told us about a trip he's going on soon with his wife, and I believe the major part of his trip will be centered around Malta. He also told us about being in a hot air balloon flying over the hippos and all sorts of other animals over the Serengeti in East Africa. Sounds fun! Maybe someday.

Bob and Ruth Bowman came with their helpers, Naomi and Neydi, and it was good to get together with them. Bob will be 100 in May and Bob will be the Honored Birthday Boy. It should be fun.

There's always more but that's about it for this month. C ya, *Mark*

Denver Good Ol' Pilots (January) RUPA Luncheon

In accordance with past practice and procedure 26 Good Ol' Pilots and guests met on the second Tuesday of the month for social/happy hour and lunch at The Tin Cup Bar and Grill in Aurora. Most of our group arrived early for some serious hangar flying. After lunch Ted Wilkinson provided some humor. Next the meeting was opened up for discussion of relevant issues. Stanley Boehm talked about the RUPA cruise to Alaska next summer.

We had three first time attendees, Bob Brand, Pete McConnell and Duff Muir. Our policy is to have new members give us a rundown on their flying career, so we get to know them better.

Pete McConnell followed the General Aviation route to gain his initial flying ratings and experience. At the encouragement of a Western Airlines pilot who became his mentor, Pete attended San Jose State University majoring in Aeronautics, while flight instructing and building flying time flying charters etc. He was hired

by United in September of 1986. He started out as B 727 S/O for two years. After that he flew 737-200 F/O for three years, 757/767 F/O for four years, 737 300/500 Captain for 6 years and served as Line Check airman on that fleet, as 320 Captain for six years and 757/767 Captain for seven years. He retired from United in November 2019.

Duff Muir graduated from The U S Air Force Academy in 1977. His initial flight training was in the T-38 which he also flew as an IP after completing flight training. He flew the A-10 as an IP, flew as a Tactical evaluator of other NATO flying units on the F-16, IP and Deputy of Operations for the T-38 Squadron at Randolph AFB. Since a large portion of his A-10 flying was in support of the Army, he was assigned by The Air Force to attend The US Army Command and General Staff college at Fort Leavenworth, Kansas. He also served at The USFA as an Assistant Professor and Air Officer Commanding USFA TG-7A aircraft and IP training air Force Academy cadet. In addition to his flying, command and staff duties, the Air Force sent Duff to Stanford University where he earned a MS Engineering degree. After retirement from The Air Force, Duff was hired at United in May 1997 and retired in October 2019. At United he flew 727 S/O, A320 F/O, 757/767 F/O, 777 F/O, 777 instructor and 747-400 instructor at DENTK and A-320 Captain.

After graduating from The University of Nebraska in 1973 with a degree in electrical engineering, Bob Brand attended USAF flight training. Upon completion of flight training, he remained as an instructor on the T-37. After release from active duty he was hired by Braniff where he flew as 727 S/O and F/O as well as flying the F-4 for the Nebraska National Guard on his days off. After Braniff bankruptcy in 1982, he flew for Midway Airlines as DC-9 Captain and F/O. He was one of the so called "pre hires" for United in 1985 who ultimately became known as the 570 for refusing to cross the picket line during the strike in May 1985. He flew for Midway until February 1986 when he returned to United after legal issues were settled. He flew as DC-8 S/O, DC-10 S/O, 737-200 F/O, 747-400 F/O, 737-200 Captain, 727 Captain, 757/767 Captain, 747-400 Captain and 777 Captain his last seven years. He retired from United in May 2016

Attending were: Rich Adams, Darrel Ankeny, Rick Bebee, Bob and Ann Blessin, Stanley Boehm, Bob Brand, Dick Grant, Bill Hanson, David Horwitz, Tom and Sue Johnston, Cliff Lawson, Jim Lee, Kurt Malerich, Pete McConnell, Frank McCurdy, Mark McGurk, Duff Muir, Dan Romceovich, Joe Rozic, Rob Schmidt, Rick Steele, Tony Twardziak, Ted and Rose Wilkinson. *Tom*

Denver Good Ol' Pilots (February) RUPA Luncheon

Despite a lot of snow lately, 28 Denver Good Ol' Pilots and guests braved the elements to attend the monthly lunch meeting held on the second Tuesday every month at The Tin Cup Bar and Grill in Aurora.

Attending were : Darrel Ankeny, Rick Bebee, Yumper Black, Bob and Ann Blessin, Stanley Boehm, Ray Bowman, Tom Bush, Bruce Feinstein, Nick Hinch, David Horwitz, Steve Jacques, Doug Johnson, Tom and Sue Johnston, Ron Juhl, Cliff Lawson, Jim Lee, George Maize, Pete McConnell, Mark McGurk, Duff Muir, Bruce Munroe, John Penney, Joe Rozic, Rick Steele, Ted and Rose Wilkinson.

Members began arriving for social hour as early as 11 with everyone present by 11:45. A catered lunch of Italian food with salad, vegetables and dessert was served at noon. After lunch Joe Rozic shared some humor about golfers. Next, members remembered two retired United Denver pilots who had flown west recently, Don McGann and Dick White. Don, hired at United in 1964, worked in the training center much of his career. He retired from United in 1989. Dick White came to United from Pan Am with United's purchase of the Pan Am Pacific routes. He retired from United in 1995. Finally, a general discussion of various topics ensued with the usual topic of space available and discount travel coming up. *Tom*

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Stowe, VT 05672-0757**

Oregon Coaster's RUPA Luncheon

The weather has been a bit soggy out here on the rugged and wild Oregon Coast! Still, our intrepid members gathered at "The Grill" at the Florence Golf Links restaurant for some great lunch. This is a beautiful coastal golf course with dunes and lakes. We also have an assortment of bears, cougars, coyotes, bobcats, elk, deer, and other assorted critters which can cross your path while golfing.



L to R) Larry and Crystal Farnsworth, Bonnie and Tom Vanderwest, Bea Maury, Marie and David Baird.

We reviewed some recent equipment bids of great numbers awarded in an environment of rapid retirements and accelerated pilot hiring efforts. Captains with three year's seniority is the new reality with wide-body First Officer in 18 months. (Both on reserve, of course). This developed to a full round of stories and tales about how our members bid over the years, several being number 1 in their fleet and seat. United has bought a flight school to keep the pipeline primed with new pilot candidates including a program mentoring new pilots through the regionals.

The Cleveland Base was discussed, affectionally referred to by those based there as "the Garden of Eden" and by others as the "Mistake by the Lake"...both in jest and good humor, no offense intended to our Ohio compatriots! We also visited about the recent and unfortunate helicopter crash in California, fantastic profits at United (on the backs of our terminated pensions!), the effects of the coronavirus on flights to Asia and many other exciting subjects. One attendee noticed that you can get a better discount on your prescription drugs by not presenting your SilverScripts RX card. For example, one member found his cost to be \$3.89 with the Aetna ESA PPO alone, and \$16.49 with both the Aetna card and the Silverscripts card as presented to his pharmacy. The pharmacy was happy to take just the Aetna ESA PPO card. For those of you book club members "Skygods, the Fall of Pan Am" by Robert Gandt is recommended.

Spring is in the air and several of our members have exciting cruises and trips planned. Several reported in remotely from exotic islands of the Pacific.

You are welcome to join us 1st Wednesday of every month at noon. *Larry*

Los Angeles South Bay RUPA Luncheon

February 13th was our lunch at Mimi's restaurant where we chatted, shared news and learned more about methods for listing and buying discount tickets. Always something interesting to share with friends.



Left to right are: Helena Reidt, Sue von Nordenflycht, Sue Tyree, Don Crawford and Sharon Crawford, Loyd Wentworth, Dick MacKay, Arvi von Nordenflycht, Tom Reidt, and Eric Reidt.

The Columbia River Geezer's RUPA Luncheon

Columbia river Geezers turned out 10 retired United Geezers and one active Alaska Airlines member today.



Left to right: Bill Park, Doug Howden, standing Ron Blash, then Howard Lysne, Ken Crimm, Rich Warden, Glenn Corey, Ray Reed and his son Paul who works for Alaska Airlines. Missing from the picture was Mike Thomas and his wife Diana, they left a little early.

Besides Paul Reed, son of Ray Reed, who was a crew desk supervisor at LAXFO prior to the Clark Luther Centralization of the Crew desk at EXO, today we had a first time attendee, 1996 retired Captain Howie Lysne. Howie lives in Redmond Oregon East and over the hills from most of us and he drove 3.5 hours to hang out with us for a couple of hours today. Howie, post retirement, took several B-747 Airline simulator flight instructor and check pilot jobs in locations all over the world and most recently retired and has settled down in Redmond Oregon for most of the year and he also has a home in Evergreen Colorado.

Conversation centered around everything we talked about last time and the time before that and - Flying and crew meals.

Hope to see you on the second Tuesday in March, same time, same place. Oh! Tony Passannante was in Dallas TX taking a PC. What an excuse as it was his turn to buy. Regards, *Ron Blash*

The Big Island Stargazers RUPA Luncheon

We started out the New Year with a great turnout at our January luncheon.



L to R: Gary Smith, Walt Wells, Linde & Al Rimkus, Joan and Gerry Baldwin, Lex Pinson, Steve Voit, Beth Raphael, Don Diedrick, Ebby Pinson, Richard and Gigi Morley, Bill Hayes.

Seated Front L to R: Linda Hayes and Linda Morley-Wells

Ruparian Gary Smith was visiting from the Mainland and joined us for an afternoon of talk story and camaraderie. He and Walt Wells reminisced about flying the C-124 during the Sixties and recalled how much oil the 4360s consumed and the frequency of engine failures.

We welcomed our newest Big Island member, Steve Voit, and look forward to seeing him at future meetings. The Fish Hopper restaurant helped us celebrate Bill Hayes' birthday by serving delicious desserts to everyone.

If your winter travel plans bring you to Kailua-Kona, please join us down on the waterfront on the third Thursday of the month. *Linda Morley-Wells*

Seattle Gooney Birds RUPA Luncheon

Our Gooney Bird lunch in Feb. was typical, rain every day in Jan. and most days thus far in Feb. Western Washington's wettest winter on record has brought numerous road blocking mudslides, power outages, and thousands of acres of lowland flooding. Eleven pilots and three wives enjoyed the camaraderie as well as excellent fare provided by Peg and her kitchen staff.



Front Row, R to L: Hank Kerr, Bud Granley, Jack Brown, Dave Mosby and George Compton.

Back Row R to L: Jerry Ackerson, Bill Records, Alan Black, Larry Knechtel, Bob Howard and Bob Reid.

Ladies L to R: Kathy Black, Sylvia Baird and Carol Granley.

Topics of the day included the Oscars and in particular "17", Boeing, hangar flying, and a light touch of politics.

The Gooney Birds extend an overdue WELCOME to the PNW Flyers who had their first official meeting last July. Uniquely, their gatherings include fly-ins, drive-ins, and boat-ins around Puget Sound. Cort dePeyster serves as their scribe.

A nod and thumbs-up to John Rains for his ongoing work as RUPA's Sec.-Treas. (over 2,700 members) and a reminder to all that our dues payments are handled most efficiently if paid by credit card and the user friendly format found in rupa.org. For the flock, *Hank*



San Francisco North Bay RUPA Luncheon

Our February Gathering (on the first Wednesday, Feb. 5th) was held on a nice clear, cool, warm winter day(?) at the Sheraton Tolay Room with Windy our favorite Waitress greeting us all with her usual smile.



L/R, Bob Grammer, Wayne Heyerly, Jules Lepkowsky, Robert Lang, Galen Wagner, Sam and Mickie Orchard,

Bob and Doris Donegan, Larry Whyman, Bob Billings, Bill McGuire, Al Milotich, Mike Tar, J. R.

Seated, after the customary warm-up period in the Lounge, the group learned that our leader Capt. Barney Hagen would be missing for a while due to his taking a nasty fall and is currently under rehab at home. Get Well Barney, we all miss you here.

Bob Grammer passed the news that Capt. Rick Saber, Norton I and his wife were currently aboard the Cruise Ship, *Diamond Princess* docked at Yokohama Harbor, confined aboard the ship which had reported cases of the Coronavirus. Length of stay is undetermined. Good Luck Capt. Rick and Aldeana from all of us. Other report was made by Larry Whyman with an update on the George Mendonca Memorial at Hiller Aviation Museum, advised that progress is being made, and donations are still being accepted. No more business was brought before the group so all settled down to enjoy their meals and some hanger flying.

If you're in the North Bay Area on the first Wednesday of each month, please feel free to join us.

The San Francisco Bay-Siders RUPA Luncheon



L to R: Gerry Delisle, Ginny Hamley, Bill Klett, Jerry Terstiege, Rich and Georgia Bouska, Barry Hamley and Keltie Morris.



L to R: Rich Erhardt, Cyndi Schwager, Carol Walter(unseen), Jeri Johnson, Gene Walter, Pat and Larry Wright.

Sad news first, after a long illness, Ed Manning finally succumbed to the disease. Our condolences to his wife, Pat. They will always be remembered for heading the "Family Awareness" committee during our infamous 1985 strike.

We received a copy of Rick Saber's email and pictures from the quarantined Diamond(aka) "Corona" Princess docked in Japan. As is his custom, it was poignant sometimes humorous mini documentary of their misadventure. I note as a fellow Clamper (ECV), he and his wife always find adventure, although this time not as fun. Hopefully they stay healthy. Our senior cruisers Barry and Ginny Hamley, who planned their cruise over a year ago, are going the opposite direction to the Suez Canal in March.

We had a number of lively discussions mostly centering on our beautiful weather but pining for some much-needed rain.

Come join us. Our luncheons are always on the second Tuesday of the month at 11 am, at: Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. *Rich Erhardt*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

A bit of a change this last month in our gathering....we had a "snow day" delay of a week....first in the twenty-five years we've been gathering here in the valley. As it turned out, the valley floor wasn't bad, but the passes and high country did get the snow we were promised. And so, our winter goes. Promised much precip by the weather folks, but still short in the totals thus far. And now, as I write early in February, we see the first signs of a 'false spring' with some buds showing as the days lengthen..... Beautiful. So many birds at the feeders in a constant feeding. Again, always a delight to see and enjoy. After our delay in gathering we had a good group come. A special joy to have Mary Berlinger again in our midst after buddy's passing. Several moves by the group in that Jim and Cheryl Jaeger have moved into Jacksonville while Harvey Saylor and Arlene are in the process of moving closer also. Scot lee missed coming but sent a note he had sufficient snow in Scott Valley (N. Calif) he would be happy to share. Again, a busy day at the Pony and so we claimed most of the available chairs (yup, while great fun, not a large place) and still too chilly to sit on the deck outside. As always, a good group and a fun time.



Seated left to right: Mary Berlinger, Leeann Fusco, Chris and his dad, 'Banjo' Bob Keasbey, Steve Fusco and Harvey Saylor.

Standing L to R: Bob Niccolls, Cleve & Rose Spring, Art Lumley (pam was with us but had to leave early) and Jim Jaeger.

It's so very good and special to be able to enjoy these gatherings each month with old and new friends and to share our ties with united. Cheers, *bob*

Eddie O'Donnell RUPA DCA Luncheon

On Wednesday January 15, 2020 our RUPA members and guests meet at JR's Stockyard Inn for lunch. For about a half hour before the lunch was served we had a very nice opportunity to meet and discuss things with our friends and people that we used to work with.



Our luncheon was attended by a total of 30 members wives and guests. Hal Cockerill, Fred and Ann Streb, Kevin Dillion, Samuel Tomlin, Jerry and Barbara Keys, Don and Cathy Reinhard, Mike Frank, Gil and Pat Coshlan, Larry Grube, Jon Beckett, Paul Gilson, Ward and Barbara O'Brain, Ed Miller and his (Grand Children) Rita and Francis McInerney, Mike Henderson, Bob Olsen, Tony Keffer, Dave and Anne Strider, Gary Cook, Bill Bold, Randall De Angelis, Ron and Gail May.

We all missed our regular host E.K. Williams. He was helping care for his wife Betty after she had a surgery the day before. We sincerely wish her a very quick and easy recovery.

Don Reinhard was the host. We discussed various information concerning the changes in our CRV and Aetna insurance services. He also spoke about the Veteran Service for VA hearing aids. Aetna dental savings discount program (Vital Dental) was mentioned.

Our next meeting will be at JR's Stockyard Inn on Wednesday April 15.

San Francisco East Bay Ruparian's Luncheon

Our February luncheon took place on a beautiful clear 75-degree day here in northern California, that's good isn't it. But we haven't had any rain this month and only four inches of the wet stuff this season, so that's bad. It's cold in other parts of the country so I guess we'll just have to put up with this nice weather. We had one of our lager turn-outs, eleven of us showed up for a great meal and great service.



Left to Right: Dick Sperling, Shirley Francis, Georgia and Rich Bouska, Bernald Smith, Jerry Udelhoven, Tammy and Neil Dahlstrom, Jim Rosenbaum, Lee Francis, and Marilyn Sperling.

Several of us attended memorial services for Bob Kallestad and Ed Manning, two long standing members of RUPA in the San Francisco area, both will be greatly missed. Word also reached us about the plight of Rick Saber and his wife Aldeana aboard the Diamond Princess docked in Yokohama with a ship full of possible Coronavirus infected passengers. We wish them well and by the time this hits the press, they should be well on their way home.

Remember, we meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramone. Remember to give us a heads up so we can save a place for you. Come by and join us. *Rich*



United Air buys flight school to meet rising demand for pilots

By: Justin Bachman/Air Cargo News



United Airlines Holdings Inc. is purchasing a flight-training school to help increase the supply of future pilots and is exploring ways to boost financing programs to help pay for aviators' education.

The agreement to buy Westwind School of Aeronautics in Phoenix is designed to churn out pilots for United Express regional carriers, which have struggled to fill jobs known for demanding schedules and entry-level pay. About 56% of United's daily departures are flown by the regional airlines, which include ExpressJet Airlines, SkyWest Inc. and Mesa Air Group Inc.

United will become the only major U.S. airline to own a flight training academy. The United Aviate Academy – currently operating as Westwind School of Aeronautics in Phoenix – will give us more visibility and direct involvement in the recruitment, development and training of future pilots, and help enable us to increase the percentage of women and minorities who become pilots. United expects 300 students to graduate from the renamed United Aviate Academy in 2021, its first full year of operation. The company is planning to expand to 500 annual graduates over time, given the demand for pilots in the regional industry, said Curtis Brunjes, a United 787 captain and the carrier's managing director of pilot strategy. "The long-term goal is for this to be the predominant path for United [pilot] hires," he said.

United started a new pilot-recruitment program under the Aviate name in October. The Chicago-based airline expects to hire more than 10,000 pilots by 2029.

The airline is exploring student financing options that will help new pilots afford the high cost of training, including flexible repayment schedules and competitive interest rates. Aspiring aviators can spend more than \$100,000 on schooling and to accumulate the minimum 1,500 flight hours required to work for a regional carrier. That financial barrier has thinned pilot ranks and forced regional airlines to boost pay and signing bonuses. The shortage of regional pilots, in turn, has increased costs for the major carriers.

Owning a flight school will also help United increase the number of women and minorities in its pilot ranks, which today is "overwhelmingly male, it's overwhelmingly white," spokesman Charles Hobart said. Controlling its own training will allow the carrier to "make the pilot group better reflect United as a whole," he said.

Help when you need it: International SOS/MedAire

As airline employees, most of us pride ourselves on being expert travelers — people who can get to the out-of-the-way locales, endure multiple connections and still make it back in time for work. But even seasoned globetrotters need help sometimes, and in those situations, we have an ace in the hole: International SOS/MedAire.

International SOS/MedAire is a medical and security advisory service available to all United employees who travel for business or work on company duty outside their home country. International SOS/MedAire also provides limited services for leisure travelers including retirees.

International SOS/MedAire's representatives are available 24 hours a day, seven days a week to provide pre-trip security and medical tips, overseas care and referral support, and to cover medical costs (for business travelers only) when required. Even times when you just need medical advice for flu-like symptoms, they can provide guidance for what you should do. And, since we often find ourselves off the beaten path, International SOS/MedAire will arrange transportation for sick or otherwise debilitated travelers to the nearest adequate care facility, even by way of a medical evacuation if necessary.

"Every day we have hundreds of crew members on layover at an international destination, so you can understand how important this service is to those employees," said Corporate Medical Programs Director Carol Rogers. "It's not just crew members — this is open for anyone who is employed by United as well as their families and retirees. It's something that not enough people realize we have so they can take advantage of it."

You now have direct access to the International SOS Website designed especially for United employees. By using this link, you no longer need to remember United's membership number to access International SOS services. International SOS is the world's leading provider of medical assistance, international healthcare and security services, helping companies like United manage employee health and safety risks.

United: Courting our communities



On Thursday, we joined the Golden State Warriors' Community Foundation in unveiling a newly renovated basketball court at the Salvation Army Kroc Center on Turk Street in San Francisco.

The new playing surface, wall padding and decorative artwork in the gymnasium were made possible by a contribution from United, with logistical and construction support from the Warriors and Creative Sports Concepts.

SFO Assistant Chief Pilot Captain Stan Snow represented us at the grand opening alongside former Warriors great Adonal Foyle. The Warriors also brought a team of instructors who led a short

basketball clinic for the young players in attendance. After breaking in the new hardwood, each of the kids then received a basketball to take home.

This is the first basketball court we've refurbished with the Warriors since becoming the team's official airline in 2016. The hope is that through those efforts like this, we can help rejuvenate Bay Area neighborhoods that have fallen on hard times.

This particular Kroc Center is situated in San Francisco's Tenderloin district, which is plagued by homelessness and drug addiction. In addition to providing local kids a safe space to play and socialize, the center offers substance abuse counseling, temporary housing and meals for the hungry, which is why we were glad to contribute to beautifying its facility.

Similarly, in 2018, we helped refurbish a street hockey rink in Newark after partnering with the New Jersey Devils.

United Sets the 737-MAX return date to September 4th



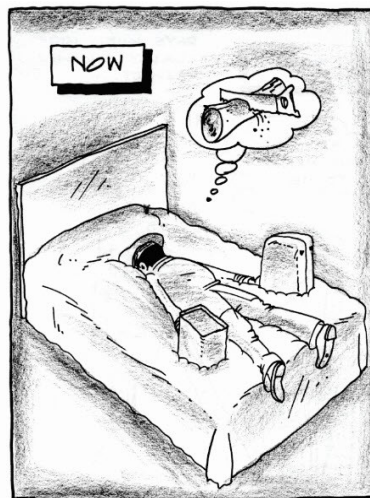
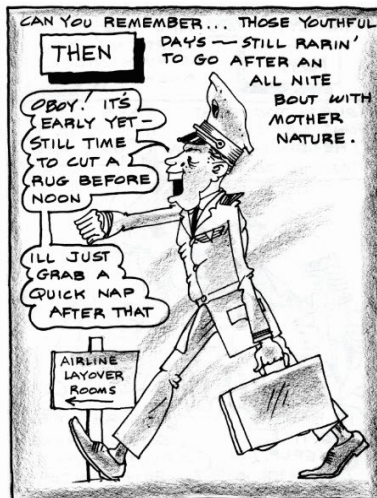
Today, February 14, we announced that the 737 MAX will return to service on Sept. 4, 2020.

The MAX has been out of service since March 2019 following the grounding of the aircraft by the FAA. Since then we've 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.

While the MAX is out of our schedule, we'll continue to automatically book affected customers on alternate flights, or proactively reach out to them and offer other options.

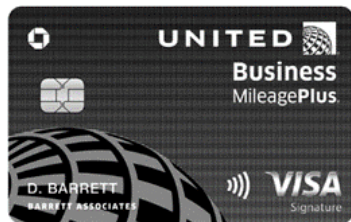
For more than 93 years, the safety of our customers and employees at United has come first, which is why we have cooperated fully with the FAA's independent review of the MAX aircraft. We won't put our customers and employees on the 737 MAX until regulators make their own independent assessment that it is safe to do so.

Remember those days when you were a youthful, spirited crew member ... able to fly all night and even the most challenging and arduous journey failed to quell your enquenchable desire to live life to the fullest. Those all-niters were no problem and the excitement of just being alive on the layover in some far away place gave you the juice to seek out every moment of potential pleasure. You were unstoppable.



Then, as time passed and you had already laid over in Moline at the Super 8 motel a thousand times, the fascination and the novelty was quickly surpassed by your desire to make it to the motel bed before you collapsed in fatigue. You are overcome with the desire to sleep ... as a matter of fact, during the ride in the van from the airport, you were already dozing off and dreaming about how great it was going to feel when you finally got to lay down ... ZZZZZZZZZ.

New United Business Card takes flight



Today, in partnership with our partner Chase Card Services, we announced the launch of the all-new United Business Card. Designed to help business travelers maximize their miles, this card offers 2 miles per \$1 spent on local transit and commuting, in addition to 2 miles per \$1 spent at gas stations, office supply stores, restaurants and United purchases.

“We’re excited to launch the all-new United Business Card designed to help small business owners get even bigger rewards from their business expenses and travel,” said Luc Bondar, Loyalty VP and MileagePlus President. “This card was designed to give small business owners even more ways to earn double miles in areas where they are already spending, allowing them to earn miles faster that they can use to travel to hundreds of exciting destinations United serves around the world.”

This card will feature several new and exciting benefits:

- 100,000 bonus miles after \$10,000 in purchases in the first three months from account opening
- 5,000 miles each cardmember anniversary when you have both the new United Business Card and a personal Chase United Card
- \$100 annual United travel credit after seven United flight purchases of \$100 or more

Current United Explorer Business cardmembers can continue using their cards and receiving their benefits as they usually do, but the card will no longer be available to new members.

Additionally, for the first time ever, Chase and United introduced special bonus mile offers on four United Credit Cards. For a limited-time, customers can choose from a selection of United new Cardmember offers:

- 60,000 bonus miles on the United Explorer Card after \$3,000 in purchases within the first three months from account opening
- 75,000 bonus miles on the United Club Card after \$3,000 in purchases within the first three months from account opening
- 100,000 bonus miles on the new United Business Card after \$10,000 in purchases within the first three months of account opening
- 100,000 bonus miles on the United Club Business Card after \$10,000 in purchases within the first three months of account opening.

Should you Recline Your Airplane Seat?

By Aimee Ortiz/The New York Times

Put away the blue and black dress — or was it white and gold? And leave behind Yanny or Laurel. Here’s the latest debate to grip the internet: Should you recline in your airplane seat?



It all started after a woman posted a video on Twitter of her in a reclined airplane seat. A man seated behind her rhythmically pushes the back of her seat at least a dozen times, the 45-second clip shows. The video shows the man’s tray table was down, with his phone resting on it. “He was angry that I reclined my seat and punched it about 9 times — HARD, at which point I began videoing him, and he resigned to this behavior,” the woman, Wendi Williams, wrote on Twitter.

Ms. Williams said the pushing continued throughout the roughly 80-minute American Airlines flight from New Orleans to Charlotte, N.C., on Jan. 31. The man in the video has not been publicly identified. She said a flight attendant scolded her, told her to delete the video and gave her a passenger disturbance notice. “He was basically given permission to continue, and there was nothing I could do about it,” Ms. Williams said.

In a statement, American Airlines said it was “aware of a customer dispute” that happened on the flight. “We encourage our customers to be respectful of each other,” said Ross Feinstein, an airline spokesman. Republic Airways, which operated the flight, said it was also looking into what happened.

In one of her tweets, Ms. Williams wrote that she was upset with a flight attendant who, she said, reprimanded her and offered the man behind her a complimentary cocktail. Ms. Williams said on Friday that

she did not intend to set off a furious debate with her video. My issue is more, I got assaulted on a plane and the person behind me got rewarded with a free drink,” she said.

Online, reactions to the video were divided: You’re either a recliner or you’re not. But proper airplane etiquette is more complicated than that, Henry Harteveltdt, a travel industry analyst, said. Seat reclining follows an unwritten rule: You don’t do it unless you really need to. “Airplane etiquette is you only recline when necessary, and if you must recline, just put the seat back a little bit to get the comfort you need without encroaching too much on the person behind you,” he said.

Still, Mr. Harteveltdt said, the passenger behind Ms. Williams was wrong to keep striking her seat. “The person in the seat has the right to recline, that’s the way it is,” he said. “It may not be fair, but life itself is not fair.”

Mr. Harteveltdt, citing increasingly claustrophobic cabins, added that “emotions run higher and hotter on airplanes” as they are more crowded and “legroom and personal space has been reduced.”

In 2018, the Federal Aviation Administration declined to regulate the size of seats on airplanes, despite consumer complaints about comfort and questions about safety.

In an interview with CNBC, Ed Bastian, the chief executive for Delta Air Lines, appeared to agree with the unwritten rule of the skies. “The proper thing to do is, if you’re going to recline into somebody, you ask if it’s OK first,” he said.

Michael Boyd, an aviation analyst, said that “in any case, it is the airline that determines the amount of space a seat takes up, not the passengers themselves.”

“Disputes regarding seat recline have been going on for decades,” Mr. Boyd said. “This isn’t a new phenomenon. There isn’t a lot of room, we know.”

Ms. Williams remained steadfast. “I will recline,” she wrote in a text. “It’s the airline’s job to fix the problem, not mine!”

Qantas prepared to bypass union for Project Sunrise

By Cirium/14 February 2020



Qantas is keen to go ahead with Project Sunrise, even if its pilots are not on board. “It’s become clear that Sunrise is something that our international business needs to maximize its long-term success and defend its competitive position,” Qantas International chief executive Tino La Spina wrote in an

internal memo sent on Thursday, according to media reports.

The carrier was deciding between Boeing 777X and Airbus A350 jets for the project’s ultra-long-haul flights. It eventually placed speculative orders for up to a dozen A350-1000s to serve seven Sunrise routes, and the airframer has agreed to extend the deadline for Qantas to confirm delivery slots from February to March.

La Spina says in the memo that Qantas will seek to negotiate directly with individual pilots or create a “new employment entity”, if it cannot come to an agreement with the Australian and International Pilots Association (AIPA), which represents Qantas pilots, before the 31 March deadline.

The employment entity refers to a lower-cost pilot group, likely to consist of about 400 pilots from other airlines and overseas, according to a report by The Australian that was reproduced on AIPA’s website.

The same report quotes AIPA president Mark Sedgwick as saying: “It shows how this business would apparently prefer ultimatums to building consensus at this critical juncture.”

He adds: “Project Sunrise involves multiple safety and regulatory issues that AIPA on behalf of pilots has been working through and will continue to do so in the interests of the travelling public.”

Cirium has reached out to Qantas for comment.

Project Sunrise is Qantas’ initiative to open nonstop services to the Australian east coast from New York and London from around 2022-23.

Between October and December 2019, the carrier completed three research flights on 787-9 aircraft to gather data on ultra-long-haul services.

The first, from New York to Sydney, was conducted in October, followed by London-Sydney in November, and New York-Sydney in December. These took 19 hours and 16 minutes, 19 hours and 19 minutes, and 19 hours and 31 minutes, respectively.

New Boeing 777X begins testing

The new Boeing 777X jetliner took to the skies in January for a three-hour, 51-minute flight over Washington state before landing at Seattle's Boeing Field, entering the next phase of its rigorous test program. It is based on the popular 777 and with proven technologies from the 787 Dreamliner. "The 777X flew beautifully, and today's testing was very productive," said Capt. Van Chaney, 777/777X chief pilot for Boeing Test & Evaluation. "Thank you to all the teams who made today possible. I can't wait to go fly your airplane again." Capt.



Chaney and Boeing Chief Pilot Craig Bomben worked through a detailed test plan to exercise the airplane's systems and structures while the test team in Seattle monitored the data in real time.

"Our Boeing team has taken the most successful twin-aisle jet of all time and made it even more efficient, more capable and more comfortable for all," said Stan Deal, president and CEO of Boeing Commercial Airplanes. "Today's safe first flight of the 777X is a tribute to the years of hard work and dedication from our teammates, our suppliers and our community partners in Washington state and across the globe."

The first of four dedicated 777-9 flight test airplanes, WH001 will now undergo checks before resuming testing in the coming days. The test fleet, which began ground testing in Everett last year, will endure a comprehensive series of tests and conditions on the ground and in the air over the coming months to demonstrate the safety and reliability of the design.

The newest member of Boeing's market-leading widebody family, the 777X will deliver 10 percent lower fuel use and emissions and 10 percent lower operating costs than the competition through advanced aerodynamics, the latest generation carbon-fiber composite wing and the most advanced commercial engine ever built, GE Aviation's GE9X.

The new 777X also combines the best of the passenger-preferred 777 and 787 Dreamliner cabins with new innovations to deliver the flight experience of the future. Passengers will enjoy a wide, spacious cabin, large overhead bins that close easily for convenient access to their belongings, larger windows for a view from every seat, better cabin altitude and humidity, less noise and a smoother ride.

Boeing expects to deliver the first 777X in 2021. The program has won 340 orders and commitments from leading carriers around the world, including ANA, British Airways, Cathay Pacific Airways, Emirates, Etihad Airways, Lufthansa, Qatar Airways and Singapore Airlines. Since its launch in 2013, the 777X family has outsold the competition nearly 2 to 1.

About the Boeing 777X Family:

The 777X includes the 777-8 and the 777-9, the newest members of Boeing's widebody family.

Seat Count: (typical 2-class)	777-8: 384 passengers 777-9: 426 passengers
Engine:	GE9X, supplied by GE Aviation
Range:	777-8: 8,730 nautical miles (16,170 km) 777-9: 7,285 nautical miles (13,500 km)
Wingspan:	Extended: 235 ft, 5 in. (71.8 m) On ground: 212 ft, 8 in (64.8 m)
Length:	777-8: 229 ft (69.8 m) 777-9: 251 ft, 9 in (76.7 m)

My GPS has learned to say "Your other left."

The biggest jet engines ever seen are set to roar on Boeing's 777X

By Dominic Gates/Seattle Times aerospace reporter



The biggest jet engines, GE-9X, ever seen are now hanging from the longest wings on any Boeing plane.

The engine, featuring a huge front fan with 16 carbon composite blades, each twisted into a thin, aerodynamically curved shape, is encased in a carbon composite pod, or nacelle, that gives it a diameter of 184 inches at the widest point.

The fuselage of a single-aisle Boeing 737 that you might fly on a typical domestic flight would fit comfortably within those outer nacelle dimensions.

The engine is the product of an investment of more than \$2 billion by General Electric. It was assembled in Durham, N.C., and Peebles, Ohio, from parts built all over the U.S., Europe and Japan. The GE-9X is an evolution of the GE-90 engine, of which more than 2,600 have been delivered. That engine has exclusively powered Boeing's 777-300ER since it entered service with British Airways in November 1995.

With a maximum engine pod diameter of 166 inches, the GE-90 was previously the world's biggest jet engine but is now overshadowed by this gigantic GE-9X variant.

Because of the extra aerodynamic efficiency of Boeing's immense 777X wing, the new engine doesn't have to be quite as powerful as the current one, delivering 105,000 pounds of thrust compared to the 115,000 pounds from the GE-90. So, the GE-9X is projected to burn 10 percent less jet fuel than the current engine.

GE tested the -9X engine in flight for the first time in March 2018, when a test model was mounted to a specially designed pylon on a 747 jumbo jet, replacing one of that test plane's four much-smaller engines.

Sun n Fun RUPA Day



Thursday 2 April 2020

Lakeland Linder Regional Airport Lakeland, FL

Location: OX-5 Club House made available through the hospitality of the Mid West Florida Wing of the OX-5 Club; located on the airfield next to the OBs club on Clubhouse Path (very close to the large Food Court)

What you get at the Club House: Coffee, snacks, rest rooms (2), porch, gathering place and central location to static displays, food court and flight line.

Transport from handicap parking: Call the Club House at 803-992-5839 (cell) and the club will send their golf cart to pick you up.

Cost to use the Club House: none, however, donations gladly accepted to maintain the club at the sign-in table, nominal charge for hot dog lunch (\$5)

RUPA group photo: in front of the club house at 1:00 pm.

Air Force Thunderbirds and F-35A Lightning on the schedule this year.

Contact: Dot Prose - phone (941) 966-4539 (landline) or (941) 350-3343 (cell) Email: proседа@yahoo.com

Web site for Sun-n-Fun: flynfn.org

Airbus blended wing aircraft



Airbus has revealed MAVERIC (Model Aircraft for Validation and Experimentation of Robust Innovative Controls) its “blended wing body” scale model technological demonstrator. At 2 meters long and 3.2 meters wide, with a surface area of about 2.25m², MAVERIC features a disruptive aircraft design, that has the potential to reduce fuel consumption by up to 20 percent compared to current single-aisle aircraft. The “blended wing body” configuration also opens up new possibilities for propulsion systems type and integration, as well as a versatile cabin for a totally new onboard passenger experience.

Launched in 2017, MAVERIC first took to the skies in June 2019. Since then the flight-test campaign has been on-going and will continue until the end of Q2 2020.

“Airbus is leveraging emerging technologies to pioneer the future of flight. By testing disruptive aircraft configurations, Airbus is able to evaluate their potential as viable future products,” said Jean-Brice Dumont, EVP Engineering Airbus. “Although there is no specific timeline for entry-into-service, this technological demonstrator could be instrumental in bringing about change in commercial aircraft architectures for an environmentally sustainable future for the aviation industry.”

Airbus is using its core strengths and capabilities of engineering and manufacturing, in close collaboration with an extended innovation ecosystem, to accelerate traditional research and development cycles. By doing this Airbus is able to achieve proof of concepts, at a convincing scale and speed, thereby driving forward maturity and increasing their value.

Through AirbusUpNext, a research program, Airbus is currently working on a number of demonstrator projects in parallel; E-FAN X (hybrid-electric propulsion), fello’ fly (v-shaped “formation” flight) and ATTOL (Autonomous Taxi Take-Off & Landing).



6th. JUNE 2020 ¶

Lovely Ladies.....Dashing Aviators.....Airplane Stories ¶

CRAZIE’S Summer Fete ¶



Directions (you should know by now) ¶

From I-77 or I-71 go west on I-480 and then... ¶

· → → → or ¶

From I-80 to I-71 North to I-480 West and then... ¶

To Great Northern Exits, Take Exit 6A South on ¶

Rte 252 (Columbia Road) to the German Cultural Center ·

(approximately 2 miles) on Right. Turn East, Parking will ¶

be along the street or at our house in the driveway. ¶

¶

If you are proud of being a CLEVELAND CRAZY, then you are invited! ¶

At Richard and Carol McMakin’s Home ¶

24926 Nobottom Road ¶

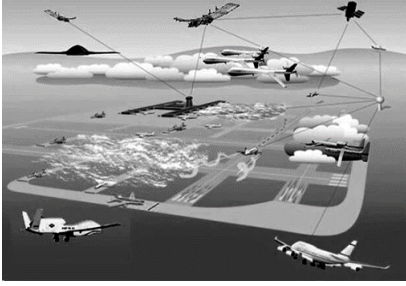
Olmsted Township, OH 44138 ¶

RSVP to Carol or Richard -- Phone: 440-235-7595 · E-Mail: rmc makin@sbcglobal.net ¶

We will start at approximately 4:00 pm. Come early and stay late!!! ¶

WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE APPROPRIATE.....PLEASE BRING YOUR OWN PARTICULAR BEVERAGE SELECTION. ¶ HOWEVER, AN EMERGENCY SUPPLY OF BASICS WILL BE AVAILABLE. ¶

Need for Air traffic management systems



Air as a mode of transportation, being highly effective and less time consuming, is witnessing a massive momentum currently. According to the World Bank statistics, nearly 4.233 billion people across the globe preferred air as a mode of transportation in 2018 in comparison to the previous year.

The consistently increasing numbers and the ease and convenience of air transportation have prompted the burgeoning world population to choose this mode, thereby robustly increasing air traffic. This allegedly calls for the need of air traffic management to ensure safe and sound air transits. The concept has now emerged to be more significant than ever, given the risks that inaccurate management may lead to.

An instance of how a loophole in the management could produce fatal results can be stated with 1985's deadliest Japanese Airlines crash. The fundamental reason behind this crash had been accounted to the miscommunication between plane crew and air traffic controllers which almost left 505 passengers and approximately 15 crew members surviving to live.

Post this tragic accident, different aviation boards and governments amended initiatives and laws to take note of smooth air transits worldwide. Development of Greenfield airports by the Indian government is one of the major breakthroughs in this realm, that reiterates the necessity of air traffic management. Additionally, the world's National Apprenticeship Training Scheme, NATS, contributed significantly to SESAR, a program that closely works with the concepts of making air travel safe, affordable, and manageable.

Air traffic management is a pivotal service established with an objective of supporting a safe, orderly, and expeditious flow of air traffic. Air traffic management is also affected by the intervention of ongoing technological upgradations in the field.

- For instance, the introduction of Time-Based Separation (TBS) at Heathrow Airport, UK in 2016 is evidently a drastic move signifying the technological advancement in air traffic management. The technology allows air traffic controllers to dynamically manage the separation between arriving aircrafts dependent on prevailing wind conditions.
- Elaborating further on technological advancements, NASA on October 2018, presented its new air traffic management technology- Flight Deck Interval Management, to the Federal Aviation Administration. This technology is expected to help air traffic controllers and pilots efficiently manage time and safety between airplanes landing on runway.
- Industry conglomerates have put their best foot forward to develop technologies and systems which would contribute towards air traffic safety. In this regard, Honeywell International, a prominent name in air traffic management business, introduced NAVITAS, an IoT supporting technology. NAVITAS collects and organizes real-time data to provide a bird's eye view across air traffic control enabling insight sharing amid the airport authorities.

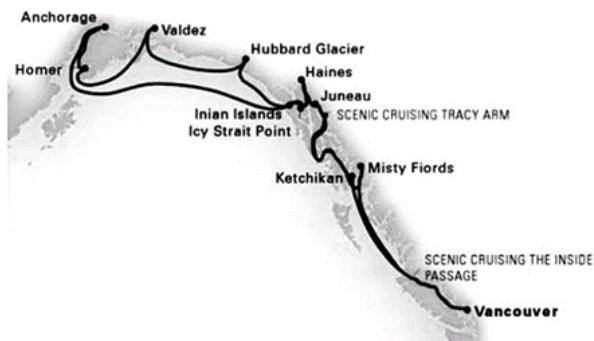
The Asia Pacific is also depicting notable signs of bringing about developments in air traffic management market. This is attributable to the burgeoning air passenger traffic and penetrating aviation industry across region. Numerous studies have claimed that the region is experiencing unprecedented growth in aviation sector, which would help APAC surge far ahead in terms of air travel. Indeed, it may be at par with Europe and North America combined, by the end of 2030, paving way for development in air traffic control and management.

Although air traffic management has been termed as a one-stop solution for all air travel pertaining issues, there are some challenges that have somehow had an impact on the smooth management of air traffic. One of these is the drastically changing climatic condition.

Changing climatic conditions could shift demand and create pressure on the capacity of airport network, leading to a threat to infrastructure and daily operations. However, various industry players are putting in efforts on developing systems which could help the airport authorities have control over traffic and airplane management while abiding to stringent governmental aviation laws.

With technology being the need of the hour, the introduction of remote air traffic control techniques could prove to be a breakthrough for air traffic management industry in the future. Making use of data networks to transfer images and data digitally, remote ATC would significantly change the face of industry in the upcoming years. Not to mention, large scale technological deployments are also likely to bring about a revolution in air traffic management market.

2020 RUPA Cruise



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

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

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

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

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

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

Day 7 is a day at sea.

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

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

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

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

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

the rest of the state.

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

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

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

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.

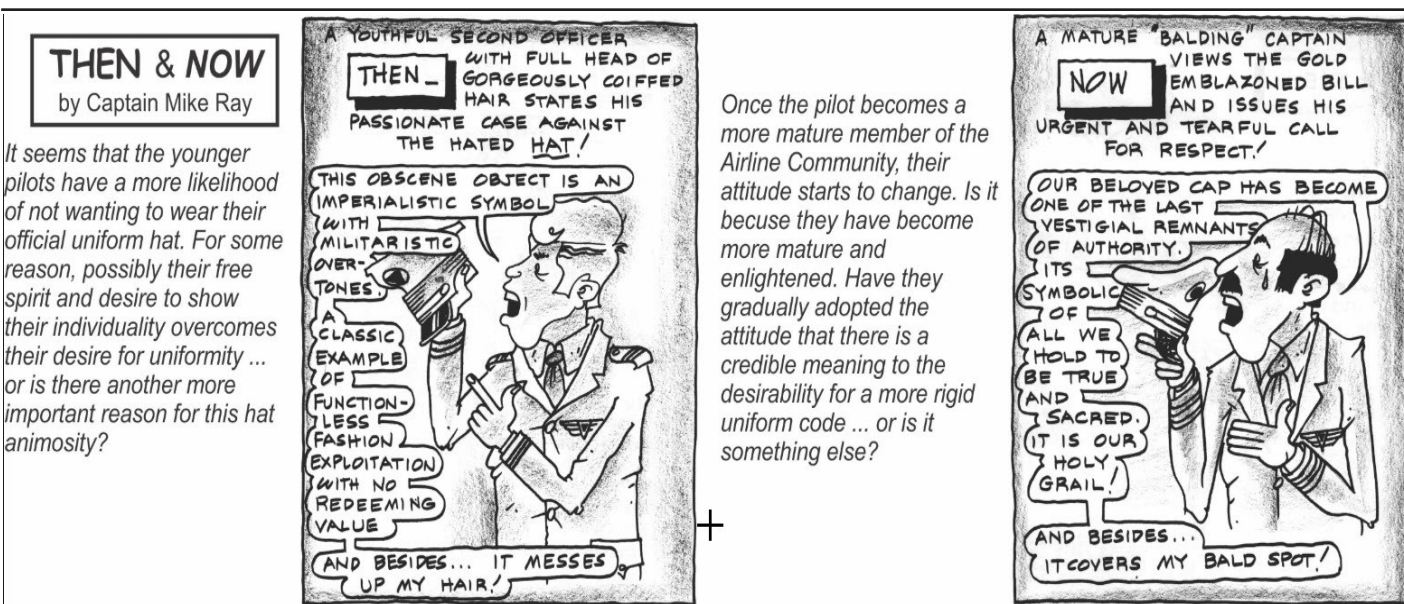
Once again, we are working with Jerry Poulin at Jerry's Travel Service. If you have questions, please call him at 1-800-309-2023 access code 33, or 508-829-3068, or gpsp@aol.com for the latest prices and information. When you book with Jerry, he will give you a discount of \$100 to \$300 per cabin based 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*

Running

Running just once a week could significantly cut your risk of a premature death. Researchers in Australia looked at 14 studies that tracked the health of some 230,000 people for up to 35 years. Those who did any running at all were 27 percent less likely to die early. Surprisingly, the runners who ran longer distances or at a faster pace didn't see their risk decline any further—just 50 minutes of jogging a week was enough. If you are physically inactive and don't have much time on your hands for exercise," says lead author Zeljko Pedisic, "running might just be the right activity for you."





United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



It's the cabin of a United Mainliner Sleeper, winging its way at 3 miles a minute through the cool upper air on an overnight flight from coast-to-coast. In comfortable upper and lower berths, 6 feet 5 inches long, and wide as twin beds, the passengers are sleeping soundly.

United offers you the most complete sleeper-plane service in the world. Today and every day seven transcontinental planes will leave the East, providing direct overnight service between New York - Chicago and (1) Los Angeles; (2) San Francisco; (3) Portland and Seattle - only United Air Lines links the East with all these important cities.

Enjoy soon the experience of "sleeping your way across the country. (text from a 1937 United ad)

By Marvin Berryman DENTK Retired. - Notice: We are again accepting donations of United & Continental Memorabilia. Please mail them and/or your tax-deductible (\$) contributions to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Visit our website at www.UAHF.com

Vegetarian: Ancient tribal name for the village idiot who can't hunt, fish, or light fires!

How Not to Catch a Disease While Traveling

By Laura M. Holson/The New York Times

Wary travelers are donning masks on New York City subways and in San Francisco airports. Panicked consumers are arming themselves with disinfectants. Businesses are suspending operations and airlines are halting flights.

As China grapples with a coronavirus outbreak that has killed hundreds of people and infected tens of thousands more, people across the world have grown anxious about being in crowds or traveling in confined spaces like airplanes. All of this can be confusing. So, we asked health professionals how travelers can stay healthy while on the move.

Should I wear a mask? Philip M. Tierno boarded a flight to Paris not long ago and sat behind a woman who appeared to have a bad cold. She sniffed. She coughed. She didn't cover her mouth or use a tissue. Dr. Tierno, a professor of microbiology and pathology at N.Y.U. Langone Health in New York City, asked to move. The stewardess said no. Sure enough, within a week, Dr. Tierno was coughing himself. "It was the only time that I wished I'd had a mask," he said.

So do masks really work? The answer is yes and no. Dr. Tierno said he had seen people wearing surgical masks on the subway and it was "like having no mask at all." Air can seep in through the gaps. A cloth mask, too, provides little protection. Sometimes mask wearers cover only their mouths, leaving noses exposed. "For most people, a mask is not necessary," he said. When one is needed — mostly in a place where a lot of illnesses have been reported — people should wear an N95 respirator, a heavy-duty mask fitted to the face that filters out 95 percent of smaller air particles. But, Dr. Tierno warned, "it is a very tough mask to breathe through."

Vicki Hertzberg, director of the Center for Nursing Data Science at Emory University, said travelers should be wary about the people they sit next to on airplanes. (Dr. Tierno had a point!) She is an author of a study that found that the travelers most vulnerable were those seated next to a sick person or in the row in front or behind.

Please! Wash your hands. This seems so simple that Trevor Noah recently made a joke about it on "The Daily Show." Health professionals say washing hands with soap and water is the most effective line of defense against colds, flu and other illnesses. Just think about where your hands have been in the past 24 hours. Now, think about all the hands that have touched airplane tray tables and seatbelt buckles. If that doesn't give you pause, consider whether you bite your nails, touch your face or rub your eyes. "The 10 dirtiest things are your fingers," Dr. Tierno said. Hand washing can reduce the risk of respiratory infections by 16 percent, according to the Centers for Disease Control and Prevention. If soap and water aren't available, hand sanitizers with more than 60 percent alcohol work. Here's a tip: Dr. Tierno said to make sure the sanitizer dries on your hands. If it doesn't, germs can thrive.

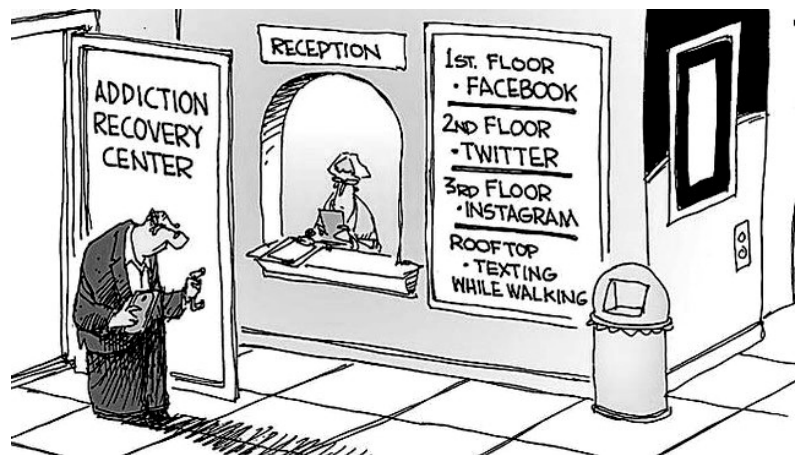
What about tray tables and seats? "Don't eat off the table," Dr. Tierno said.

A 2015 report by the Government Accountability Office found that crew members had a limited time to clean the cabin before passengers on the next flight boarded. Some of the people the G.A.O. interviewed said employers "did not provide hand-on training to respond to specific disease outbreaks such as Ebola."

And the office cautioned that the United States lacked a comprehensive plan "aimed at preventing and containing the spread of diseases through air travel." One bright spot: Fourteen airports and three airlines reviewed had such plans.

So, what does that mean for travelers? Some people bring sanitizing wipes and use them to wipe down seats, tray tables, bathroom handles and even air vents. The health care professionals we spoke to said this was not recommended.

Dr. Hertzberg suggested placing sheets of



paper on tray tables so laptops or other items don't come in contact with the surface. She suggested using a paper towel when opening and closing the bathroom door. Dr. Pietro said not to place food directly on the table. (It should be kept in its container.) And forget about using seat-back holders. A 2014 study from Auburn University in Alabama said some germs could survive a week on a cloth pocket.

Is the air safe to breathe? The risk of contracting an illness from a fellow airline passenger is similar to the risk of getting sick after traveling on a bus or subway, or sitting in a movie theater, according to a 2018 report from the International Air Transport Association. That said, it offered a qualifier: The risk is probably lower on planes because they use high-efficiency air filters that are comparable to those used in hospital operating rooms. Called HEPA filters, they capture 99 percent of the airborne microbes in recirculated air and are changed at regular intervals, the association said.

What that doesn't address is the overhead vents themselves, which carry germs transmitted by people's hands. Health professionals advise moving vents so they blow on hands, not on the mouth, face or nose. The humidity in aircraft cabins is low, too, usually less than 20 percent. (In homes, it is usually above 30 percent.) While this poses no serious health risk, according to the World Health Organization, it can cause discomfort to the nasal passages and the skin.

Get your rest. The healthier your immune system, the better your chance of not getting sick. Sleep six to eight hours a night, Dr. Tierno said. Exercise. Eat fruits and vegetables. And slow down, Dr. Tierno said: "Stress is the worst thing that can happen to your body."

We're Getting Old, but We're Not Doing Anything About It

By Susan Jacoby/The New York Times



One of the paradoxes of this presidential campaign is that while many of the candidates are in their eighth decade of life, fundamental issues associated with the aging of American society are still receiving relatively little attention from the public, the press and politicians themselves. In 2031, the oldest baby boomers will turn 85, entering the land of the "old old" and facing exponentially higher risk for dementia, serious physical disabilities and long-term dependency.

Like climate change, the aging of America demands serious reconsideration of the way we live. Confronting the issue and its many implications, from Medicare's failure to cover long-term care to the ethics of physician-assisted dying, requires what seems to be the most difficult task for human beings — thinking about the future.

In November, the National Center for Health Statistics reported that the birthrate among women of childbearing age had dropped to a record low, continuing a sharp decline in births that began around the financial crisis of 2008. At the same time, The Journal of the American Medical Association reported an increased death rate in the 25- to 64-year-old age group, with the main causes thought to be opioid overdoses, alcoholism and suicide.

What these statistics mean is that if these trends continue (always an important caveat in demographic studies), there will be many fewer young and middle-aged people to care for the frailest of the old, whose death rate has not increased in recent years. The population of the prime caregiving age group, from 45 to 64, is expected to increase by only 1 percent before 2030, while the population over 80 will increase by 79 percent.

In certain respects, the crisis is already upon us. A study published this year by Gallup and West Health, a research organization dedicated to lowering health care costs, showed that people over 65 had withdrawn an estimated \$22 billion from long-term savings accounts in the previous year to pay for health expenses Medicare didn't cover. A recently published article in The Journal of the American Geriatrics Society underscores the sobering likelihood that one out of seven 65-year-olds today can expect to be disabled for at least five years before death. The largest increase in the disabled population is projected to occur in the 2030s.

Although there has been considerable talk about health care during the Democratic presidential debates, nearly all of the focus has been on the young with inadequate insurance coverage. That Medicare as we now know it fails to work for many retirees, leaving them in danger of going bankrupt, gets short shrift.

The other side of the coin is that many people in their 60s and 70s are self-sufficient and hate nothing more

than the thought of retirement. Why else would five septuagenarians — Joe Biden, Michael Bloomberg, Bernie Sanders, Donald Trump and Elizabeth Warren — be seeking the presidency? “Because we are aging as a society, it’s time to cast aside outdated assumptions that people over a certain age are monolithic,” says Jean Accius, senior vice president of thought leadership at AARP. “We need to recognize the opportunities of all stages of life, not just the challenges.”

Our conflicting attitudes toward aging play a critical role in the silence about age-related issues. On the one hand, many Americans cherish the idea that “70 is the new 50” — a rosy falsehood contradicted by any serious study of the age curve for major diseases. On the other, we remain scared to death of the very word “old” (which politicians themselves, and the journalists who question them, almost never use). “Older” (as in “older Americans”) tend to be the preferred euphemism. This is particularly silly, given that everyone is older than someone.

The day-to-day specifics of what it means to have so many ill old people living longer are so numerous that it is hard to think about them simultaneously. Alzheimer’s disease, the most common form of dementia for those over 85, offers a textbook example of this complexity.

For people older than 85, the risk of developing Alzheimer’s is 14 times higher than for those ages 65 to 69. Contrary to the narrative that America is a selfish society in which most people neglect their older relatives or neighbors, the Alzheimer’s Association reports that 83 percent of help received by old adults in the United States is provided by family members, friends or other unpaid caregivers. Approximately two-thirds of the caregivers are women and one-third of those aiding people with dementia are daughters.

The financial impact on both the old and those in late middle age is staggering. The median savings of people in their middle age is just \$15,000, according to the National Institute on Retirement Security. Social Security plus \$15,000 presents a scary prospect for those who hope for a decent standard of living throughout the average 20-year American retirement.

When dementia strikes, all bets are off because even if there is a child who desperately wants to keep his or her sick parents at home, it becomes increasingly difficult, if not impossible, to do so without home health care aides — which, again, Medicare usually generally does not pay for. The problem is not just the shortcomings of Medicare, or the inadequate savings of many Americans, or the absence of effective treatment for Alzheimer’s. It is all of those things.

First, it is vital to address the disturbing human realities behind the statistics. An aging society affects everyone, but it affects women most because of their greater longevity. How can we continue to count on women to provide two-thirds of unpaid caregiving? I gnash my teeth every time I encounter one of those ubiquitous television ads for a business called “A Place for Mom,” which provides much-needed service by helping people find long-term care for parents. It’s not called “A Place for Dad” for a very good reason. We assume that Mom (or Daughter) is caring for Dad at home.

Second, public programs and private companies need to cooperate to provide opportunities for old people who want to and are perfectly able to go on working. That’s an important objective of AARP, which held town halls on aging in Iowa last summer. Most candidates attended at least one of the meetings, but the discussions received little national publicity.

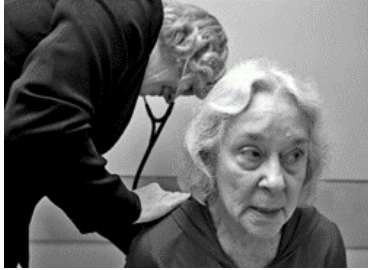
Third, a healthier attitude toward aging also means examining moral issues. Physician-assisted suicide, for example, is the source of a fierce ethical debate that matters greatly to anyone who can imagine growing old. Questions about the end of life, like those about abortion, should be posed in every national forum. According to a Gallup poll conducted last year, 72 percent of Americans agree that doctors should be allowed to help end a patient’s life painlessly if there is no hope of a cure and the medical assistance is requested by patients and their families. The support drops to 65 percent if the phrase “doctor-assisted suicide” is used instead of “end a patient’s life” — yet another case of the American preference for euphemism.

No single “program” can deal with the intimate, painful problems associated with the growing proportion of old people who experience long but not necessarily healthy lives. Facing our own fears about what it means to grow old, without resort to soothing euphemisms, is the essential psychological shift that all Americans must make before we can meet the deadline to create a better reality for the old and their families.



Older People Need Geriatricians. Where Will They Come From?

By Paula Span *The New York Times*



The medical profession has been troubled for years by a persistent shortage of doctors who treat the oldest and sickest patients.

Linda Poskanzer was having a tough time in her late 60s. “I was not doing well emotionally,” she recalled. “Physically, I didn’t have any stamina. I was sleeping a lot. I wasn’t getting to work.”

A therapist in Hackensack, N.J., Ms. Poskanzer was severely overweight and grew short of breath after walking even short distances. Her house had become disorganized, buried in unsorted paperwork. The antidepressant she was taking didn’t seem to help. Her son, visiting from Florida, called his sisters and said, “Mommy needs an intervention.” One of her daughters made an appointment with a geriatrician — a physician who specializes in the care of older adults. Dr. Manisha Parulekar, now chief of geriatrics at Hackensack University Medical Center, suggested her new patient take action on several fronts. She arranged for a sleep study, which found that Ms. Poskanzer suffered from apnea. She prescribed a different antidepressant, and physical therapy in a pool to help rebuild her stamina. And weight loss. Eventually, the geriatrician agreed that bariatric surgery made sense. Over nine months, Ms. Poskanzer lost 75 pounds; she has shed another 15 since.

Now about to turn 80, Ms. Poskanzer is still providing therapy, 30 hours each week, feels “full of spirit” and continues to see her geriatrician every four months. “She sits and talks, which a lot of doctors don’t do anymore,” Ms. Poskanzer said. “And she knows me. I feel very well taken care of.”

Testimonials like this spotlight the rising need for geriatricians. These doctors not only monitor and coordinate treatment for the many ailments, disabilities and medications their patients contend with, but also help them determine what’s most important for their well-being and quality of life.

Patients like Ms. Poskanzer often can’t easily find geriatricians like Dr. Parulekar, however. As the nation’s older population surges, the gap between need and supply has steadily widened, and a persistent shortage of geriatricians has troubled the medical profession for years.

Geriatrics became a board-certified medical specialty only in 1988. An analysis published in 2018 showed that over 16 years, through academic year 2017-18, the number of graduate fellowship programs that train geriatricians, underwritten by Medicare, increased to 210 from 182. That represents virtually no growth when adjusted for the rising United States population. “It’s basically stagnation,” said Aldis Petriceks, the study’s lead author, now a medical student at Harvard. Moreover, geriatrics fails to attract enough young doctors to the graduate fellowships it does offer. Leaving aside geriatric psychiatry, more than a third of 384 slots went unfilled last year, the American Geriatrics Society reports.

If one geriatrician can care for 700 patients with complicated medical needs, as a federal model estimates, then the nation will need 33,200 such doctors in 2025. It has about 7,000, only half of them practicing full time. (They’re sometimes confused with gerontologists, who study aging, and may work with older adults, but are not health care providers.) Why do so few residents choose to specialize in geriatrics? Though salaries are rising, total compensation (wages plus certain benefits) for geriatricians in 2018 averaged \$233,564, according to the Medical Group Management Association. Anesthesiologists earned twice as much; radiologists and cardiologists topped \$500,000.

“These are smart people looking at economic reality,” said Dr. Mark Supiano, a geriatrician and researcher at VA Salt Lake City Health Care System. Treating patients covered by Medicare, which pays less than commercial insurance, is a slow way to repay medical school loans. Nor does the field offer much glamour or the prospect of medical heroics. “Having patience, having good communication skills, it’s a different personality than being a surgeon,” Dr. Supiano acknowledged. Yet a much-cited 2009 survey of 42 medical specialties found that geriatricians reported higher career satisfaction than most.

Not every older person needs a geriatrician, but the federal model estimates that 30 percent of the over-65 population does. This is especially true “when someone has three or more chronic conditions and is over 85,” said Nancy Lundebjerg, chief executive of the American Geriatrics Society. That describes Dorothy Lakin, 93, whose recent medical history includes heart failure, macular degeneration, falls, colon cancer and heart valve surgeries, and a stroke. “She’s had a zillion trips to the E.R., one after another,” said her daughter Mary Ellen Lakin, 70, who lives in Newton, Mass. “I thought, let’s see if there’s a way to make her life

easier.”

Mary Ellen Lakin found her way to Dr. Laura Nelson Frain, a geriatrician at Brigham and Women’s Hospital in Boston, who has gently steered mother and daughter through the past year. She reduced the number of medications Dorothy Lakin took and the specialists she saw, stayed in touch with Mary Ellen and sent a geriatric nurse-practitioner to make house calls. “It’s less of ‘Let’s order this med, let’s order that procedure,’ more of a holistic approach,” Mary Ellen Lakin said. Her mother recently entered hospice care.

Nevertheless, given the numbers, “we’re not going to address this growing older population through some miraculous influx of specialized geriatricians,” Mr. Petriceks said. Leaders in geriatrics agree, and while they continue working to bolster their numbers, they’re also adopting other strategies. Dr. Mary Tinetti, chief of geriatrics at the Yale School of Medicine, has called for geriatricians to serve as “a small, elite work force” who help train whole institutions in the specifics of care for older adults. “The most important thing geriatricians can do is make sure all their other colleagues” understand these patients’ needs, she said, including nurse-practitioners, physician assistants, therapists and pharmacists.

To some extent, this is already happening. Medical associations representing cardiologists and oncologists have begun focusing on older patients, Ms. Lundebjerg pointed out. Health systems are adopting age-friendly approaches, like specialized emergency rooms. The American College of Surgeons’ new verification program sets standards hospitals should meet to improve results for older patients.

Last December the Senate Committee on Health, Education, Labor and Pensions voted to reauthorize a \$41 million program that educates health professionals in geriatrics; it awaits a floor vote. A companion bill has already passed the House of Representatives. “It’s money very well spent,” Dr. Tinetti said.

Health professionals increasingly recognize that if they’re not in pediatrics, they will be seeing lots of seniors, whatever their specialty. A 2016 American Medical Association survey, for example, found that close to 40 percent of patients treated by internists and general surgeons were Medicare beneficiaries.

“Our medical students are living and breathing this,” said Dr. Supiano, who also teaches at the University of Utah School of Medicine. He warns them, “If you don’t like taking care of older people, find another career.”

Is 98.6 No Longer Normal

By Nicholas Bakalar/The New York Times



We seem to be getting cooler. Since 1851, when the standard was set at 37 degrees centigrade, or 98.6 Fahrenheit, the average human body temperature has steadily declined. Researchers studied three databases: 23,710 readings obtained between 1862 and 1930 in veterans of the Civil War; 15,301 records in a national health survey from 1971 to 1975; and 150,280 entries in a Stanford University database from 2007 to 2017. The analysis is in eLife.

Overall, average body temperature decreased by 0.03 degrees centigrade, or about 0.05 degrees Fahrenheit, per birth decade.

Differences in measurement techniques and equipment do not explain the effect. The decline was evident even within each database, year by year, and the drop between the two modern databases, when equipment and techniques were presumably the same, was identical.

Why this is happening is unclear, but the scientists suggest that improvements in sanitation and improved dental and medical care have reduced chronic inflammation, and the constant temperatures maintained by modern heating and air conditioning have helped lower resting metabolic rates. Today, a temperature of 97.5 may be closer to “normal” than the traditional 98.6.

“We’ve looked at the U.S.,” said the senior author, Dr. Julie Parsonnet, a professor of medicine at Stanford, “and we have to see if this holds true elsewhere. We’re evolving physiologically. But what does it really mean? I don’t know. I haven’t figured out exactly how to look at that.”

**The pharmacist asked me my birth date again today.
I’m pretty sure she’s going to get me something.**

Memory Need not Fail Us

By Doniel J. Levitin/The New York Times

I'm 62 years old as I write this. Like many of my friends, I forget names that I used to be able to conjure up effortlessly. When packing my suitcase for a trip, I walk to the hall closet and by the time I get there, I don't remember what I came for. And yet my long-term memories are fully intact. I remember the names of my third-grade classmates, the first record album I bought, my wedding day. This is widely understood to be a classic problem of aging. But as a neuroscientist, I know that the problem is not necessarily age-related.

Short-term memory contains the contents of your thoughts right now, including what you intend to do in the next few seconds. It's doing some mental arithmetic, thinking about what you'll say next in a conversation or walking to the hall closet with the intention of getting a pair of gloves. Short-term memory is easily disturbed or disrupted. It depends on your actively paying attention to the items that are in the "next thing to do" file in your mind. You do this by thinking about them, perhaps repeating them over and over again ("I'm going to the closet to get gloves"). But any distraction — a new thought, someone asking you a question, the telephone ringing — can disrupt short-term memory. Our ability to automatically restore the contents of the short-term memory declines slightly with every decade after 30.

But age is not the major factor so commonly assumed. I've been teaching undergraduates for my entire career and I can attest that even 20-year-olds make short-term memory errors — loads of them. They walk into the wrong classroom; they show up to exams without the requisite No. 2 pencil; they forget something I just said two minutes before. These are similar to the kinds of things 70-year-olds do.

The relevant difference is not age but rather how we describe these events, the stories we tell ourselves about them. Twenty-year-olds don't think, "Oh dear, this must be early-onset Alzheimer's." They think, "I've got a lot on my plate right now" or "I really need to get more than four hours of sleep." The 70-year-old observes these same events and worries about her brain health. This is not to say that Alzheimer's- and dementia-related memory impairments are fiction — they are very real — but every lapse of short-term memory doesn't necessarily indicate a biological disorder.

In the absence of brain disease, even the oldest older adults show little or no cognitive or memory decline beyond age 85 and 90, as shown in a 2018 study. Memory impairment is not inevitable.

Some aspects of memory actually get better as we age. For instance, our ability to extract patterns, regularities and to make accurate predictions improves over time because we've had more experience. (This is why computers need to be shown tens of thousands of pictures of traffic lights or cats in order to be able to recognize them). If you're going to get an X-ray, you want a 70-year-old radiologist reading it, not a 30-year-old one.

So how do we account for our subjective experience that older adults seem to fumble with words and names? First, there is a generalized cognitive slowing with age — but given a little more time, older adults perform just fine.

Second, older adults have to search through more memories than do younger adults to find the fact or piece of information they're looking for. Your brain becomes crowded with memories and information. It's not that you can't remember — you can — it's just that there is so much more information to sort through. A 2014 study found that this "crowdedness" effect also shows up in computer simulations of human memory systems.

Recently, I found myself in an office elevator in which all the buttons had been pushed — even though there were only three of us in the elevator. As the elevator dutifully stopped on every floor, one of the people standing next to me said, "Looks



like some kid pressed all the buttons.” We all laughed. I thought for a moment and offered, “I was that kid about 50 years ago,” and we all laughed again. And then I thought: My memories of being 10 years old are clearer than my memories of 10 days ago. Shouldn’t that seem odd?

But in the warm, familiar privacy of my own mind, it didn’t seem odd at all: I am that same person. I don’t feel 50 years older. I can see the world through the eyes of that mischievous 10-year-old. I can remember when the taste of a Butterfinger candy bar was the most delectable thing in the world. I can remember the first time I encountered the grassy smell of a spring meadow. Such things were novel and exciting back then, and my sensory receptors were tuned to make new events seem both important and vivid.

I can still eat a Butterfinger and smell spring meadows, but the sensory experience has dulled through repetition, familiarity and aging. And so I try to keep things novel and exciting. My favorite chocolatier introduces new artisanal chocolates a few times a year and I make a point to try them — and to savor them. I go to new parks and forests where I’m more likely to encounter the smells of new grasses and trees, new animal musks. When I find them, these things I remember for months and years, because they are new. And experiencing new things is the best way to keep the mind young, pliable and growing — into our 80s, 90s and beyond.

New Treatments Enable Fastest Drop in Death Rate

By Robert Langreth/Bloomberg

The cancer death rate in the U.S. fell by the most on record as advances in treatments for lung tumors like video-assisted surgery helped prolong the lives of patients.

The mortality rate from cancer has been gradually declining for 26 years, thanks in large part to fewer people smoking cigarettes. But from 2016 to 2017, the most recent period available, it dropped by 2.2%, the most ever in a single year, according to a report released Wednesday by the American Cancer Society. That compares with an average 1.5% yearly decline over the decade. The drop translates to roughly 2.9 million fewer cancer deaths than would have occurred had mortality rates remained at their peak. For lung cancer specifically, the mortality rate declined 4.3% annually from 2013 to 2017.

“It is really lung cancer that is driving this,” said Rebecca Siegel, scientific director of surveillance research at the American Cancer Society, and lead author on the new study. “We found increases in survival for lung cancer at every stage in diagnosis.”

She attributed the lower deaths to improvements in treatments, including video-assisted surgery that enables more patients with early lung tumors to become eligible for operations; more precise radiation treatment; and better scanning technology that allows doctors to better assess the stage of tumor, so the patient gets the best treatment right away. At later stages of illness, new, targeted drugs that aim at specific disease-causing genes are helping patients whose tumors have those genetic flaws. Overall, lung cancer mortality rates have dropped by 51% for men since their peak in 1990, and by 26% for women since their peak in 2002.

Lung cancer still kills far more people than any other tumor. It will cause more than 135,000 deaths this year, roughly 22% of all cancer fatalities, the American Cancer Society estimates.

There’s the potential for more progress in future reports. That’s because the latest death-rate statistics go only through 2017, and likely don’t include the potential impact in lung cancer mortality from immune-therapy drugs such as Keytruda from Merck & Co. and Opdivo from Bristol-Myers Squibb Co. Those type of drugs have led to rapid improvements in melanoma death rates, but they became widely used in lung cancer only in the past few years.

The report, based on U.S. government data, isn’t all good news. Prostate cancer death rates have leveled off recently after a period of decline. That may be because many doctors pulled back on using the controversial prostate-specific antigen test, or PSA, which can spot the disease but can lead to over-treatment of men who may never have died from their tumors, Siegel said.

“Though it was definitely causing harm, it was also contributing to declines in mortality,” Siegel said. What’s needed now is better screening tests to detect only the prostate cancers that will go on to cause harm.

Population mortality rates are considered one of the most reliable ways of measuring progress in cancer treatment and prevention. By contrast, cancer survival rates can sometimes be influenced by improvements in diagnosing tiny, early stage tumors that wouldn’t necessarily be deadly.

A Benefit of Hypertension Drugs

By Nicholas Bakalar/The New York Times

Controlling blood pressure in middle age may reduce the risk for dementia. The benefits of reducing blood pressure to lower the risk for cardiovascular disease are well known, but the role of blood pressure control in dementia has been less certain. Now pooled data from six large observational studies suggests that antihypertensive medicines may lower the risk for Alzheimer's disease and other forms of dementia. The review is in *Lancet Neurology*.

The studies involved more than 31,000 participants older than 55, with follow-ups ranging from seven to 22 years. In all, there were 1,741 diagnoses of Alzheimer's disease and 3,728 cases of other dementias.

Among the 15,537 people with high blood pressure, those using antihypertensive medicine had a 12 percent reduced risk for dementia and a 16 percent reduced risk of developing Alzheimer's disease. The 15,553 people with normal blood pressure had the same risk for dementia as those who controlled their blood pressure with medicine.

The type of medicine used — diuretics, beta-blockers, calcium channel blockers, ACE inhibitors or angiotensin II receptor blockers — made no difference.

"The most important thing is that level of blood pressure matters," said the senior author, Lenore J. Launer, a senior investigator with the National Institute on Aging. "If you're hypertensive, taking medicine may help reduce the risk for dementia. And there's no evidence that any specific medication is better than any other."

Poor Sleep Tied to Heart Disease and Stroke

By Nicholas Bakalar/The New York Times

Poor sleep may increase the risk for cardiovascular disease, new research suggests.

Researchers assigned "sleep scores" on a scale of zero to five to 385,292 British men and women, giving one point for having each of five indicators of healthy sleep: being an early bird, sleeping seven to eight hours a night, having no insomnia, not snoring and not being sleepy during the day. The scores depended on self-reports of sleep behavior.

Over the following eight years, there were 4,667 cases of coronary heart disease and 2,650 strokes. They found that the lower the sleep score, the higher the person's risk for these diseases.

The poorest sleepers, about 2 percent of the group, scored 0 or 1. Compared to them, those who scored 5 had a 34 percent reduced risk for both coronary heart disease and stroke. The study is in the *European Heart Journal*.

The researchers also looked at genetic variations known to be associated with cardiovascular disease. They found that among people genetically at high risk for cardiovascular disease, good sleep habits were protective, putting them at lower risk than poor sleepers with similarly high genetic risk.

"Unlike previous studies, we analyzed sleep behaviors in combination," looking at a variety of factors tied to sleep quality, said the senior author, Dr. Lu Qi, a professor of epidemiology at Tulane University. "We found that when we put all the behaviors together, the association between sleep and cardiovascular disease was even stronger than with each behavior separately."

Napping May Boost Your Heart Health

That's the finding of researchers in Switzerland, who tracked 3,462 healthy adults for five years. Those who dozed for five minutes to an hour once or twice a week were 48 percent less likely to suffer a heart attack, stroke, or heart failure than those who never snoozed in the daytime. Napping longer or more often didn't deliver any additional health benefits. Lead author Nadine Häusler says it's still unclear how napping might influence heart health. "Our best guess," she says, "is that a daytime nap just releases stress from insufficient sleep."

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

DAN BARGAR—Santa Rosa, CA

Still above the grass at 86. I am glad to walk with a hip replacement and sleep with my new mask thanks to AFIB.

Living in Sonoma Wine Country for over 50 years has certainly changed. We now have massive forest fires every two years, followed by days of power outage combined with hundreds of homeless lining our roads. More are leaving the county than moving in.

Chris and I still travel, thanks to empty United seats. We began last year with a 12-day cruise around Tahiti, then a barge trip in the Champagne district of France after a few days in a Paris AIRBNB. We ended the year with a Princess cruise from Ft. Lauderdale to San Francisco.

Huge thanks to Cleve and great *RUPANEWS* monthly. *Dan*, SF0 1966-1994

FRED MEYER—Hampshire, IL

I just turned 79 this month. So far I've been lucky with good health, still riding the motorcycles, and flying my RV8a and the P35 Bonanza. I flew 175 Hrs. this past year. Lots of flyout lunches and visiting friends and relatives. It's all about getting together with likeminded people who share the same interest. We became snowbirds in 2010. I have to say I really enjoy Scottsdale AZ in the winter.

I lost my wife Judy in Sept 2018. We were together almost 29 yrs. We met thru mutual aviation friends. she owned her own Cessna 172 and was involved in many aviation groups including camping at EAA Oshkosh flyin. Chapter 790 Barrington, IL. While dating we took a mini vacation in the Mtns west of Denver. She loved the outdoors and nature, we had so much in common I proposed to her and she accepted. On our honeymoon we took a flight out west in my Navion to California and up to Oregon and back. We found a brand new RV6a with a sliding canopy and 180 hp Lyc with a c/s prop, red and white paint. She bought it on spot. Two weeks later we flew out and flew it home. At the time I also had nice RV4, and we flew in formation a lot, she was a very smooth pilot and easy to fly with. Judy applied for Teacher in space, I'm glad she didn't get accepted. She taught 4th grade and passed the aviation bug to many students.

On my last PC Nov 2000 Judy came out to DENTK on day three. She sat behind me in the jump seat

and watched us do the wind shear and upsets etc. When we finished, I got in the Co-pilot seat, she got in my seat, she had the biggest smile and said do I really get to fly? She flew that 747 400 sim, visual climb out over the golden gate clean up and back around for a nice long visual approach and landing on 28R. She flew it like a pro. I was so proud of her. Also, Judy was going thru Chemo for breast Cancer at the time and did not have any hair, but still wanted to share my last PC. I flew my last flight Ord HKG Sin HKG Ord the end of Jan 2001.

Fortunately, the cancer went into remission. Judy flew her little hot rod airplane everywhere, she put about 1,600hrs in it. I sold the Navion to an American Capt and purchased a Beautiful Bonanza from another American Retired Capt. I ck'd Judy out in the Bonanza. She preferred the Beech for longer trips and I agree it's a comfy traveling bird.

Eventually, the big C won the battle, but not without a fight. I lost not only my wife but my best friend. It was a wonderful 29yrs. We both retired within several month apart. Judy's pension made up for my loss, another one of the blessings she gave to me. I recently sold Judy's RV6a to a neighbor four hangars down from me. So I still get to fly in it. The unwritten rule is he who rides buys lunch. Speaking of lunch that is where I'm going. Today is fish day at Payson AZ. I'm going to fly up for lunch with my likeminded old croony's in my RV8a. WX is CAVU pushing 70 degrees. It's a pretty flt over the mountains. Take care and keep smiling.

Fred, ORD 1966 2001

THOMAS PURRINGTON—Bronx, NY

Hi Cleve. All is mostly well in the big Apple. My energy level is still low, a result of many shots of the drug Lupron, as part of my battle with Prostate Cancer. Happily, my last three PSA checks show it to be undetectable. And I feel stronger every day.

Went to France with Nancy in June of last year just after the D-Day celebrations and just before the sweltering heat wave. Timing is everything! We went on a Road Scholar run trip, our third trip with them. We heartily recommend their programs. We had bought our air tickets through Road Scholar owing to the season and D-day activities. Our travel was to be on UAL EWR CDG, but the morning of our departure our trip was cancelled. Road Scholars, however, was on the case and by the time I contacted them they had arranged a same day, same time departure for EWR FRA CDG on Lufthansa. The rest of the trip, including Paris, Giverny, Bayeaux, various D-day locations, Mont Ste Michel and Honfleur went very smoothly. We both have TSA Pre

Check and GOES and consider them to be well worth the effort and cost especially when traveling outside the US.

I attended the Dayton gathering and found it to be fun and informative. Met up with some old friends and made a few new ones. I hadn't been to the USAF Museum in several years. Made me feel older to see many airplanes, in which I had accumulated several hours, in a Museum.

Thanks to all the folks who provide us with this fine publication. My dues plus a bit are in Rain's capable hands, I think. *Tom*

KINGSLEY (KING) PURTON—Brandon, FL
On my 90th birthday, I reflected that I was experiencing my 67th year of blissful matrimony, 45 years since I retired from the USAF/ANG, 30 years from UAL, and 28 years from the last time that I was paid to fly. How did I get to this point? Good health, great timing, and a lot of luck.

In 1950, I was a sophomore in college without a clue of what I wanted to do with my life. At Easter time, I learned that the USAF had resumed training pilots after WW2 and all that was needed was two years of college. I applied, was accepted and spent 1951 learning to fly.

In 1952, I flew a hundred missions in Korea in the F-84. 1953-54 I was a gunnery instructor at Luke AFB, Arizona. At one point, I was current in five different aircraft. 1955 was even better. In January, I attended the ADC "All Weather School" where Frank Borman was my instructor. In July, I led a flight of four F-84s over the North Atlantic route and on to Turkey. In September, I was one of two 1st Lts. to be picked to be charter members of the 1st squadron in the USAF to fly the swept wing F-84F. On the 3rd delivery trip from Long Island, NY to Arizona, the other 1st Lt. attempted an unsuccessful belly landing after an engine failure at altitude. Thus, I became the only Lt. in the USAF to be current in the swept wing F-84F.

It became apparent to me that two years of college was not going to be enough for a thirty-year USAF career so back to college on the GI Bill on January of 1956. I found out that becoming an automotive engineer was not my cup of tea, so at 6PM of Nov. 5th, I called a friend of my father who was a Capital Airlines Captain. At midnight, I was on the redeye to Washington, DC. At 8AM, I was in the chief pilot's office. At 10:30 I was #750 on the seniority list. I was in the last class at Capital Airlines to never be furloughed. Talk about great timing!

Over the next 33 years, in 8 different domiciles, 13

as a 1st Officer and 20 plus as Captain, I was rated on 8 different airliners all though I only flew Captain on 4 of them. I flew every Douglas product from the DC-3 to the DC-10 other than the DC-9. I flew every Boeing product other than the B-747 to my great regret even to this day. On Uncle Sam's dime, I hold ratings on single engine, land and sea, multi engine land and sea as well as a CFI.

On retirement from UAL, it was back to the DC-3 for Collier County Mosquito Control for two summers. I would have paid them for the job had they asked. They only had 3 rules that I could see. #1, do not release insecticide into the water, #2, do not hit the trees even though looking at the leading edge of the wings cause some doubt, and #3, DO NOT KILL AN EAGLE.

Like many of you, on retirement do we continue to fly and "pay for the fuel" or go sailing where the wind is free. I choose to go sailing. At 72 years of age and in a moment of temporary insanity, I bought a brand new 24', 1,750 lb, high tech Melges for \$53,000. Now the best sailors in the Club were asking to be on my crew. At 75, I achieved the peak of my sailing career by winning the Suncoast Race Week in Tampa. I crewed as a Navigator on a J-35' for 10 more years before my balance or lack of became a problem. I stopped instructing at 88 years of age.

So, what do I do with my time? I play golf on Thursday and Saturday with a group of military retirees at MacDill AFB. Just like coming home again after all these years. So, if you see an old guy driving a 34-year-old Mercedes 560 SL convertible in Tampa, wave.

Until next year. *King* 1956-1990
DTW-LAX-JFK-EWR-CLE-MIA-JFK-ORD.

JOHN RAINS—Stowe, VT

It was 19 years ago, February 8, 2001 and I was homeward bound from BRU, last leg forever, with my honey on the jet. We had a great time in Brussels. Cocktails with the crew, a great dinner, and when we showed up for the return flight the next morning the UAL kitchen had made a Belgian chocolate cake which said, "Congratulation with your Retirement". I still have that part of the cake. Carefully placed below my hat on the shelf in my office (Man cave!). Didn't get the spray when we landed in IAD but retirement had begun!

A couple of years later we sold the big house, did the downsize thing, and moved to the end of a dirt road in Morristown, VT. Our much smaller house looks down the valley toward the village of Stowe and the Stowe ski area is 11 miles from our front

door. Talk about heaven. Later we learned there's a memo that says when you retire, you're supposed to move south. We never got that memo and that's fine with us.

A little later we all had the bankruptcy. But that's another story for another day.

Still have my honey and she's the best traveling buddy I could ask for. We go to Italy every year. Just as we have done since 2005. Sometimes twice a year. Margie is so gifted at building relationships that all I need do is hang around and enjoy the benefits of that gift. We have many friends in that neck of the woods in Tuscany. It's in a small town named Panzano in Chianti. We just love being there.

Fast forward: In the Spring 2017 there was a notice in RUPANEWS asking someone to take over for Leon Scarbrough who was then Secretary/Treasurer of RUPA. For some reason I thought I should offer to do the job. I had some previous credentials from things I had done a long long time ago that I felt could fit in the job description. They said yes! Cool!

Thus began an introduction to the job and time spent getting to know Leon. We spent many hours on the phone and, although I never met him, I felt close to him and miss him to this day. I was proud to call him my friend. A very classy gentleman. He served this organization well and will be fondly remembered by all of us who have had the honor to serve alongside him. He knew his stuff, was a good instructor, and, toward the end, we got it done to where I had my solo a few months before his flying west.

There are a lot of pieces to the job. It is very satisfying and enjoyable to do although time consuming. I figure, God willing, that I'll stay at it for a few more years. However, if anyone has a passion to take it over, don't hesitate to let me/us know. I am 79 now.

RUPA is the largest retired pilot organization in the world and is being very well run. You are being well served! *John*

RICHARD D. RUSSELL—Port Orange, FL
For the record, I am still ambulatory and reached age 90 today. Other than that, I thought a story about some of the old guys with whom I flew might be in order.

I was based in New York and remember one of my favorite pilots was Captain Joe Hull. We flew together month after month on the best paying trip sequence in the base. One evening Joe arrived at

LGA and told me that he had forgotten his wallet and licenses realized that fact on the way to the airport and would have delayed the trip if he had gone back to get it. He asked if I would loan him \$20 until the next day. Using his gift of gab was able to talk himself over the George Washington and the Triboro toll bridges but doubted that he could do it a second time on the way home! Joe was with Capital Airlines before WWII and he told me about training pilots to fly the DC-3 transport airplanes. Capital had a contract to do this training and many of those pilots wanted to fly fighters. Part of the training was unusual maneuvers and he had a student in the left seat and one on the jump seat. He said, "If you wonder what grown men will do when they know they are about to die, I can tell you." They groan and they cry! The student attempting to recover from an unusual position placed the plane in a high-speed dive. All three men were plastered against their seats and Joe found himself on the floor under the throttle quadrant. All he could see was the rudder trim crank and he had no idea as to why he did it but started to crank it and the plane began to come out of the dive. He soon found out that the controls were almost useless. What had happened was that on the early DC-3s, the aileron hinges were attached to the wingtips. The tips had departed the airplane and had taken the ailerons with them. The debris hit the tail feathers and caused severe damage. Joe was able to level off and landed the plane in a field near Roanoke, Virginia with the gear up. The next trip he brought an ALPA Newsletter with a picture of the plane in the field. Douglas engineers estimated that the plane exceeded 300 MPH. I asked ALPA to research this story and they reported that some records have disappeared. Joe had seen UFOs and reported this to management and one night about 2300 we were in a Viscount over Hickory, NC. when he called out, "Dick, look here" and right in front of his windshield was an object which looked to me like two saucers and giving off a sort of misty green cast. It appeared to be stationary for a few seconds and to be about the size of a DC-9. It zoomed across and stopped in front of my windshield for just a few seconds and then changed direction and departed up at about a 45-degree angle at a very high rate of speed. My question was "What was that?" He explained to me that I had seen one, but he recommended that I not say anything to anyone, as the FAA was trying to ground him as not fit to be an airline pilot. I entered a short note in my logbook but did not enter any other information nor say anything to anyone. Finally, the company told me to start flying the Constellation again as I would be upgraded in that airplane. I saw

a young copilot by the name of Earl Binkley in LGA operations who said that he was glad I had returned to the Connie as he could now fly my good trip. The second month flying the Connie took me to New Orleans with an early morning departure. We came down on the elevator and was met by the house detective who knew all the crews. He informed us that Joe Hull and crew had perished in a Viscount crash in Saginaw, Michigan the previous evening. Capital lost a good and colorful pilot and I lost a good friend.

If I make it to next year, I'll have another story for you.

Richard D. Russell LAXFO 1955-1990

IN MEMORIAM

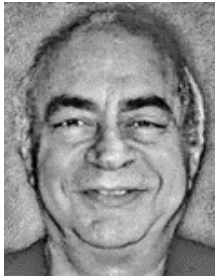
JOSEPH R. D'AURORA

Joseph D'Aurora, 76, died November 18, 2019 with his family at his side. He was born December 6, 1942 in Steubenville, Ohio.

Joe was hired by United in 1966 and retired in 2002 as a captain after 36 years of service.

Joe is survived by his wife of 20 years, Vicki Gibson-D'Aurora, and two children

Expressions of sympathy to the 911 Memorial Fund Shanksville, PA



CE "BUD" GAMMILL

Bud Gammill, 86, passed away on January 27, 2020. He was born May 17, 1933, on a Central Illinois farm, 4 years into the great depression.

Bud was a Graduate of University of Illinois and was drafted into the Army during the Korean war, flying border patrol along the "Iron Curtain" during the Cold war with Russia. He Served in the National Guard for 8 years and Flew for United Airlines for 32 years. He was a line check airman training newly qualified pilots. He flew the Pacific route at the end of his career, in the Boeing 747-400. After retirement, he flew his own V tail Bonanza for 13 years for a total of 50 years of flying. He was awarded the FAA's Master Pilot Award, for 50 years of flying without accident.

Bud is survived by his wife of 58 years, Karen Wright Gammill, three children and three cherished



Grandsons.

He left a great Heritage full of Love for Life, Love for God, love for his country, and a heart for Adventure.

EDWARD J. HOFFMANN

Edward Hoffmann, 89 of Inverness, Illinois, passed away on December 10, 2019. He was born March 25, 1930.

Ed served as a jet fighter pilot in the United States Air Force and Air National Guard. He was honorably discharged as a Lt. Colonel. He joined United Airlines in 1966 and retired as captain in 1990.

Ed enjoyed flying, golfing, snorkeling and scuba diving. He was a member of the Sky Soaring glider club.

Ed is survived by three children, two stepchildren and eight grandchildren.

In lieu of flowers, memorials will be appreciated to Alzheimer's Association, 8430 W. Bryn Mawr, Suite 800, Chicago, IL 60631.



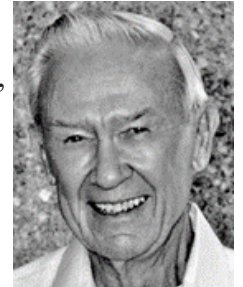
ROBERT STANLEY KALLESTAD

Robert "Bob" Kallestad passed away peacefully on January 2nd, 2020. He was born in New Lisbon, Wisconsin on December 14th, 1930.

Bob had a happy childhood as the youngest of four siblings. He attended grade school in Cashton, WI and Jr. High and High School in Beloit, WI, and graduated from there in 1948. Bob attended and graduated from the University of Wisconsin with a BA in Business Administration in 1952. He was also a proud member of Sigma Chi Fraternity. During college Bob enlisted in the Navy and received flight training in Pensacola, Florida. He was trained in aircraft carrier take-off and landing and served as a Naval Aviator, VW-2. Bob was proud to serve our country and received the National Defense Service Medal.

Bob joined United Airlines in January 1956 based in SFO. He retired as a Captain in 1990 after 34-year career. Bob also stayed on as a Navy reservist, serving our country from the Alameda Naval Base.

Bob was preceded in death by his loving wife Sue. He is survived by two children, nine grandchildren and three great-grandsons, (and a sweet granddaughter on the way).



Bob was a life-long athlete. He lettered in Baseball, Football, and Basketball in Jr. High and went on to letter in Basketball at Beloit High School where his team famously won the 1947 State Championship. Bob also was an avid surfer and skilled skier. He loved duck hunting and fishing. He looked forward to his yearly trips to Canada for Walleye fishing and also enjoyed fly fishing on the Gallatin River in Montana. He loved his Bay Area Sports Teams (especially the Oakland A's and the Golden State Warriors). Bob also never missed a football or basketball game played by his beloved University of Wisconsin Badgers. His philanthropic contributions to the Badger Basketball Team benefited many young, talented players through the years.

Bob loved his growing family. He was a patient and understanding father to his children. He encouraged and nurtured his grandchildren and was enjoying every minute of being a Great- Grandfather. Bob was kind, gracious, and giving. He developed close friendships that lasted many years and made a difference in many lives. Bob was always ready to lend a hand to anyone in need. He loved his home of 61 years, his cabin in the Sierras, and the family ranch in Big Sky, Montana.

EDWARD A. MANNING

Ed Manning, 77, passed away peacefully on January 18 after a courageous ten-month battle with brain cancer, surrounded by his loving family.

A native of Idaho, Ed spent most of his childhood in Fresno, where he graduated from Bullard High School and Fresno State College with a BS in Chemistry. He lived in Aptos for the past 43 years.

Ed served in the California Air National Guard as an F-102 pilot. As a United Airlines pilot, he flew the world for 33 years. His passion for flying included private, military, and commercial aircraft. Retirement was spent continuing his travels throughout the world.

He was a member of the Santa Cruz County Democratic Party, the California State Democratic Party Executive Board, the Retired United Pilots Association, and the Quiet Birdmen. He was known as Grumpy EZ to his many European pilot friends and members of the Grumpy Pilots & Aircraft Owner's Group, "The Grumpy Gang". As a member of his community, Ed volunteered for the Santa Cruz County Sheriff's Department and for the restoration



of Valencia Hall in Aptos. Above all, he cherished the time spent with his six beloved grandchildren.

He is survived by his wife of 55 years, Patricia, four children and six grandchildren.

In lieu of flowers, the family requests donations to St. Andrew Presbyterian Church, PO Box 374, Aptos, 95001, the John E. Manning and Ida Marie Manning Scholarship Fund, c/o Fresno County Democratic Women's Club, PO Box 5055, Fresno CA 93755, and Hospice of Santa Cruz County.

ROBERT E. MELOCHE

Bob Meloche, 83, passed away on January 20, 2020. He was born April 4, 1936.

Bob hailed from Windsor, Ontario. In his younger working years he spent his earnings on flying lessons. During this time he flew numerous light aircraft types, mainly Cessna's.

Our first meeting was when we joined the RCAF back in 1956. On obtaining his wings he then went to RCAF Base Winnipeg where he primarily flew B25's. From there he entered into Anti Submarine Warfare flying P2V7 aircraft and was based in Comox, BC. In the early 60's he left the RCAF and pursued his career in Aviation with United Airlines where he remained until retirement. During his time with UA he flew DC6, 7, 8 & 10's, B737 & B727's.

His insatiable love of flying then drove him to the Colin's Foundation where he flew their B17 and B24 aircraft. What a thrill that was for him. His failing health put a stop to that and being unable to totally walk away from aviation he became a Tour Guide for a while at the aircraft museum at John Wayne Airport.

Bob was dedicated to his family and friends, and during his passionate career in aviation he was totally positive about his responsibilities as an aircrew member and aircraft commander.

Bob liked to travel, and in 1998 I asked him to join Ross Mayberry and myself on a 13 week (4X4) sojourn around the eastern half of Australia. No matter how often we had contact after that, Bob would always recall this sojourn and the pleasures it gave him. One of the great memories I have of Bob is when we spent three days in a place called Innamincka. In the heat, he sat in the shade under a Coolabah tree, wide brimmed hat on, and yes with the corks hanging all around it and yes a fly screen all around his head, with a million bush flies swarming around whilst he tried to read the regional newspaper. A sight to behold!

Over the last few years Bob fought a valiant fight against his illnesses. With no cure his fight was in vain and finally he succumbed.

It is with honour that I can say that Bob was a great friend and I know he will be sadly missed by all of us who knew him.

Despite the sadness of his departure, it is consoling to know he is no longer in pain.

REST IN PIECE – MY FRIEND. *Audie Lloyd*

JEFFREY DEAN MUNZELL

Jeffrey Dean Munzell, 66, of Bradenton, Florida passed away on January 21 in his home.

Jeff was born on April 29, 1953 in Columbia, SC. Jeff spent his high school years in Miami, FL where he graduated from Westminster Christian School in 1971 and went on to graduate in 1977 from Embry Riddle Aeronautical University in Daytona, FL with a degree in Aeronautical Technology. Jeff's love for airplanes and his dream to fly began as far back as he could remember. As a boy he would visit the garage of a family friend, Cal Kristen, who was building a glider. Cal saw the spark in Jeff for flying and was instrumental in supporting his dream to become an airline pilot. He began preparing for his career by learning to fly and working at Tamiami Airport as a line service worker. He went on to work for Air Carolina, Orion Air (UPS), Air Atlanta and Metro Airlines. Jeff attained his dream when he was hired by United Airlines in 1985. He retired as a Boeing 777 Captain in 2018 after almost 33 years of service.

Jeff and his wife, Jane, moved in 2018 to their retirement home in Bradenton from the home where they raised their children in Hamilton, VA. Jeff's greatest joys were faith, family and friends. Jeff's kindness and positivity along with his gentleness resulted in friendships far and wide. He combined his love for music with his love for the Lord. Jeff played the guitar and bass guitar as part of a worship team for many years at St. Andrew Presbyterian Church, Purcellville Baptist Church and most recently at Bayside Community Church. Jeff also played with "Red, White and Blues," a band comprised of friends in northern Virginia and with a new band he'd started in retirement, "Off the Clock." One of Jeff's favorite events each year was playing at the Fantasy Flight at Washington Dulles International Airport, where children and their families from Children's Hospice International took a flight to visit Santa's workshop at the North Pole.

Jeff's other hobbies included boating, camping, and marveling at the sunset and the stars. He was also in the process of building an airplane. Jeff had a heart for helping others.

Jeff is survived by his wife of 27 years, Jane Nikitas Munzell, three children, two grandchildren.

Memorial contributions in Jeff's honor may be made to Purcellville Baptist Church, Bayside Community Church or the Partnership for Drug-Free Kids at www.drugfree.org.

DONALD J. SWIFT

Donald "Bounce" Swift, (AKA "Swifty") passed away peacefully in his home in Monument, Colorado on January 17, 2020, surrounded by his family.



Don was born in 1932 in Kitchener, Ontario and grew up in St. Thomas, Ontario, which was home to his heart. He joined the Royal Canadian Air Force to fulfill his dream of flying and he remained very close to the men and families of his flight school in Claresholm, Alberta. He went on to fly for the Royal Air Force then joined United Airlines.

His UAL career began in New York on the DC-8. Based in New York, Cleveland, Denver, and San Francisco he flew the DC-8, 727, 737, 767, and 747. After a distinguished career, he retired from the "left seat" of the 747-400 flying trans-Pacific routes.

His passion for life was led by his love of family, fly fishing, aviation, and hockey. Don continued to travel extensively after his retirement with his wife and family, speaking with confidence in languages he did not speak. He reminded everyone the importance of living every day while laughing and brought joy to everyone he met. He was always whistling or singing (replacing words with "dirty ditties") and hummed to his last day.

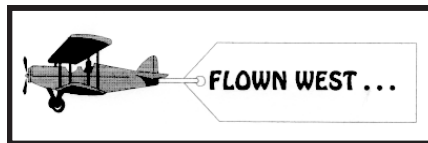
He will be missed every day by his beloved wife Carmen of 63 years, three children, six grandkids and his dog Coco.

The family will be having an Irish Wake in the spring to celebrate his life.

In lieu of flowers, donations can be made to:

Neuroendocrine Tumor Research Foundation at <https://netrf.org/>

EPIC Experience for cancer thrivers and survivors <https://www.epicexperience.org/>



Joseph R. D'Aurora	Nov. 18, 2019
CE "Bud" Gammill	Jan. 27, 2020
Edward J. Hoffmann	Dec. 10, 2019
Robert S. Kallestad	Jan. 02, 2020
Edward A. Manning	Jan. 18, 2020
Robert E. Meloche	Jan. 20, 2020
Jiffrey D. Munzell	Jan. 21, 2020
*Randall R. Rawls	?
Donald J. Swift	Jan. 17, 2020
*David L. Walstrom	Jan. 26, 2020
Richard S. White	Jan. 28, 2020

**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)

March, 2020 Edition

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To:

RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

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

California

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

Colorado

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

Florida

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

Hawaii

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

Illinois

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

Nevada

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

New York

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

Ohio

Cleveland Crazies (3rd 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 (2nd Tuesday 11:00)—*California Pizza Kitchen, Clackamas Town Center*
503-659-0760—Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville*—541-245-6896

Washington

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

Washington D.C.

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