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# rupanews



**Journal of the Retired United Pilots Association**



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## President's Letter

I am writing you this message at the beginning of March. And last month, I mentioned the terrible impact that the Coronavirus, COVID-19, has had not only nationally but internationally. The number of confirmed cases as of this time frame is more than 140,000. I suspect that this number will be considerably higher by the time you read this letter. Recently, United Airlines announced it would cancel some flights to Japan, Singapore and Seoul. United also said it would extend cancellation of flights between the United States and China through the end of April. American and Delta have already suspended China service through the end of April. Further, United has delayed the start of new hire pilot classes. The NBA, the NCAA and the NHL have cancelled their seasons. MLB is set to halt spring training. Public gatherings have been banned in many places. Our national government have greatly reduced many events. European flights are now cancelled for the near future. Honestly, I cannot keep up with all the changes. Where does all this stop? Personally, I feel confident we, as a country, will get through all of this turmoil. We must remain positive and alert about our future. It will take a period of time for this all to be resolved.

I focus on this most recent virus because it is of the utmost importance for us to remain vigilant and understand the ramifications of the Coronavirus. United's announcement came as the World Health Organization raised its assessment of the Coronavirus to a pandemic level.

One of the greatest concerns after the medical aspects of this disease is the impact this has had on the stock market. I know all of you are just as concerned regarding the future of the financial markets. My 401K, IRAs and investments have taken a nosedive. After the loss of our pensions, it cannot be overstated how this will affect the future viability of our economic, fiscal and budgetary positions. I am in a fortunate position that my wife and I do not need to rely on these investments. But there are many retired pilots who are not as fortunate. I hope that by the time you read this there are new pharmaceutical drugs that will treat this virus. Further, I hope this is only a temporary setback in the stock market.

The quarantine has directly impacted one of our RUPA members, Rick Saber and his wife, Aldeana. I had the distinct opportunity to talk to Rick on the phone while he was in quarantine in San Antonio, Texas. Rick and his wife were on the Diamond Princess cruise ship that was docked in the Yokohama Harbor, Japan where the extended quarantine occurred. He reported that there were about 700 confirmed cases of the Coronavirus linked to the Diamond Princess. The 2-week quarantine, which trapped more than 3,700 people under increasingly hazardous conditions, has come under fierce criticism. But, according to Rick, his treatment and quarantine conditions were excellent. He was extremely happy with the way he and his wife were treated.

Many recall the heroic actions and superior airmanship of the UAL 811 crew who saved countless lives during their return to Honolulu, Hawaii after the side of their 747 blew out. This inflight emergency occurred in February 1989 and more than 31 years ago. I salute that crew with their courageous and brave recovery of a possibly doomed aircraft.

In further news to our RUPA members, United Airlines, Chase and Visa announced a multi-year extension of the Mileage Plus Credit Card Program which is now worth multi billions of dollars. I am happy to hear the program has progressed so well now as opposed to during the bankruptcy period. United also announced that the 737 MAX will return to service on Sept 4, 2020. With the \$1.5 billion dollar expansion at Denver, there will be 24 new gates. Denver is becoming quite the airport. Also, I would like to congratulate Bill Norwood who was recognized by United recently for being the first black pilot. Bill is now 81 years old and is doing well.

It has been such a pleasure reading all the missives of RUPA members in the RUPANEWS magazine. We would hope this tradition continues as most members very much enjoy reading about the exploits, travels, family info and, in general, things you are doing in your life.

For those interested in the future changeover of the editor position, I will add that we are right on track for an excellent transition. George Cox will be the new editor and will be an excellent editor. We have all the confidence in the world with his abilities. On the other hand, as I have stated many times in the past, we will miss our current editor, Cleve Spring. He has been a jewel for the RUPA organization. His wife, Rose, has also been an invaluable asset to RUPA. We thank her immensely for all her contributions.

At the RUPA Reunion this past October, I stated that our RUPA members are the finest pilots that ever flew for an airline. I stand by that statement since all these pilots were hired during a period of time when United

was the airline of choice. Thank you RUPA members for giving me the opportunity to serve you. My best to you all and enjoy the Spring.

Welcome to our new members:

Steve Burgess, Spouse Susan, SFO, Bellevue, WA  
Tom Lacour, Spouse Candi, SFO, Princeville, HI  
Mike Houlton, Spouse Diane, SFO, Rocklin, CA  
Ken Campbell, Spouse Barbara, SFO, Mountain View, CA  
Jim Russo, Spouse Melinda, DCA, Percellville, VA  
Cherie Martin, DCA, Chattanooga, TN  
Still Flying High, *John Gorczyca*

Chris Lucius, Spouse Elyse, SFO, Las Vegas, NV  
Raj Jethwa, Spouse Heena, ORD, Naperville, IL  
Chip Elliott, Spouse Karen, DCA, Lexington, SC  
Kevin Galloway, Spouse Jennifer, ORD, Huntley, IL  
Joe Bouley, Spouse Sara, SFO, N. Salt Lake, UT

## **“The Coronavirus and You”**

RUPA Members,

Based on the concerns of the Coronavirus (Corvid 19), The Executive Committee recommends our RUPArians be very vigilant with their plans for vacations and cruises in the future. The World Health Organization has now declared the outbreak a pandemic. The agency said the number of cases outside of China has increased tenfold and the number of countries affected has tripled. As members of our organization gain in age, we are more susceptible to such viruses. We have seen many cruise ships be placed in quarantine and many cancellations have occurred. So, consider the risk of infection in your cruise and vacation plans. Enjoy your vacation/s wherever they make take you this year.

The Executive Committee; John Gorczyca President, Don Wolfe Vice President, John Rains, Sec/Treasurer

## **New Las Vegas Luncheon Group**

Jack Donahue is starting a new luncheon group of RUPA members in the Las Vegas area. Jack is a distinguished aviator who is a member of the Distinguished Flying Cross Society, the Southern Nevada Military Officers Association of America, a retired FAA Air Carrier Inspector and, of course, a retired United Airlines pilot. He has conducted B-737, B-757, and B-767 evaluations and type ratings and several air carrier ETOPS certifications to Hawaii and Europe. He was also the sole air carrier Operations Inspector to evaluate and improve the initial A-320 training program and MEL for another carrier’s certification. He informed me that it was always helpful to show up with a 25-year ALPA pin stuck on his FAA ID card. He is retired for the third time and is now ready to forge ahead with starting a RUPA Las Vegas Luncheon Group. If you are the least bit interested in joining his dynamic group, please do not hesitate to call him at:

**702- 521-3135, cell**

His group may not start for a period of time due to the Coronavirus, but Jack is ready to go after we get through this “social distancing” in our country. *John Gorczyca*

## **How to pay your RUPA dues**

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

**Or send your check to:**

**RUPA  
PO Box 757  
Stowe, VT 05672-0757**



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## The Big Island Stargazers RUPA Luncheon

A lot of members turned out for our February luncheon.



L to R: Richard & Gigi Morley, Jim Wilder, Sam Wilson, Maribeth & Dick Kuhn, Linde & Al Rimkus, Ebby & Lex Pinson, Linda Morley-Wells, Walt Wells, Don Diedrick, Joan & Gerry Baldwin.

We have missed Sam Wilson for several months and it was great that he was able to join us. We also welcomed back Dick & Maribeth Kuhn who were on island to escape the Chicago winter. Also joining in on the camaraderie was mainland Ruparian Jim Wilder. He and his wife, Aino, recently bought a condo in Kailua-Kona so they can visit their daughter's family and new grandson. We hope to see them at future meetings.

Plans were made for our annual luncheon in Hilo that will be held on April 16th. Please join us there if your travels take you to the windward side of the Big Island. We will return to Kailua-Kona in May for our regular meetings at the Fish Hopper restaurant. *Linda Morley-Wells*

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## San Diego RUPA Luncheon

Not a big turnout but fun none the less.

Left to right: Mark & Susan Mayer and Colin Winfield.

Susan and I are going to meet Colin and Sherri in the desert at Borrego Springs State Park for a week of RV camping, so there was some campsite activity planning. We're going to also meet another 3 RV campers for some great campfires, some hiking and a bit of All Terrain Vehicle outings to the sand dunes. Should be lots of fun!!

Borrego Springs is located west of the Salton Sea and all of us who have flown into SAN Diego from the East have flown over it. There is a spring located about a 1.5 mile hike up a canyon to one of the largest oases in the USA. It's always amazing to see large palm trees in such a dry area. There's a creek that runs year-round but only comes above ground for about a quarter mile and then disappears beneath the sand not to be seen again.

Brad and Rhoda are quarantined in their housing complex, but we hope to see them next month. They're always good to have lunch with and to hear of their travels and adventures.

We live near a large casino/hotel and, when having breakfast at the associated golf club today, were told the casino and hotel are closing for 2 weeks starting tomorrow. With 1,050 hotel rooms that's quite a few vacations canceled. The Pechanga Indian Tribe that owns the casino is giving full pay to their employees for the 2 weeks they will be closed. Full benefit, too. I'm sure the same is happening to quite a few businesses across the USA.

So much for this month. I hope everyone is safe. *Mark*

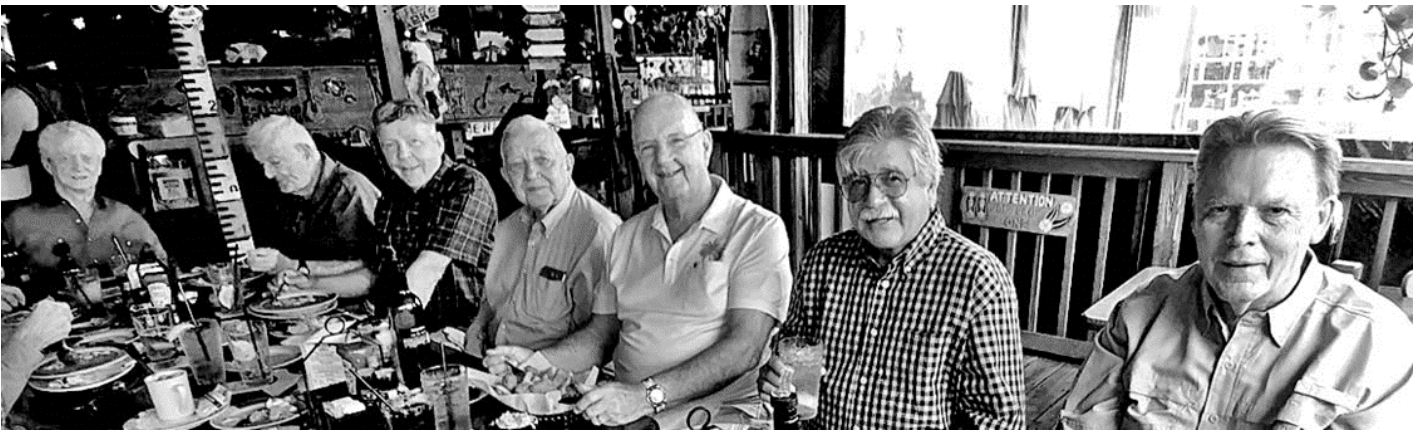


## S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Another GR8 day at Shrimper's, but it seems difficult to believe that our FL season is almost over. Time sure does fly by when you're having fun. 😊



L-R: Duff Daily, Paul Ramdial, Buck Buchanan, Bob Langevin, Jack Boisseau, Kip Chaput and Dave Damon.



Right-Left: Paul Whiteford, George Bustillo, John Pinter, Ted Osinski, Les Hare, Bill Cole and Andy Lambert at the very end.

We had 14 of us show up for our March Luncheon and as usual a variety of subjects were discussed - at the very start we had a Gone West Toast and a Moment of Silence for one of our regular members who passed away a few weeks ago, Dick Starita - RIP Dick and God Bless; we then went on to talk about Jack Boisseau's new toy, an absolutely beautiful 1947 V-Tail Bonanza that Jack found in California and had flown here; the Coronavirus and how it's affecting all of us in so many ways 😞; Acrobatic Flying and the 'thrills' involved; the newly released info about the Electrical problems of the B-737 MAX; and OVER-RELIANCE on automation that today's younger pilots are using and encouraged to do so by the various Airline Training Centers. The overwhelming 'concurrence' was that very few of them have any idea how to fly an airplane using the old reliable 'raw data'. 😞

Two (2) of our attendees are from Air Canada and provided us with some very interesting stories and info from the Canadian perspective. One of the 'Canucks' 😊 was Les Hare, who is The President of the Retired Airline Pilots of Canada (RAPCAN), who regularly attends our Luncheons every Winter when he is down



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here from Toronto. Les was accompanied by his long-time friend, Kip Chaput. Of course, our own American-Canadian, Andy Lambert, added to the North of the Border chaos. 😊 Ayyy, if you know what that is all 'about'.....!!! More good news, we had the pleasure of welcoming Buck Buchanan (mainly from DCAFO) to our group. Right now, Buck and his wife WINTER down here in Jupiter, FL from their home in Clifton, VA but their intention is to move here to So. FL sometime in the near future. Welcome Buck and we'll look forward to seeing you many times in the future until you get here permanently, and we can see you ALL OF THE TIME. 😊

On Tuesday, April 14th we'll be back at Shrimper's once again, so if you happen to be vacationing in the Stuart, FL area.....come on over to join us at 11:30 - I'm sure that you'll have fun and won't be disappointed. By the time that you read this, St. Patrick's day will be history but I hope that you had a 'sobering' March 17th and were not overwhelmed by 'one too many' Adult Beverages and will have a Happy and Blessed Easter Holiday on April 12th. Cheers, Best Regards and Good Health Wishes, *Bob Langevin*

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## The Intrepid Aviators of Southern Oregon RUPA Luncheon

Years ago in the film 'The Shootist', the John Wayne character is riding on a horse drawn street car to the final scene. On the way he speaks with a young girl and tells her this is a 'False Spring'.....meaning unseasonably nice weather. And so we here in the Rogue Valley are, with the Wayne character, enjoying a 'False Spring.' Very common to us here in Southern Oregon as more years than not we have a gorgeous week to two weeks of exquisite weather, to be followed by several gully busters before the winter is passed. A week ago we were at the lake cabin, but an hour from here, and enjoyed a snowstorm followed by the start of this weather pattern. Spectacular to enjoy. And so many blossoms and buds showing on the bushes and trees...but beware...snow is forecast for Sunday!

Our group gathered again at the Pony Espresso in Jacksonville on our third Thursday and again filled our table with good fellowship, laughter, stories and the pleasure of being able to continue and renew our United past....how fortunate we all are.



Around our table this month were, seated left to right, Leann Fusco, Pam and Art Lumley, Steve Fusco, Harvey Saylor, Scot Lee and Jim Jaeger. Standing are Marty Niccolls, Cleve and Rose Spring, Bob Niccolls and Cheryl Jaeger. A busy time for the Jaegers and Harvey as Jim and Cheryl has just moved into a new home in Jacksonville and Harvey and Arlene moved from Ashland into a new place here in town. Indeed, another good gathering for our group. Cheers, *Bob*

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

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

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

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## SAC Valley Gold Wingers RUPA Luncheon

I must begin by saying how happy our group was that Bob and Kathy Lynch returned to our monthly luncheon. They both have been absent due to various medical problems. When I welcomed them back, they received a round of applause. Of course, as we age, we all will begin to have medical problems. Well, Bob and Kathy Lynch have done very well in their recovery. Thank you Bob and Kathy for joining us. We also welcomed a newcomer to our luncheon group. Gordon Farrington just retired as of the end of February and was a Captain on the B-777 in San Francisco. Welcome aboard Gordon.



Front row left to right: Vivian Stolp, Linda Akin, Bob Lynch, Ed Akin, John Gorczyca.  
Back row left to right: Jim Harty, Tom Dunipace, Steve McBride, Lori Muir, Bruce Milan, Dave Ulm, Gordon Farrington, Mike Houlton, Kathy Lynch, Dave Leippe, John Petts, Marv Alexander, Ken Ledwith, Bill Authier, Trudy Engeldinger, Sharon Gorczyca, Andy Fossgreen, Joni Cordano, Karl Winkelbrandt, Julie Akin

Pictured to right: Steve McBride, Jim Harty and Marv Alexander.

The main topic of conversation was, of course, the Coronavirus. It has impacted so much in our lives. Of the utmost concern has been and will be the health and safety of each of us. There are various precautions to take during this period of concern. Many of which have been discussed in other forums.



I made mention that Avatar Airlines is a new upstart that will be strictly a 747 fleet that will fly between LAX, Las Vegas, New York and Miami. Also, I passed on to the group for those who have private airplanes that Shriner's Hospital is looking for pilots to transport young children from remote locations and fly them to the Shriner's Children's Hospital in Sacramento. It is strictly a volunteer job but will provide an immediate way to "pay it forward" to needy children with health concerns.

Occasionally, I like to mention some of the heroic aviation related cases of pilots who displayed supreme aeronautical skills in various situations. I passed on that it was just over 31 years ago that the United 811 crew displayed superior airmanship in the recovery of a 747 after a side of the fuselage disintegrated after departing from Honolulu, Hawaii. Another individual who deserves a tremendous amount of credit is Bill Norwood. Bill was the first black pilot for United Airlines and was recognized recently by UAL. Bill is a very young 81 years old and does not look like a day over 35 years old.

I want to thank all of those who have supported our local luncheon group and attend our gatherings. It certainly provides an opportunity to gather for a small bit of camaraderie.

Still Flying High Here, *John Gorczyca*

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## Denver Good ol' Pilots' RUPA Luncheon

On March 10th 27 Good OL' Pilots and guests assembled at The Tin Cup Bar and Grill in Aurora for lunch of a traditional Irish meal in observance of Saint Patrick's Day. We meet on the second Tuesday of the month. Social hour begins at 11 and a catered lunch is served at noon.

After lunch our coordinator Mark McGurk called on Ted Wilkinson for some humor which Ted provided in his usual fine fashion. Next Mark introduced new attendee, Dan Waldmann, and asked Dan to speak about his flying career. Dan started flying and earned his private license in 1968 while working as a line employee for Duncan Aviation in Lincoln, Nebraska. In 1969 Dan graduated from The University of Nebraska. He was



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also a Naval ROTC graduate and immediately entered active duty and Navy Flight training earning his wings in 1970. In the Navy he flew the C-131, T-39 and C-9. In 1977 he was hired by Aspen Airlines where he flew the Convair 440, Convair 580 and Bae-146. He also served as ALPA MEC Chairman at Aspen. In 1990 Dan was hired at United. At United he served as 727 S/O, 727 Pilot Instructor in the training center, 727 F/O, 737 Captain, 727 Captain and Air Bus Captain. Dan retired in September 2007. Since retiring Dan has been successful in a career in real estate.

Attending were: Jim Adair, Gerry and Reatha Baker, Rick Bebee, Tom Bush, Stanley Boehm and guest Marilyn Gifford, Bob Dietrich, Bill Ford, Active Pilot Sam Frey, Dick Garbrick, Bill Hanson, Steve Jacques, Cliff Lawson, Pete McConnell, Frank McCurdy, Mark McGurk, Judy Meyer, Duff Muir, John Penney, Joe Rozic, Rick Steele, Dan Waldman, Casey and Gail Walker, Ted and Rose Wilkinson. *Tom*

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## The Columbia River Geezer's RUPA Luncheon

The second Tuesday of March turned out to be a perfect Spring day for our gathering. We met outside the restaurant in the sunshine, initially unsure how to greet each other. The handshake, a thousand-year-old western traditional greeting showing trust and respect, is suddenly becoming quite unfashionable, for good reason. After trying, and rejecting several alternative greetings, we decided to just stand in a loose circle with a respectable 3 feet between us.

Which took us into a more serious discussion about whether we should be getting together at all in the near future given the vulnerability of our age group to this virus. For the time being, we will try an online discussion a few days before our scheduled meeting to consider the safety of going on with the meeting, or postponing, on a month to month basis.



L to R, Doug Howden, Bill Park, Ron Blash, Pete Kincart, Rusty Harrison, Mike Thomas, John Cooper, and Rich Warden.

A new member to our group, Pete Kincart, introduced himself. He retired out of SFO about 3 years ago and lives very close to our meeting place. Rusty Harrison flew Doug Howden up to the PNW Flyers get together at Arlington, WA on Monday in his go fast 180KT Bonanza. Rusty didn't tell Doug that he built the engine until after they were in the air. Bill Park brought in a spring clamp for an engine he is rebuilding, asking around if anybody had the proper tool for reinstallation. Ron Blash is flying his cub around locally but is missing the speed of his long-gone T-34. Mike Thomas made a pitch for a great charity event he does every year, mostly for local area kids. John Cooper (US Air) and Rich Warden were discussing the increasing costs and requirements of insurance companies on "older" working pilots. Did not hear anyone wanting to buy Boeing stock any time soon.

Our next gatherings scheduled for second Tuesday in April, conditions permitting. Any questions, contact me at [sbarry72@comcast.net](mailto:sbarry72@comcast.net). *Barry*

**Age 60 might be the new 40, but 9:00 is new midnight**

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## Oregon Coaster's RUPA Luncheon

We gathered at The Grill at the beautiful Florence Golf Links in Florence, Oregon. We believe winter is over and the weather has been great for flying and golf. We enjoyed a great lunch in their private dining room overlooking the 18<sup>th</sup> fairway.



Left to Right: Thelma Walker, Dick Markee, Sam Spayd, Sandy Farber, Jim Dunn, Larry Farnsworth, Bonnie and Tom Vanderwest.

We enjoyed hearing about each of our various careers and fun experiences as flight engineers moving up the ranks to Captain. Several of us had multiple furloughs, were fired for striking, or were similarly affected by the vagaries of the profession.

We are a bit dismayed at the Part D IIRMA costs incumbent with our new Retiree Medical. We had a lively discussion about the difference between medical charges and medical reimbursements. Although we never “see behind the curtain,” it is obvious that medical providers and hospitals do not get reimbursed for charges. They actually get reimbursed “in full” for far less.

We also visited about the Corona Virus and precautionary measures hoping the summertime temperatures will abate this new threat to the airlines and economy. Given the situation with the cruise lines, we have opted to self-quarantine on the golf course! Just make sure you wipe down your clubs!

We also visited about how to park our cars at the Eugene Airport at a substantial discount. “The watermelon is always sweeter if you steal it!” was a comment from the gallery!

We had sundry other fun conversations while dining and our camaraderie grows as we enjoy living the past glorious adventures of our careers. Today we visited about the strike of 1985, the 570, and the “outwit, outplay, outlast, survivor” success of our ALPA pilot group. BTW, Dick Ferris, you are not welcome at our golf course!

All who are in our neck of the woods are welcome to attend. We meet the 1<sup>st</sup> Wednesday of every month at The Grill/Florence Golf Links at noon. Ladies and partners are always welcome, and we have a great time.

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## Dana Point RUPA Luncheon

Because the Dana Point RUPA luncheon group is so well thought of by the Wind & Sea, the manager came to welcome us as we arrived at the front door, and escorted us to a large inside table, because the veranda was closed due to the morning light rain. We still had a pretty nice view of the harbor, boats and seals, and the temperature inside was quite pleasant.

The group included nine of us; Bill Stewart, Bill Rollins, Corey Ferguson, Joe Udovch, John Arp, Mark Kerce, Rico & Merle Santamaria, And Rusty Aimer.

The Santamarias had just returned from their vacation in the Philippines where they had been visiting family. Rico is still a working pilot and is our touchstone to United and keeps us up to date on what is going on in the airline.



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Because of the weather, we had somewhat of a reduced attendance. Cheryl Arp, who is usually among us along with John Arp, had a doctor's appointment, and I guess several others who didn't make it either had cold or flu symptoms and possibly had concerns about the Corona Virus where social distancing is a method of coping. I note that the retirement community where I and several other RUPA pilots reside uses "social distancing" during dining and other activities.

On a personal note, my youngest daughter, Carynn, who is a Down Syndrome individual, has moved into a new residence, and we, myself and daughters Cathy and Christi, are monitoring her health situation. She had always been a lively and athletic person, and we are hoping she will return to that status again. She was my bicycling partner for a few years, and we rode around the city of Irvine which had very wide bicycle lanes and nice parks to stop at. That seems to be all for now. I am your correspondent. Cheers, *Joe Udovch*

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## Southwest Florida RUPA Luncheon

Our March 9, 2020 luncheon at the Fort Myers, FL Olive Garden restaurant had a turnout of 8 attendees. Many were concerned about the coronavirus and decided to stay clear. The Olive Garden, however, attended to our small group. Perfect weather once again. Our server was Sheila who was top notch. Because we have used the Fort Myers Olive Garden as our luncheon site for over 20 years (maybe as long as 30 years) we decided that it was time to recognize their service for all these years. A Certificate of Appreciation for outstanding service from the United Airlines Retired Pilots was presented to the manager, Viviana, by Gary Crittenden. She was very pleasantly surprised and accepted on behalf of all the staff.



L to R: Gary Crittenden, George Cox, Mary, Brenna and Alexa Houck, Faith Osborn, Rip Curtiss and Dot Prose.

The one RUPA member we met for the first time was George Cox. He is taking over the RUPANEWS editor job from Cleve Spring. He spends his time between Colorado Springs and Naples, FL. It was good to meet him, and he asked for recommendations. The response was to try to keep it as it is if you can. He's going to be a busy man!

Half of our group of eight were three guests of Faith Osborn. Her daughter (Mary Houck) and two college age granddaughters (Brenna and Alexa) had just flown in from Baltimore to Fort Myers on spring break. They said the aircraft was half empty. Must be the virus again. They seemed to feel right at home with our very congenial group!

Dot Prose spent a weekend in Cleveland in February. Amongst other sites in the city, she explored the International Women's Air and Space Museum in the lobby of the Burke Lakefront airport. The lobby was virtually empty, so it was easy to see all the displays which included Ruth Nichols, Bessie Coleman, Amelia Earhart, Katherine Wright, Harriet Quimby, Jackie Cochran of the WASPS and Sally Ride plus a special display of women in NASA. As March 8 was International Women's Day this visit was very timely. The air traffic at Burke airport was almost negligible and one wonders how much longer it can survive the developers as it's prime lakefront real estate. The city will decide. The Cleveland National Air Show still takes place there, however, over Labor Day weekend.



We take a holiday over the summer, so the next luncheon is the second Monday in November on Nov 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.*

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## The Greater Chicago RUPA Group Luncheon

In light of the COVID-19 spread in the U.S., our use of due caution---and common sense plus maintaining everyone's distance---fist bumps, elbow bumps, and waves were the order of the day. I think I saw a Vulcan "Live Long And Prosper" hand salute from the back of the room.

Well, we prospered with 34 RUPArians and guests present for March's luncheon at Nick's Pizza & Pub in Crystal Lake. Nick's manager, Monica, was our server for the day, and we were beneficiaries of her always-efficient handling of everyone's orders. The salad bar and our meals were mighty enjoyable as well.



Attending this time around were LeRoy and Eva Bair, George Bracke, Bruce Carey, Bill Cherwin, Tom Conley, Ron Cox, Barry Davidson, Walt & Jan Fink, Jan Gawenda, Jim Higbea, Denny Holman, Dick Kane, Bob and Carolyn Kelly, Russ Kuhlen, Dick and Maribeth Kuhn, Bob McCormick, Howard and Marjorie Nelson, Pete Novak, Glen and Mary Peterson, Dave Schultz, Ed and Kim Stickels, Dave Strohm, Jack Taylor, Orrin Towner, Jim Trosky, Gus Tuit and Ken Voelker.

Tom Conley showed a photograph of a "mystery airliner" which we identified as a DC-4E, essentially a DC-4 with three vertical tails instead of a single one. United flew the aircraft, which was dubbed the "Super Mainliner."



Our next luncheon meeting will be July 14<sup>th</sup>, 2020, at Nick's Pizza & Pub in Crystal Lake. RUPA members and their guests, and active and retired pilots are welcome and encouraged to attend. Duly scribed by the Duty Scribe, *Walt*

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## DCA Area RUPA Diner

The periodic gathering of retired eagles in the Washington (DCA) area of RUPA occurred on Wednesday evening, February 19, 2020. The event resembles our fabulous layovers in Frankfurt, Germany, where we assembled at the Baseler Eck Resturant for Gerd's wonderful hospitality and schweinehachsen! We have continued this tradition for many years in Hagerstown, Md. Charlie Sekula and his staff at the Schmankerl Stube, Bavarian-style restaurant, do an excellent job of good food and hospitality.



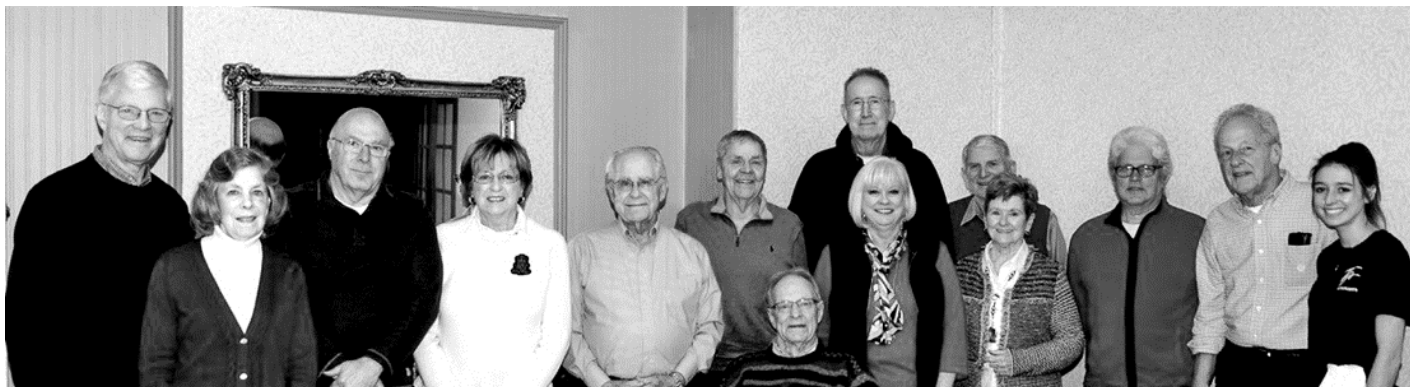
Around the table, left to right, Pierre Ney, Gil Coshland, Bernie Schwartzman, Chuck Enders, Dave Strider, Stokes Tomlin (with the Apple watch), John King, Gary Cook and Charlie Schwabb (PAA).



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## Ohio Cleveland Crazyes RUPA Luncheon

On a cold day February day, the Cleveland Crazyes gathered at TJ's Restaurant In Wooster for a great luncheon and time together.



L to R are: Phil Jach, Linda Jach, Harvey Morris, Pat Morris, Jim Burrill, Bob Olsen, Dick Sanders (seated), George Bleyle, Dawn Lang, Bob Lang, Monica Burrill, Mike Holmberg, Joe Gertz, and our server Maddy. Dawn Lang and Dick Sanders kept us smiling with some jokes, we discussed some travel information, and there are two events planned for this summer. Pat Morris supplied us all with wonderful chocolates for our after dinned treats.

We are considering planning a ride on the Good Time Two on Lake Erie this summer so there will be more information at a later date.

There at two days to put in your calendars; 2020 Summer Do at McMakin's Home, June 6, 2020 from 4:00pm until. Address: 24926 Nobottom Road, Olmsted Township, Ohio 44138. BYOB and Dish to share.

Pilot & Flight Attendant Party, August 15, 2020 from 2:00pm until. Address; Mary Serpentine, 3491 Douglas Drive, Richfield, Ohio 44286. Phone: 330-659-0438. BYOB and Dish to share.

Cheers, *Phil Jach*

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## DCA Leesburg, VA RUPA Breakfast

Hi! It's First Friday in Leesburg, VA....home of the RUPA DCA Chapter! There was a very large group attending and our waitperson, Grace, had a little trouble getting everyone in the picture. So, I am submitting two photos that might cover some, or all, of everyone present at the festive occasion.



Around the tables, clockwise, the first guy (on the left) in the t-shirt is me, Stokes Tomlin, followed by Fred Streb, Gene Couvillion, Gary Cook (who started this assembly of oldies), Charlie Schwab ( of PAA vintage), Hugh "Bugs" Forsythe, Ron May, Sim Stidham, Bill Davis and EK Williams.

Many tall tales were told, a few jokes and a lot of opinions about the world situation.

Hope to see more of the local pilot group next month, April 3rd; everyone is welcome and the food pretty good! You might notice that most have their coats on...there was a little trouble with the air conditioning system and it never warmed up!

*Stokes Tomlin*, scribe and photographer extraordinaire! Sent from my Remington typewriter.

**The older I get, the earlier it gets late.**

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## The Ham Wilson S.E. FL (February) Gold Coast RUPA Luncheon

The Ham Wilson SE Florida Gold Coast RUPA luncheon was held at Galuppi's restaurant at 11:30 AM on February 13th. We had a good turnout and another fun lively meeting. Galuppi's food is always good and the service does a good job of handling adding more space to our table as more aviators and guests show up than planned.



Attending: Denny Keast, Ed Potter (PAA), Jim Morehead, Gene Anderson, Paul Livineway, Bob Senderhoff, Bob Engelman, Diana Engelman, Art Jackson, June Jackson, Jim Good, Bill Garrett, Mark Strasfeld, Greg Madonna, Ham Oldham, Dave Friend and Lyn Wordell.

Everyone enjoys getting together to see old friends and to make new ones, as we welcome new members and guests.

Our next luncheon will be on March 12, 2020 (always the second Thursday of the month at Galuppi's in Pompano Beach) and all RUPA members, friends, and guests are welcome. I hope so see you there.

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## The Ham Wilson S.E. FL (March) Gold Coast RUPA Luncheon

We had a Great lunch at our usual location of Galluppis in Pompano Beach. We had just 13 of us as the world seems to be scared to death (an aviation phrase) of the Coronavirus. Perhaps others may have been out purchasing toilet paper and Purell, which is at the time of this writing to meet our esteemed editor's deadlines, are missing from virtually every store in South Florida and maybe across the country. We are all hoping that this disease comes to an end shortly, so we Americas can get on with our routine life.



Attending today were Paul Livingway, Bill Garrett, Ham Oldham, Jim Morehead, Mike Warde, Dan Kurt, Rich Farmer, Bill Bonner, Jim Good, Bob Senderoff, Paul Ramdial, Mark Strasfeld and Denny Keast.

Our next lunch is Thursday, April 9, 2020 leaving plenty of time to get your income taxes done. As a public servant to those who are doing their own income taxes and/or have a tax advisor, I am required by law to tell you that your RUPA lunch is not tax-deductible, but you're always welcome to try it if you want. There's not much left of the pension plan, so maybe you could call it a 501(c) trust nonprofit organization. RUPA in Pompano Beach has never made a profit yet.



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## Florida First Coasters RUPA Luncheon

On a beautiful warm afternoon, the Florida First Coasters gathered for some fine repast at The Valley Smoke restaurant located on the inner coastal waterway. This was the real-life scene set for our March luncheon. Add in the yachts motoring along and we could see ourselves as Captains of these vessels. In charge once again. We enjoyed the fine weather, good food, and companionship as we whiled away the time. Now this is retirement.



L to R: Bernd and Susan Foerster, Jim and Chrispy Peterson, Bill Gander, George and Jacquie Mathes. Want to join us next month? We will be meeting on the 7th of April at one PM. Location to be announced.

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## Houston Tex Mix RUPA Luncheon

We had 10 attendees at our March 2020 meeting. Had a great lunch and conversations. We started our flower fund this meeting and were pleased with the turnout. Some books were brought in and they were bought up by some of us and moneys were also donated to the flower fund.



Attendees are from left to right: Randy Warren, James Riggs, Bob Vanderbilt, Will Templeton, Rick Hague, Mark Long, Mel Griffin, David Sullivan, Steve Minarik, and Ross Miller. Regards, *Ross*

## **SUN-n-FUN Aerospace EXPO at Lakeland, FL**

**Postponed to May 5 - 10, 2020 Due to The Coronavirus**

Check [flynfnf.org](http://flynfnf.org) for more info

RUPA Day Scheduled for April 2, 2020 Cancelled.

Hopefully RUPA Day will resume in 2021 – scheduled date is April 15, 2021

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## The Manassas Breakfast



The Manassas Breakfast on February 14 was attended by, clockwise: Don Reinhard, Sim Stidham, Gene Couvillion, Hal Cockrill, Stokes Tomlin, Gary Cook, Fred Streb, Jim Foster, and John King.

We had lots of good conversations remembering some of our more interesting flights with fellow pilots.

I would like to invite all retired pilots to our monthly breakfasts, first Friday of the month in Leesburg and the second Friday in Manassas. Drop me a line and I will put you on our email list. Check the RUPA directory for my and Gray Cooks email addresses. As always, *Gene*

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## Monterey Peninsula RUPA Lunch Bunch

Gorgeous day – blue skies and white fluffy clouds greeted our lunch group on March 11<sup>th</sup> at Edgar’s in Carmel Valley. Light winds and mild temperatures were a welcomed condition!

Our once a year visitor, Phil Young (from Redding/Quincy, CA) drives to the Carmel area to meet with his CPA for taxes each year, so we get a chance to catch-up. Both Pete and Phil have sons flying for UAL, and we talked about the option UAL is giving some of their pilots on staying home for a month at 50% pay. (Better deal than we got during the SARS outbreak in HKG a few years ago!) Those enjoying our lunch were Ken and Cheryl Bohrman, Linda Mackie, Diane Ellis, Brett Morris, our hosts Pete and Donna Walmsley (Pete has a new left shoulder), Carlos and Judy Quintana, Jack Cowles, Steve and Terry Filson, and yours truly.

Lots of conversation about the coronavirus, changing travel plans, the airlines cutting flights, how they are “cleaning the airplanes”, plus numerous other subjects of interest to our “ageing out” group! J

Next lunch is Wednesday April 8<sup>th</sup> at Edgar’s at Quail Lodge with an 11:30 report! RSVP required by noon the Tuesday before.



Cheers! *Phyllis Cleveland*

## Attention Snowbirds

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

**E-mail**

[rupasectr@rupa.org](mailto:rupasectr@rupa.org)

Or mail to:

**RUPA**

**PO Box 757**

**Stowe, VT 05672**



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## To our United family: Facing This Crisis Together



In the message we sent to you last Thursday, we promised to stay in close touch about the impact of the coronavirus on our business and the steps that we're taking to aggressively manage it.

In just the last few days, the impact of the coronavirus has really hit home and disrupted the daily routines of hundreds of millions of people in the United States and around the world. State and local governments continue to close schools, encourage people to avoid bars and restaurants and cancel more large gatherings. This weekend, President Trump announced new travel restrictions for the United Kingdom and Ireland. Watching this unfold, you won't be surprised to hear that the impact of

the coronavirus on our business has also gotten quite a bit worse.

As the leaders of the 100,000 people of United, we feel a deep obligation to each of you to run our company in a way that protects you -- and your ability to provide for your family at home. We also owe it to you, especially in a crisis, to be open with you about important decisions we face.

We want to share some numbers to help you understand just how bad the impact of the coronavirus has been on our business. As you know, March is typically our busiest month of the year. But this year, in just the first two weeks of March, we have welcomed more than one million fewer customers on board our aircraft than the same period last year. We're also currently projecting that revenue in March will be \$1.5 billion lower than last March.

The bad news is that it's getting worse. We expect both the number of customers and revenue to decline sharply in the days and weeks ahead.

Since late January, we have taken steps to aggressively manage this crisis and to keep you informed every step of the way - sharply reducing schedules, imposing a hiring freeze, introducing a voluntary leave program, dramatically reducing discretionary spending, cutting CEO base salary 100% and deferring a salary increase. Our competitors have started to follow suit: on Friday, Delta announced a 40% schedule reduction and a 100% salary cut for their CEO and over the weekend, American said it will reduce its international capacity by 75%.

We took early, aggressive action because we have been determined to do everything possible to avoid painful steps that affect your paycheck. But, based on the severity of the situation, that no longer appears realistic.

This weekend, we began conversations with our union leadership about how to reduce our payroll expense in a way that minimizes what we know will be painful for all of us. Earlier this evening, we convened a call with Corporate Officers to update them on the severity of the situation and let them know we will be cutting their salary by 50%.

Let us be clear: these are not the only next steps. Tomorrow, we will announce an approximately 50% cut in capacity for April and May. We also now expect these deep cuts to extend into the summer travel period. Even with those cuts, we're expecting load factors to drop into the 20-30% range -- and that's if things don't get worse.

Together, we're facing an unprecedented challenge. When medical experts say that our health and safety depend on people staying home and practicing social distancing, it's nearly impossible to run a business whose shared purpose is "Connecting people. Uniting the world."

We both hate to have to write a note like this, but we have made a commitment to be honest and transparent with you. While it's now clear that this is going to be painful for our people, we promise that you are at the very top of our priority list. We are working night and day on support and ideas to keep as much pay as we possibly can flowing to you -- even if it gets worse from here and demand temporarily plummets to zero.

This crisis is moving really quickly. It's having an impact on nearly every aspect of our lives, and it may feel to you like everything is changing. But, the most important thing about our business hasn't changed: you've shown us that even in these difficult times, we're still United and focused on caring for our customers and each other together. That's always been the essential ingredient to our success. It's what will get us through this crisis in the near term, and it's also what will allow us to fulfill United's incredible potential in the long-term.

# United, Chase and Visa extend MileagePlus credit card program

Chicago, Feb. 21, 2020 /PRNewswire



United Airlines, Chase Card Services and Visa today announced a multi-year extension of the United MileagePlus credit card program. The extension continues the more than 30-year relationship between the number one card issuer in the U.S., the U.S. airline with service to the most U.S. cities and most countries around the world and the world's leader in digital payments.

The agreement, which extends into 2029, builds on one of the industry's strongest co-brand card portfolios with seven consecutive quarters of double-digit year-over-year growth and a long history of providing cardmembers with extra benefits that reward people traveling United's expansive global route network.

"United Airlines, Chase and Visa have a longstanding partnership that delivers top benefits to customers to help them get the most out of their travel, while returning robust value to our respective businesses," said Luc Bondar, United's vice president of Loyalty. "This extension strengthens ties with our partners at Chase and Visa and is expected to drive growth across our industry-leading credit card portfolio, enhance our cardholders travel experience and provide more opportunities to easily earn and redeem miles to travel United's industry leading route network."

"We're pleased to extend our decades-long relationship with United and Visa in order to deliver even more value to our joint cardmembers," said Ed Olebe, president of Chase Co-Brand Cards. "The program has deep cardmember loyalty and fantastic momentum, with exciting new offerings and experiences for our customers to look forward to in 2020 and beyond."

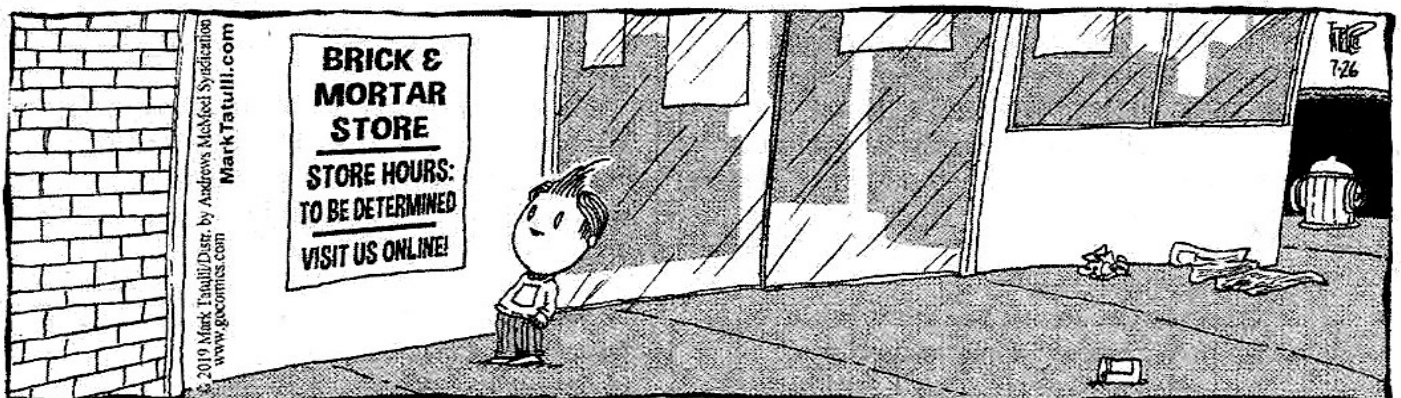
The extended agreement will build on one of the world's strongest co-brand card portfolios, with premium customers in premium markets. The portfolio of cards includes the new United Business Card, United Explorer Card, United Club Card, United Club Business Card and United TravelBank Card. Customers traveling with eligible MileagePlus credit cards have access to benefits that make traveling United's leading route network better than ever including perks such as free checked bags, priority boarding and increased mileage earn on every day spending.

"Visa is proud to extend our partnership with United and Chase to bring best-in-class card benefits and travel experiences to cardholders," said Kirk Stuart, senior vice president, head of North America Merchant at Visa. "We look forward to building on the program's success to deliver more value, enhance cardholder engagement and create rewarding payment experiences."

Earlier this year, United and Chase launched a new Business card and celebrated with the highest ever bonuses for all United co-brand cards for the first time ever. In 2018, United and Chase launched the award-winning United Explorer card, with even more best-in-class benefits including an up to \$100 Global Entry or TSA Pre-Check statement credit and 2X earn on hotel stays and restaurant purchases.

United also continues to invest in making MileagePlus the top loyalty program for its members. Last year the airline announced that MileagePlus miles never expire and announced a partnership with CLEAR to offer free and discounted memberships to MileagePlus members. United also introduced PlusPoints, a new industry-leading upgrade benefit for Premier members.

**Lio** Mark Tatulli





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## United Express is making moves in 2020



Providing best-in-class service to our customers is our top priority, and with your help we are delivering a core4 experience at every turn.

Connecting the world begins with bringing customers into our hubs using a vast network of regional flying. United Express (UAX) plays a key role in our overall strategy and allows our industry-leading network to thrive.

UAX is setting the bar high, kicking off 2020 with a record-breaking January, including:

- Best-ever January controllable completion (99.91%), along with 10 days of 100% controllable completion
- Best-ever January D:00 (74.1%) and STAR D:00 (85.2%)

“We are working hard to achieve our goal of making United Express the best express operation in the industry,” said UAX SVP Sarah Murphy. “Thanks to these efforts, we’re making great strides as we start the year on strong operational footing – with a lot of exciting things ahead in 2020.”

As we build on our reliability momentum, we’re making more investments in 2020 to better deliver for every customer, on every flight, every day. This includes: 20 additional CRJ-550s at GoJet – which are the highest-rated aircraft by our customers according to our Net Promoter Score – a full interior refresh across our E-145 fleet and many of the CRJ-200 aircraft our partners operate.

“Our regional partner airlines play a critical role in supporting our global network, helping us serve smaller destinations, and connect customers we might not otherwise have at our hubs,” said Domestic Network Planning and Scheduling VP Ankit Gupta. “The 50-seat aircraft will continue to be an important part of our network strategy as we strengthen our regional product in order to provide a consistent and high-level of service to our customers.”

Today, several of our UAX partners announced a series of fleet movements that will occur over time and will simplify our carrier footprint and the aircraft types that each carrier flies. Fleet movements between regional carriers are not uncommon, and these changes will not impact any United mainline flying or staffing. These transitions will improve our efficiency and set up United, and our partners, for an even better operation moving forward.

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## What you're looking for: The Plane Facts



We all know the feeling – a customer comes up to you at the gate or a family member corners you at a backyard barbecue and says, “You work for United! I just heard...” – name your issue.

Scorpion stings customer. Dog bites man. Man bites dog. Somehow, United is involved.

Today, we’re launching a new tool for front-line employees on

Flying Together called “The Plane Facts.” It’s designed to give you information in a flash, so you can answer the tough questions we know you get from customers, friends and family alike when news about United is breaking. You’ll see a link to the trending topic, what we’ve said to the press about it, and facts you can share with anyone who wants to learn more.

You know better than anyone that running an airline is a complicated business, and sometimes things go wrong. This new tool will empower you 24/7 to be able to respond quickly and candidly when somehow, somewhere across our global operation, things don’t go exactly as planned.



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## Charter flights booming as commercial service falls



As the COVID-19 coronavirus spreads, charter jet companies are thriving while commercial airlines are feeling the pinch. For those clients who are unable to change their travel plans and have the means to do so, they are booking chartered air travel, and charter jet companies are scrambling to keep up with the demand. “We’ve seen a noticeable spike in demand as the impacts of the coronavirus grow,” said Sami Belbase, Co-Founder & CEO, of private jet

charter provider FlyBLACK. “It’s like nothing we’ve ever seen, and we’re working hard to accommodate the needs of travelers, many who are new to the charter jet market.”

Some travelers are scheduling charter jet to avoid crowded airports and packed airline cabins on commercial flights, or even to evacuate affected areas.

“We noticed a sharp rise in demands for business jet charter services. Over the last days, inquiries increased by 45% YoY,” says Alain Leboursier, Head of Sales and Development at LunaJets, Europe’s leading private jet charter.

Private aviation is perceived as a way to decrease the risk to contract the COVID-19 coronavirus. Passengers avoid crowds in the airports as they use separated private airport terminals as well as on-board, lessening the chance for the virus to spread.

“In the midst of a situation like the coronavirus outbreak, corporate shuttles are cost-effective, critical solutions to mitigate the impact on corporations and government agencies, helping keep their businesses running as smoothly as possible,” said Air Partner’s CEO Mark Briffa. “With 24/7 support from dedicated account managers around the world, we’re able to work hand-in-hand with organizations to customize a flight experience and schedule, so their teams can continue essential work and meetings without delay or worry, even in times of crisis.”

Charter jet travel not only offers convenience, particularly at a time like now, when commercial airlines are cutting some of their regularly scheduled flights, it also provides a way to minimize exposure to large group gatherings such as crowded commercial terminals.

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## Embraer delivered 198 jets in 2019



Embraer delivered a total of 198 jets in 2019, of which 89 were commercial aircraft and 109 were executive jets (62 light and 47 large), which represents an increase of 9% compared to 2018, when the Company delivered a total of 181 jets. The deliveries were within the outlook ranges for 2019 of 85 to 95 for the commercial aviation market and of 90 to 110 for the business aviation market. In the fourth quarter of 2019, Embraer delivered 81 jets, being 35 commercial aircraft and 46 executive jets (20 light and 26 large). As of December 31, the firm order

backlog totaled USD 16.8 billion.

In the fourth quarter of 2019, Embraer delivered the first Praetor 500 business jet to Flexjet, a global leader in private jet travel, just over one year after its announcement at the 2018 National Business Aviation Association’s Business Aviation Convention and Exhibition (NBAA-BACE).

Embraer also announced the expansion of its Executive Jets Service Center at Fort Lauderdale-Hollywood International Airport (KFLL), expanding its service capacity through a lease agreement with Jetscape Services for a dedicated hangar. Embraer’s presence in Florida is strategic for its Executive Jets customers throughout the Southern United States, the Caribbean and Central America as well as for those whose travel frequently brings them through South Florida.

In the same period, Embraer delivered the second KC-390 Millennium to the Brazilian Air Force and the contract with the Portuguese Government for a firm order for five KC-390 airlifters was included in Embraer’s backlog in the fourth quarter of 2019.

At the Dubai Air Show, Embraer announced the name and designation of its multi-mission medium aircraft, the Embraer C-390 Millennium. The new designation reflects increased flexibility and value for operators



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that look for a transport/cargo aircraft to perform airlift and air mobility missions, among others. In addition, Embraer and Boeing announced that the joint venture to promote and develop new markets for the C-390 Millennium multi-mission airlift and air mobility aircraft will be called Boeing Embraer – Defense. The organization will only be operational after the companies’ joint venture receives regulatory approvals and meets closing conditions.

Also during the event in Dubai, Embraer announced two contracts for commercial aircraft: a contract with Air Peace for three additional E195-E2s, confirming purchase rights from the original contract and a firm order for three E190 jets with CIAF Leasing.

Embraer welcomed three new E2 operators. Helvetic Airways, from Switzerland, and Air Kiribati, national airline of the Republic of Kiribati, received its first E190-E2 jets, while Binter, of Spain, received its first E195-E2. Embraer also signed firm orders with SkyWest, for 20 E175 that will be operated by American Airlines, and with Congo Airways for two E175 aircraft, with purchase rights for a further two.

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## Boeing Disregard for Safety on B737



Safety may have been on the top of Boeing’s priorities when the airline manufacturer installed sensors on Boeing 737 planes that were not fit to be used or even approved. Now the FAA has had enough and is demanding a fine of almost \$20 million dollars against Boeing.

The U.S. Department of Transportation’s Federal Aviation Administration (FAA) proposed a \$19.68 million civil penalty against The Boeing Co. for allegedly installing equipment on hundreds of the company’s 737 aircraft containing sensors that were not approved for that equipment.

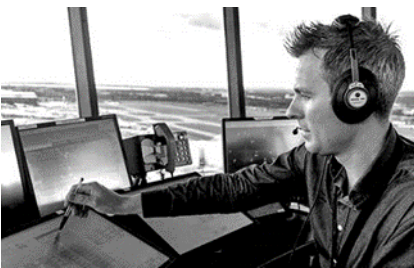
The FAA alleges that between June 2015 and April 2019, Boeing installed Rockwell Collins Head-up Guidance Systems on 791 jetliners, including 618 Boeing 737 NGs and 173 Boeing 737 MAX aircraft. The FAA alleges that the guidance systems in these aircraft were equipped with sensors that had not been tested or approved as being compatible with those guidance systems.

The FAA alleges that Boeing violated Federal Aviation Regulations when it certified these aircraft as airworthy when they were not in conformance with their type certificate. The agency further alleges that Boeing failed to follow its own Business Process Instructions, which are in place to help prevent such situations from occurring.

The manufacturer of the head-up guidance system, Rockwell Collins, subsequently conducted the necessary testing and risk analysis and updated the documents.

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## How Incomplete Language Standards Threaten Aviation



Nearly 20 years after English language testing requirements for pilots and air traffic controllers were introduced by the International Civil Aviation Organization (ICAO), language continues to threaten global aviation safety. “We are now at takeoff.” That ambiguous communication preceded the 1977 runway collision at Tenerife, Spain, and focused industry attention on the importance of communications.

“We just running out of fuel” captures the failure of an English-as-a-foreign-language flight crew to communicate the urgency of their low-fuel status to busy native-English-speaking controllers at New York’s John F. Kennedy International Airport in 1990.

Not every language-related accident involves air traffic control. Threat and error management require clear communication between all members of a flight crew. The crash of Helios Airways Flight 522 into a Greek mountainside illustrates how poor multilingual flight deck communications can have tragic consequences. Investigators described unsuccessful communications between the German-speaking captain, his Greek-speaking first officer and their British ground engineer. “Language difficulties prolonged resolution of the problem,” they concluded. The crew could not effectively troubleshoot a warning horn and did not notice a pressurization switch set to manual instead of automatic, resulting in 121 lives lost.

The impact of English on safety in aviation is pervasive, and limited English proficiency is insidious and

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sometimes difficult to discern. As part of the team that developed the ICAO language proficiency requirements adopted in 2003, I believe the standards have been successful in increasing industry awareness of the risks to aviation safety from inadequate English proficiency. The ICAO language standards were a necessary and important first step.

But challenges remain. Global aviation is still struggling to comply with the ICAO language standards, which address only speaking and listening proficiency requirements for pilot and air traffic control radiotelephony communications. The standards do not address the more intensive oral communications required for multilingual flight deck communications or for flight training in English. There are no ICAO language standards for maintenance technicians, and there are no ICAO reading proficiency requirements for pilots, controllers or maintenance technicians.

Airplanes are increasingly complex machines. Pilots and technicians learn to operate, maintain and repair aircraft by reading complex manuals not written for an English-as-a-foreign-language audience. A recent industry focus on pilot training to better manage complex automation—and train for high-altitude upset recovery and other critical aspects of flying—should also account for aircraft piloted and maintained by people who use English as a foreign language.

Today, more than 80% of all accidents can be attributed to human error. Experts acknowledge that improving the excellent safety record in aviation requires the more difficult task of improving human performance. Raising the English language proficiency level of pilots, air traffic controllers and maintenance technicians through global access to safety-focused aviation English curricula is the single most effective measure the industry can take.

Embry-Riddle Aeronautical University is addressing these issues through support for its Language as a Human Factor in Aviation initiative. We are focusing first on the development of English for Flight Training and English for Air Traffic Control curricula as well as an online assessment tool and research to improve industry understanding of language as a factor in aviation safety.

The next critical step to raise global levels of English language proficiency is industry-academic collaboration. Aviation-focused academic institutions like Embry-Riddle can bring state-of-the-art language teaching expertise to curriculum development, and businesses excel at agile response. Safety and fairness additionally require the objectivity and credibility that characterize not-for-profit academic institutions.

No industry has done more to make the world smaller than aviation. We share a single airspace. Language in aviation is a worldwide problem that can and should be solved through global collaboration.

Elizabeth Mathews is an assistant professor of aerospace and occupational safety at Embry-Riddle Aeronautical University and co-author, with Eric Friginal of Georgia State and Jennifer Roberts of Embry-Riddle, of *English in Global Aviation: Context, Research, and Pedagogy*.

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## **Patrick AFB, Cape Canaveral soon to be renamed Space Force bases**

by Sandra Erwin/SPACENEWS



ORLANDO, Fla. — Preparations are underway to officially transition Florida's Patrick Air Force Base and Cape Canaveral Air Force Station to the U.S. Space Force. There is still no firm date for the actual name change but it could happen sometime in March, said Brig. Gen. Douglas Schiess, commander of the 45th Space Wing and director of the Eastern Range.

But even when they become Patrick Space Force Base and Cape Canaveral Space Force Station, these installations will still be maintained and supported by the U.S. Air Force, Schiess told SpaceNews on Feb. 26 at the Air Force

Association's annual winter symposium.

Schiess said the communities in the Florida Space Coast are excited about the U.S. Space Force and are eager for the name of the new branch to be visible on billboards and road signs.

He said the Air Force and the Space Force are making these changes while being respectful of the history behind bases like Patrick, named after Maj. Gen. Mason Patrick, the first chief of the Army Air Corps' air



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service in World War I.

There is also a discussion about what to call the current space wings. The term wing is associate with air warfare and the Space Force would like to have a different name for these organizations, said Schiess. A decision will be made eventually, but the Space Force first has to settle on what to call its members. “Are we going to be Guardians, Sentinels, Troopers?” Schiess said that has to be figured out “before we decide what the wing will be called,” he said. “I don’t even want to speculate, it’s all over the place on what it would be.”

Schiess pointed out the Space Force is only a few weeks old, although it feels that it’s been around longer because it’s been talked about for over a year. “You could argue we should have been ready” with a new name by the time the National Defense Authorization Act enacted the Space Force on Dec. 20, he said. But many people thought the NDAA would say to be ready a year from now, and Schiess himself was surprised the bill enacted the Space Force immediately upon signing.

“There’s a lot of things we should have had ready to go but we didn’t, and names is one of them,” he said. He constantly gets asked that question: what are we going to be called?

Having a name is the first step toward building an identity as a space service, said Schiess, who began his Air Force career as operator of intercontinental ballistic missiles. “As we become our own, as people start coming over and become part of the Space Force and as we bring new folks in, we’re going to build that culture of space warfighting,” he said.

The launch wings — the 45th Space Wing on the East Coast and the 30th Space Wing on the West Coast — are somewhat unique because they work closely with the commercial launch industry but still have to think about “assured access to space” as a key national security priority, said Schiess. It’s helpful for the Space Force ranks to hear the Chief of Space Operations Gen. John Raymond talk about Russia’s aggressive behavior in space, for example, he said. “So people realize there’s an adversary out there.”

One of the more controversial issues in the standup of the Space Force has been the lack of a plan to create a Space National Guard or a dedicated reserve component to support the new service. That is an ongoing debate and DoD is expected to deliver a report to Congress March 19 with recommendations. Schiess declined to offer an opinion on which way DoD should go.

The 45th Space Wing relies on individual reservists but does not have National Guard units. There is a Florida National Guard at Patrick Air Force Base, the 114th Space Control Squadron, that conducts electronic warfare operations in support of the U.S. Space Force.

During a Space Force leaders meeting in Colorado Springs last week, “General Raymond said we have to get after that, what is the right mix of guard and reserves,” said Schiess. “They’ll have to work that out.”

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## The Water on These Airlines Is So Bad



Every frequent flier knows there's one health rule travelers need to follow. And that rule is, you must drink copious amounts of water while in the air in order to stay hydrated. As Lifehacker explained, the humidity on board planes sits somewhere around 10 to 20 percent, making it a drier landscape than the Sahara. That means you must drink even more water than usual. However, as one study shows, some water on board airlines may be better than others.

The Airline Water Study by DietDetective.com and the Hunter College NYC Food Policy Center reveals the quality of drinking water varies by airline, so much so that some airline water may actually make you sick.

The 2019 Airline Water Study ranks 11 major and 12 regional airlines, mainly by the quality of water they provided on board flights, according to the study's press release. It also noted that serving any unhealthy water violates the federal government's Aircraft Drinking Water Rule (ADWR), which was implemented in 2011 and requires airlines to provide passengers and flight crew with safe drinking water.

For the study, each airline was given a "Water Health Score" with 5 ranking as the highest and 0 the lowest. The score is based on 10 criteria, including fleet size, ADWR violations, positive E. coli, and coliform water sample reports, as well as the airline's cooperation in providing answers to water-quality questions. A score of 3.0 or better indicates that the airline has relatively safe, clean water.

So, just which airline comes with the cleanest drinking water on board? That honor belongs to Alaska

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Airlines and Allegiant.

"Alaska Airlines and Allegiant win the top spot with the safest water in the sky, and Hawaiian Airlines finishes No. 2," Charles Platkin, PhD, JD, MPH, the editor of DietDetective.com and the executive director of the Hunter College NYC Food Policy Center, said in a statement. Hawaiian Airlines was the only other major airline to score above a 3.

The airlines with the worst scores, the team said, are JetBlue and Spirit Airlines.

"Except for Piedmont Airlines, regional airlines need to improve their onboard water safety," Platkin added. Perhaps the worst part of the study's findings is the fact that the Environmental Protection Agency, which is one of the federal agencies responsible for ensuring safe aircraft drinking water, rarely ever levies civil penalties to airlines in violation of the ADWR.

The study found nearly all regional airlines, except Piedmont Airlines, have poor Water Health Scores and a large number of ADWR violations. Republic Airways (which flies for United Express, Delta Connection, and American Eagle) has the lowest score at 0.44 and ExpressJet is second lowest at 0.56.

The study even issued a "Shame on You" Award, which went directly to the EPA and nearly all major airlines for their "very poor response time and lack of cooperation answering detailed questions."

So, what can you do to stay safe? The authors issued a few key pieces of advice including to never drink any water on board that isn't in a sealed bottle, do not drink coffee or tea on board, and do not wash your hands in the bathroom; bring hand-sanitizer with you instead.

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## Pictures of a RUPA member who was on the Diamond Princess

One of our RUPA members, Rick Saber, and his wife, Aldeana were directly impacted by the Coronavirus in conjunction with a vacation cruise they took recently. Rick and Aldeana were quarantined aboard the cruise ship Diamond Princess in the Yokohama Harbor, Japan. Subsequently, they were flown to and quarantined in San Antonio, Texas. I had the opportunity to call him on the phone while they were in quarantine in San Antonio. I would like to share some pictures that he provided to me during their plight. *John Gorczyca*



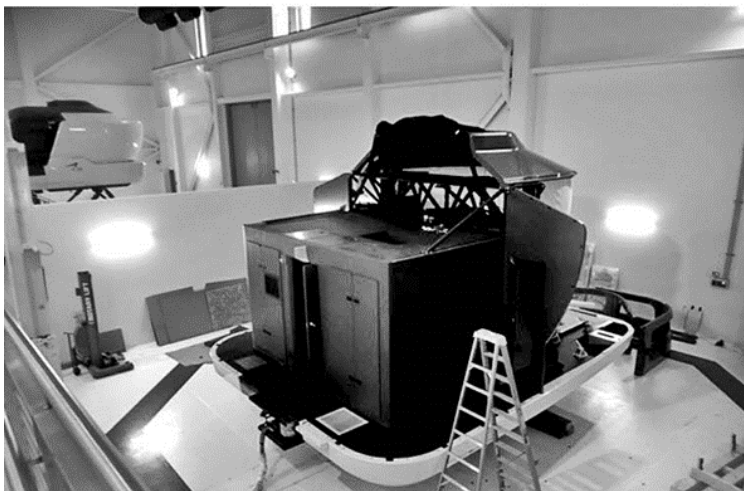
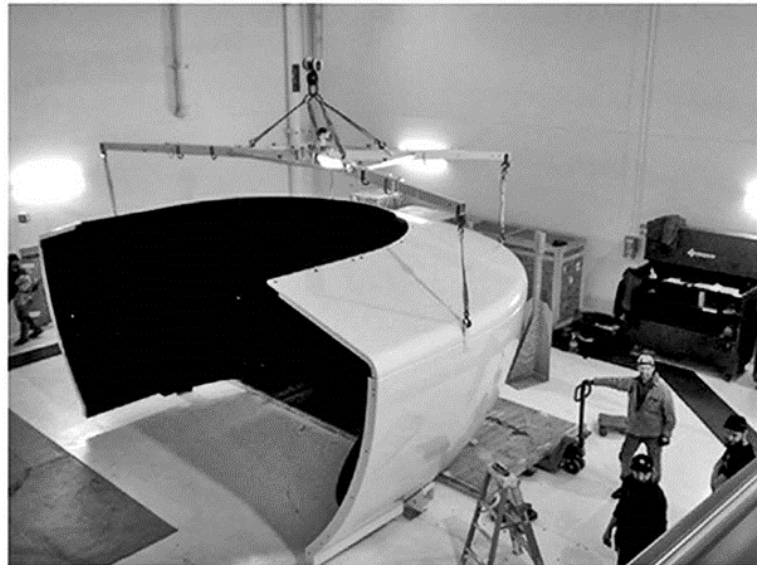
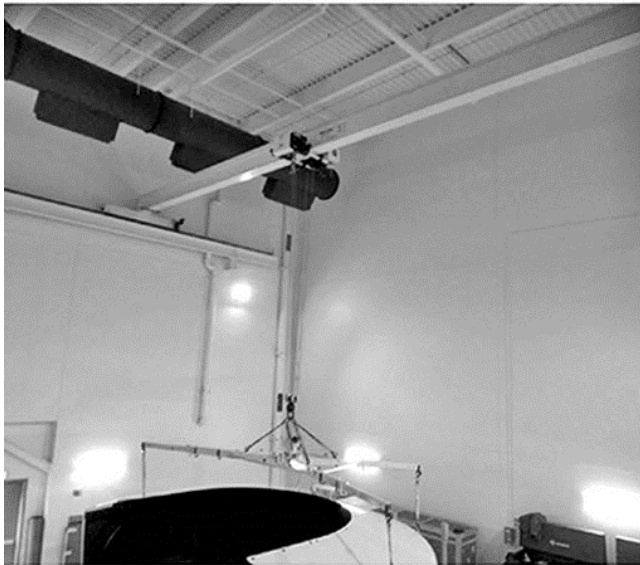
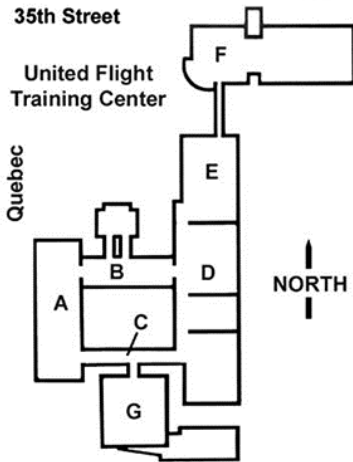
**I talk to myself when I need expert advice.**





# United Airlines Historical Foundation

*"Preserve the Past, Inspire the Future"*



The Denver Flight Training Center's new 'G' Building has movable 'cranes.'

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](http://www.UAHF.com)

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# You Need to Pay Attention to New I.R.A. Rules

By Ann Carrns/The New York Times



If you're fortunate enough to own or inherit an I.R.A., there are some new rules you'll want to know about.

They are part of the Secure Act — short for the Setting Every Community Up for Retirement Enhancement Act, which Congress passed last year. The law made dozens of changes in rules for retirement plans, including tweaks aimed at helping people save more of a nest egg.

The law, for instance, did away with the deadline for contributing to an individual retirement account. Previously, savers had to stop stashing money away when they turned 70½ — and they had to start taking money out each year.

But now, you can save in an I.R.A. past the old cutoff, as long as you're working. And you don't have to start taking money out until you turn 72. The change recognizes that people are living and working longer and need more time to save.

Other parts of the law, however, put restrictions on inherited I.R.A.s, and if you have one or are thinking of bequeathing one, it's worth paying attention.

## The old rules were comparatively simple.

Before this year, those lucky enough to inherit an individual retirement account had to take some money out of it each year. However, they could “stretch” out the withdrawals over their lifetimes — years or even decades, depending on their age when they came into the money. They were able to withdraw small amounts annually, to soften the impact on their income taxes, while keeping the balance invested.

“You could take little crumbs out, and let it grow tax-deferred over decades,” said Ed Slott, a certified public accountant and I.R.A. expert in Rockville Centre, N.Y. Required annual withdrawals were based on life expectancy, so the technique was especially helpful for young children or grandchildren, whose mandatory withdrawals would be quite small.

## Now, heirs have just 10 years to drain an account.

Under the new rules, many people who inherit an I.R.A. must now empty it, and pay any required taxes, within 10 years. That means some people could end up having to pay more in income taxes and will have less time for the money to remain invested and grow. Someone who inherits an I.R.A. from a parent at age 55, for example, might be at her peak earning period, and would prefer to delay adding to her income to avoid higher taxes. Now, though, she must drain the funds within a decade, said David Flores Wilson, a certified financial planner in New York City.

The new rules apply to accounts inherited after Dec. 31, 2019. Heirs of I.R.A. owners who died in 2019 and earlier can still use the stretch approach.

## But there are exceptions, and at least one improvement, in the withdrawal rules.

The stretch technique isn't entirely obsolete, even for newly inherited I.R.A.s. A spouse may still inherit an I.R.A. and continue to stretch withdrawals over time, and so can the account owner's children — at least, until they turn 18 or 21 (the 10-year clock starts then), depending on the state.

People with disabilities and those with chronic illnesses who inherit an I.R.A. also are exempt from the 10-year withdrawal deadline. And a beneficiary who is less than 10 years younger than the account's owner — say, a brother or sister — can also continue to “stretch” the I.R.A.

The new rules apply to both traditional I.R.A.s and Roth I.R.A.s (in which contributions are made after tax and grow tax-free) as well as 401(k) workplace retirement accounts.

The rules don't take effect until 2022, though, for 403(b) and 457(b) plans, available to government and nonprofit workers, as well as for the federal Thrift Savings Plan, the retirement program for federal employees. So, someone inheriting one of those accounts in the next two years can still use the stretch option.

On the plus side, the new rules for inherited I.R.A.s did away with one onerous feature: required minimum withdrawals. Instead of being obligated to withdraw some money each year, those who inherit an account can take withdrawals periodically or wait until the end of the 10-year period to drain the balance, if that works best for them, Mr. Slott said.

Anyone could benefit from the ability to stretch out I.R.A. distributions, but the technique was especially



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popular as an estate-planning tool for affluent people.

“The stretch was a tremendous wealth-building strategy between generations,” Mr. Wilson said.

**Already, there are ways of working around the restrictions.**

People who want to leave an I.R.A. to heirs but avoid burdening them with a potential tax bill still have some options.

They could convert their retirement account to a Roth I.R.A., said Nick Holeman, a certified financial planner with the online adviser Betterment. Unlike with traditional I.R.A.s, money is contributed to a Roth after-tax, so taxes generally aren’t owed on withdrawals as long as certain rules are followed. The account owner would owe taxes at the time of the conversion, but withdrawals would then be tax-free to the heirs.

“The Roth option as a planning tool becomes more interesting” under the new rules, said Ephie Coumanakos, a wealth manager in Wilmington, Del.

Another approach is for the account owner to divide the I.R.A. funds among several beneficiaries, giving each less money, and minimizing certain tax concerns.

**Trusts are complicated but they can confer extra benefits.**

The new rules contain potential minefields, especially for people who have chosen a trust as the beneficiary of an I.R.A., on behalf of children or grandchildren. Trusts are tools used to direct how funds are distributed, and to protect funds from mismanagement, or from loss in cases of divorce or liability.

Certain kinds of trusts can qualify for stretch I.R.A.s. One example is a “conduit” trust, which immediately funnels required withdrawals from an I.R.A. to the trust’s beneficiary. The beneficiaries pay taxes on the money at their personal tax rates. But under the new rule, the trust will have to pay out all of the money within 10 years — a problem for people worried about heirs squandering a big payout.

Instead, it might be worth considering an “accumulation” or discretionary trust, which allows required I.R.A. withdrawals to remain and grow in the trust. In this case, a trustee can dole out funds beyond the 10-year span, said Michael Clear, a lawyer specializing in estate planning at Wiggin and Dana in Greenwich, Conn. There’s a catch, though: Holding onto the money may trigger a larger tax bill, because funds in a trust are typically taxed at a higher rate. Anyone with an I.R.A. with a trust as a beneficiary should consult a professional to see if changes are needed, advisers say.

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## Travel Tips for Seniors

- Consult your doctor.
  - Select accessibility options at booking and call your airline to make sure it can accommodate you.
  - Bring medication in your carry-on in case your luggage gets lost.
  - Remember that if you’re 75 or older, you don’t need to remove your shoes or light jacket in security lines.
  - If you have a question about going through security and what you can bring, call the TSA Cares helpline: 855-787-2227 from 6 a.m. to 6 p.m. Monday through Friday, except federal holidays.
  - If you need to use the bathroom frequently, choose an aisle seat near the restroom.
  - Carry medical documents, including a list of health care providers, conditions, medications, allergies, insurance and life-sustaining wishes in case of emergency.
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### Arlo and Janis



### Jimmy Johnson



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## Coronavirus Do's and Don'ts

By James Robb, M.D., FCAP



Dear Colleagues, as some of you may recall, when I was a professor of pathology at the University of California San Diego, I was one of the first molecular virologists in the world to work on coronaviruses (the 1970s). I was the first to demonstrate the number of genes the virus contained. Since then, I have kept up with the coronavirus field and its multiple clinical transfers into the human population (e.g., SARS, MERS), from different animal sources.

The current projections for its expansion in the US are only probable, due to continued insufficient worldwide data, but it is most likely to be widespread in the US by mid to late March and April. Here is what I have done and the precautions that I take and will take. These are the same precautions I currently use during our influenza seasons, except for the mask and gloves.:

- 1) NO HANDSHAKING! Use a fist bump, slight bow, elbow bump, etc.
- 2) Use ONLY your knuckle to touch light switches, elevator buttons, etc.. Lift the gasoline dispenser with a paper towel or use a disposable glove.
- 3) Open doors with your closed fist or hip - do not grasp the handle with your hand, unless there is no other way to open the door. Especially important on bathroom and post office/commercial doors.
- 4) Use disinfectant wipes at the stores when they are available, including wiping the handle and child seat in grocery carts.
- 5) Wash your hands with soap for 10-20 seconds and/or use a greater than 60% alcohol-based hand sanitizer whenever you return home from ANY activity that involves locations where other people have been.
- 6) Keep a bottle of sanitizer available at each of your home's entrances. AND in your car for use after getting gas or touching other contaminated objects when you can't immediately wash your hands.
- 7) If possible, cough or sneeze into a disposable tissue and discard. Use your elbow only if you must. The clothing on your elbow will contain infectious virus that can be passed on for up to a week or more!

What I have stocked in preparation for the pandemic spread to the US:

- 1) Latex or nitrile latex disposable gloves for use when going shopping, using the gasoline pump, and all other outside activity when you come in contact with contaminated areas.

Note: This virus is spread in large droplets by coughing and sneezing. This means that the air will not infect you! BUT all the surfaces where these droplets land are infectious for about a week on average - everything that is associated with infected people will be contaminated and potentially infectious. The virus is on surfaces and you will not be infected unless your unprotected face is directly coughed or sneezed upon. This virus only has cell receptors for lung cells (it only infects your lungs) The only way for the virus to infect you is through your nose or mouth via your hands or an infected cough or sneeze onto or into your nose or mouth.

- 2) Stock up now with disposable surgical masks and use them to prevent you from touching your nose and/or mouth (We touch our nose/mouth 90X/day without knowing it!). This is the only way this virus can infect you - it is lung-specific. The mask will not prevent the virus in a direct sneeze from getting into your nose or mouth - it is only to keep you from touching your nose or mouth.
- 3) Stock up now with hand sanitizers and latex/nitrile gloves (get the appropriate sizes for your family). The hand sanitizers must be alcohol-based and greater than 60% alcohol to be effective.
- 4) Stock up now with zinc lozenges. These lozenges have been proven to be effective in blocking coronavirus (and most other viruses) from multiplying in your throat and nasopharynx. Use as directed several times each day when you begin to feel ANY "cold-like" symptoms beginning. It is best to lie down and let the lozenge dissolve in the back of your throat and nasopharynx. Cold-Eeze lozenges is one brand available, but there are other brands available.

I, as many others do, hope that this pandemic will be reasonably contained, BUT I personally do not think it will be. Humans have never seen this snake-associated virus before and have no internal defense against it. Tremendous worldwide efforts are being made to understand the molecular and clinical virology of this virus. Unbelievable molecular knowledge about the genomics, structure, and virulence of this virus has already been achieved. BUT, there will be NO drugs or vaccines available this year to protect us or limit the infection within us. Only symptomatic support is available.



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## Medication fog can mimic or worsen dementia in the elderly

By Marilyn Marchion/



Claire Dinneen's daughters thought that worsening dementia was causing her growing confusion, but her doctor suspected something else. Dr. Pei Chen asked them to round up medicines in the 89-year-old woman's home and they returned with a huge haul. There were 28 drugs ordered by various doctors for various ailments, plus over-the-counter medicines. Chen spent a year sorting out which ones were truly needed and trimmed a dozen.

To her daughters' surprise, Dinneen got better, able to remember more things and to offer advice on what to wear and how to raise their kids. Her symptoms were from "medication fog," not her dementia getting worse, Chen told one daughter. "I was just stunned," Debbie Dinneen said. "No one had taken a look at the big picture" to see if medicines might be adding her mom, who lives near Berkeley, California.

"Unfortunately, it's not unusual," said Chen, a geriatrician at the University of California, San Francisco. About 91% of people over 65 take at least one prescription medicine and 41% use five or more -- what doctors call polypharmacy.

The risk of side effects or interactions rises with the number of pills, and one doctor often is unaware of what others have already prescribed for the same patient. Dinneen, for example, had two prescriptions for the same drug at different doses from different pharmacies. "It's very easy to miss medication side effects because they masquerade as all these other symptoms," said Dr. Michael Steinman, another UCSF geriatrician.

He recently helped update an American Geriatrics Society list of potentially inappropriate medicines for older adults that can mimic dementia or make symptoms worse. "Potentially" is the key word -- the drugs on the list don't always pose a problem, and no one should stop using any medicine without first checking with a doctor because that could do serious harm, Steinman stressed.

But some medicines don't have a strong reason to be used and their risks may outweigh their benefits for older people, he and other doctors say. They often "de-prescribe" medicines that may no longer be needed or that once may have been OK but now may be causing problems. The list includes certain types of muscle relaxants, antihistamines, allergy medicines, stomach acid remedies, antidepressants, anti-anxiety medicines, pain relievers, sleep aids and other common treatments.

Many of these drugs have anticholinergic effects -- that is, they reduce or interfere with a chemical messenger that's key to healthy nerve function. That can cause drowsiness, confusion, blurred vision, dizziness and other symptoms that impair thinking skills. These drugs might be fine for a younger person, but "once someone is having even the tiniest difficulty with thinking and memory, then the effects of these drugs are just huge," said Dr. Andrew Budson of Boston University's Alzheimer's disease center.

Sometimes side effects appear right away but in other cases they only develop or show up with longer use. Patients may not make the connection between a drug they've used for many months and new symptoms. Age itself can be a culprit and make a long-used drug suddenly intolerable. "The drug hasn't changed, the person has," said Dr. Greg Jicha, a dementia specialist at the University of Kentucky. Family members will say, "'well, she was on that for 20 years,' but her brain, kidney, liver were younger too. She's no longer going to be able to metabolize that drug" like she used to, he said.

Jicha recalled a case last year when he was asked to give a second opinion on a woman recently diagnosed with Alzheimer's disease. He reviewed her medicines and "six jumped right out -- these are not good medications for someone over 65" let alone at the higher doses she was receiving, he said. Four turned out to be for problems she no longer had, and he was able to switch some others to safer alternatives. The woman's score on a 38-point test of thinking skills rose from 18 before the medication changes to 33 after them, putting her at the low end of the normal range. Now she can drive, which was "an absolute no-no six months earlier," Jicha said. "She clearly no longer meets criteria for dementia."

One of his colleagues, Dr. Daniela Moga, heads a study to see whether optimizing medicines can delay the start of dementia symptoms. At the Alzheimer's Association International Conference in Los Angeles in July, she described the federally funded research, which involves people who are 65 or older and taking at least one medicine on the geriatric's society list. All have normal thinking skills although some showed signs on brain scans of possible dementia developing. Participants are given a sort of cognitive stress test -- they take exams for thinking skills while wearing a patch that oozes scopolamine, a motion sickness drug that has anticholinergic effects, and then four weeks later without the patch. If they do worse while on the patch, it means certain medicines might be harmful for them, Moga explained.

"We want to see if we can identify a specific group that might benefit most" by carefully managing medication use and possibly delay the start of dementia symptoms, she said.

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## How Exercise May Affect Your Immunity

By Gretchen Reynolds/The New York Times



Does exercise help or hinder our bodies' ability to fight off infections? In the context of the novel coronavirus outbreak, that question has gained urgency and also, thanks to recent research, emergent answers. The latest science suggests that being fit boosts our immune systems, and that even a single workout can amplify and improve our ability to fight off germs.

But some studies also indicate that the types and amount of exercise may influence how exercise affects our immune responses. More is not necessarily better. And the location of the exercise could matter, too; cue recent findings about the germiness of gyms. What follows is an overview of the state of today's science about how and why exercise interacts with our immune systems and whether we should plan to remain active, even as the incidence of new virus cases continues to grow.

Many of us who exercise have heard from well-meaning friends, spouses or parents that strenuous exercise will tamp down our immune systems, opening us to pathogens and illness. That notion gained credence in the late 1980s, the result of studies showing that "marathon running increased the incidence of infection symptoms among runners in the days and weeks after the race," says John Campbell, a professor of health science at the University of Bath in England and co-author of an influential 2018 review of exercise and immunity.

But those studies subsequently turned out to have relied too heavily on self-diagnoses from the runners about their sniffles. In experiments using laboratory testing of marathoners after races, few proved to have actual respiratory infections. Instead, most had developed airway irritations or other non-infectious conditions.

Follow-up studies then established that marathon runners and other competitive, endurance athletes tended, in fact, to report few annual sick days, indicating that their immune systems were not over-burdened by exercise but bolstered.

Since then, a wealth of research in both people and animals reinforced that idea. A series of 2005 experiments with mice, for instance, showed that if rodents jogged gently for about 30 minutes a day for several weeks, they were much more likely to survive a virulent form of rodent influenza than untrained animals.

At the same time, though, some research hinted that a single, strenuous workout might temporarily diminish our immune responses soon afterward, putting us at heightened risk for an opportunistic infection after the workout. This possibility was known as the "open window" theory and relied on experiments in animals and people showing that immune cells flooded our bloodstreams immediately after a hard workout and then abruptly disappeared, presumably dying as a result of the exercise stress. This disappearance seemed to leave us with lowered levels of the cells that recognize and fight pathogenic intruders, offering germs an open window for incursions.

But, once again, subsequent, sophisticated experiments offered a different explanation. In remarkable experiments with rodents, scientists marked some of their immune cells with phosphorescent dye and had them run to exhaustion.

Afterward, the scientists noted that the levels of glowing cells in their bloodstreams spiked and then plummeted, as expected. But they also found that few of those cells had died; instead they had traveled to the animals' lungs, guts and other parts of their bodies potentially most vulnerable to germ invasions during exercise. After a few hours of sentinel duty, most of the cells returned to the bloodstream, stabilizing immune cells levels there and suggesting that their immune vigilance had refocused but not declined.





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Similarly, in a study published last year, fit, exercise-trained mice that were injected with germs immediately after a strenuous run fought off the infection better than sedentary animals, in large part, additional molecular analysis showed, because their immune cells homed in on and clustered around the pathogens, while those same cells were more diffusely scattered in the tissues of the inactive animals.

Taken as a whole, this research about exercise and our immune systems tells us that “there is no or limited reliable evidence for exercise directly increasing the chance of developing any kind of viral infection,” says James Turner, co-author of the 2018 review about exercise and immunity and also a professor of health science at the University of Bath.

“So, it is safe to exercise, despite concerns about coronavirus,” he concludes. Exercise, in fact, will probably lessen the risk of an infection, he says.

There are caveats, though. If you have not been exercising, now might not be the ideal moment to start an extremely ambitious and tiring new workout routine. In the 2005 studies with mice and influenza, a separate group of animals that ran strenuously for weeks developed somewhat more severe and longer-lasting symptoms than the mice that ran moderately before their infections, although the differences were slight.

“It is fair to say that a large increase in exercise intensity and/or duration, especially in people new to exercise, might have transient negative effects on the immune system,” says Jeffrey Woods, a professor of kinesiology and community health at the University of Illinois in Urbana-Champaign, who studies exercise and immunity and led the mouse study.

And do not ignore basic hygiene and common sense. Wash your hands often before and after exercise; shorten or skip workouts if you feel unwell; avoid training partners who are sniffing or coughing; and rub a sanitizing wipe over gym equipment before use. A study last year identified lingering, infectious germs on about a third of the surfaces at 16 different fitness facilities.

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## Debating the Value of PSA Prostate Screening

By Jane E. Brody/The New York Times



In many men identified as having prostate cancer following PSA screening, the disease is neither aggressive nor likely to kill them before something else does.

We’ve long been schooled on the lifesaving value of early detection of a potentially deadly cancer. So when a simple blood test was introduced in 1994 that could detect the possible presence of prostate cancer, the second leading cause of cancer deaths among American men, it’s not hard to understand why it quickly became hugely popular.

Suddenly, in the decades following approval of the test known as the PSA, for prostate-specific antigen, the number of men receiving a diagnosis of prostate cancer skyrocketed, along with the number undergoing biopsies of this walnut-size gland between the bladder and penis that produces the seminal fluid to nourish sperm.

The goal of screening is to find aggressive cancers early enough to reduce the risk of death, and national health statistics seem to justify the popularity of PSA screening. Today 90 percent of prostate cancers are found while the disease is still confined to the gland and its nearby neighbors, when nearly 100 percent of men with the disease survive five or more years. And indeed, the death rate from prostate cancer has dropped by more than half since the PSA was approved as a screening tool by the Food and Drug Administration.

Nonetheless, controversy over the true value and necessity of annual PSA testing for most men has flourished for several reasons. In many men identified as having prostate cancer following PSA screening, the disease is neither aggressive nor likely to kill them before something else does. In fact, a previously unknown prostate cancer is found at autopsy in more than a third of men who die in their 70s or older from some other cause.

Yet when a biopsy after an elevated PSA reveals cancer, even a cancer considered indolent, it can provoke considerable anxiety, and some men may choose to undergo unnecessary treatment that can cause impotence, incontinence or both.

The not-inconsequential problems of overdiagnosis and overtreatment for a cancer that is unlikely to threaten a man’s health or life has prompted attempts to develop appropriate guidelines for PSA screening, to

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determine which men without prostate-related symptoms should have a PSA test and how often, how the test results should be interpreted, and when follow-up biopsy and other testing is warranted.

As Dr. Henry Rosevear, a urologist in private practice in Colorado Springs who endorses the value of the PSA, wrote in *Urology Times*, “Not everyone needs to be screened, not everyone found to have an elevated PSA needs to be biopsied, and Lord knows that not everyone with prostate cancer needs aggressive treatment.”

In most cases, prostate cancer is slow-growing, and a PSA level of less than 4 nanograms per milliliter of blood is considered within the range of normal. But when the PSA level rises precipitously, say from 4 to 6 or higher in a year’s time, doctors are likely to suggest a biopsy. Among men with an elevated PSA who are found on biopsy to have cancer, about 80 percent have an indolent form of the disease that is highly unlikely to become life-threatening.

In May 2018, the United States Preventive Services Task Force concluded that for men aged 55 to 69, the decision to have a PSA test should be made jointly by patients and their doctors based on a man’s preferences, values and risk factors.

Men with multiple health problems and a limited life expectancy, and those who would not opt for treatment if a cancer is detected, should not be screened, the task force maintained. And, it added, men aged 70 or older should be told that the potential harms of screening could outweigh the benefits.

That said, there are possible exceptions that could tip the scale in favor of screening. PSA screening is a potential benefit for younger men with a strong family history of prostate or related cancers, men who carry a BRCA1 or BRCA2 mutation, and African American men, who are more likely than others to develop an aggressive prostate cancer. For them, screening is best started at age 40 or 45.

Among older men, screening can be beneficial to those 70 or over who are very healthy and expected to live another 10 years or longer. Dr. H. Ballentine Carter, urologist at Johns Hopkins Hospital, noted in an editorial in *JAMA* that “older age is associated with more aggressive prostate cancer; thus, a very healthy older man with the prospects of extended life might benefit from PSA testing.

“Nevertheless,” he added, “routine screening of average risk men 70 years and older should be rare, because they are more likely than younger men to experience the harms of screening, diagnosis and treatment.”

Complicating matters is the fact that circumstances other than cancer can result in an elevated PSA reading. Among them are recent sexual activity, vigorous physical activity, bicycling, benign prostatic enlargement, and inflammation of the prostate. Thus, the test is usually repeated some weeks later before further action is taken.

There are also men in whom the PSA level rises inexplicably and remains elevated despite a repeated inability to find any sign of cancer in their prostates.

In the most definitive study done to date to assess the value of PSA screening, the European Randomized Study of Screening for Prostate Cancer concluded that 781 men aged 55 to 69 when they enrolled would have to be screened to prevent one man from dying of prostate cancer after 13 years. In this study, approximately one man in six who were screened was falsely identified as possibly having prostate cancer, and two-thirds of positive PSA results in the first round of screening were false-positives.

Given the limitations of the PSA, researchers have been developing more refined tests that are better able to detect a worrisome cancer, Dr. James Eastham of Memorial Sloan Kettering Cancer Center in New York reported.

One is the 4Kscore test that combines the levels of four prostate-specific antigens with clinical information to estimate a man’s risk of having an aggressive cancer. The other, called the PHI, for Prostate Health Index, combines three different PSA measurements to better predict the presence of cancer.

Also, under study is the use of an advanced form of M.R.I. that can detect the presence of cancer with a higher risk of becoming lethal while overlooking low-risk disease.

Perhaps the measure that currently can do the most to reduce repeated biopsies and unnecessary treatment for prostate cancer when the PSA test is elevated is the growing popularity of active surveillance — periodic monitoring of men with a low-risk cancer. Only if the cancer starts growing or shows signs of becoming aggressive is treatment considered.

*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

**PAUL ANDREWS**—Salida, CO

About time I submitted a letter. Since retirement in 2014 I've been pretty busy and just never seem to get around to an update. Another reason for submission this year is that I have a request of the readers - but I'll get to that.

Living in Denver after retirement did not appeal, so I convinced my wife Terry to make the move to Salida, Colorado. Available properties in town were slim to none, so we bought a lot and built a house over 18 months. While doing that, we camped out at our property downriver on the Arkansas in Coaldale, just 20 miles away. This meant paying storage on the household furnishings for that period, most of which we gave away to furnish the new house when we moved in a little over a year ago. Bad planning! For some reason, United refused to pay for the move. Nor have they been keeping up with the paychecks which is very disappointing.

We have been traveling extensively, mostly to Europe where we keep a motorcycle. This has afforded us many great trips, and I'm lucky to have a wife who is an adventurous soul. We hate to plan too much and find ourselves frequently searching for lodging near the end of the day with an iPad linking up AirB&B, Booking.com or whatever. It usually works and we haven't had to sleep in a laundromat yet. Sometimes my pillion decides that's too stressful and she sets up hotels in advance, and that has

## HERE'S THE PROOF



## YOU CAN SURVIVE WITHOUT TOILET PAPER

worked out pretty well also.

Our last trip ended in Zagreb, Croatia after transiting Germany, Austria, Italy and Slovenia. We planned an April trip through Croatia and back to Zagreb circling through some other Balkan countries on return. But with the coronavirus spreading rapidly and unpredictably currently, we're thinking it might be wise to put that one off for a while so we can watch our 401K's tank. But hey! We've got the PBGC right?? Bottom line - we're lucky to be alive, healthy and happy. Which brings me to my request from readers.

My best friend, fellow UAL retiree, and RUPA member Captain Paul Mattson was killed on March 2 in a car crash on the Seward Highway outside of Anchorage. If this wasn't enough, his bush pilot 25 year old daughter Lea was with him, and died as well. This has been devastating to me, his family, and his many friends who have learned of this tragedy.

As I write this, I am planning on flying to Anchorage in two days (3/8) to attend a memorial with his wife and family, and his many friends there from his days as a DC-10 captain during UAL's cargo operations there. Paul was a remarkable man and had friends all around the world. His wife cannot access his computer nor phone and has no way of finding many of those people. So I'm asking anyone who knew him, or knows others of his friends to contact them and give them my contact information: paulhandrews@mac.com, 720-256-3985, text or call. There will be another memorial service for Paul in Colorado at a later date, and we're hoping that all who would want to attend have the opportunity to do so.

Thanks to our wonderful volunteers who keep this organization alive and well. *Paul*

**RALPH DILULLO**—Charlotte C.H., VA

Dear RUPA, thank you for everything you do.

22 years and still vertical. #2 son's daughter graduated from Liberty U last June. #2 son borrowed a G-550, checked me out and I flew family and friends from Chino, CA to Lynchburg, VA for the graduation. How about that!

#1 son has 85 Angus Cows and 3 donkeys. He runs the farm and is doing a great job.

#3 son has retired from USMC as a Lt/Col and took a civil service job.

Jodie and I are well, happy and going on 59 years of being happily married. Wow!

Best wishes, *Ralph*

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**TED ELDER**—Redmond, WA

I haven't written in quite a while and a couple of letters in the recent issue got me to thinking about UAL when I was hired in 1960. The training was done at Stapleton field in Hanger 5. Our new-hire training was as a flight engineer on the DC-6/7. That coincided with preparation for the FAA test for the flight engineer license. UAL president Pat Patterson came to lunch one day to meet us and brought some senior people with him. One of those at my table told me of mailing bricks in the earlier days of the airline. See Bob Carey's letter in the February issue. The postal service paid the airline by the weight of mail carried so that was a way to increase revenue.

Back to training. The simulators we used were not very sophisticated. They were used mostly as a procedure trainer. Remember, we had to make ADF approaches at each PC for years. There were a number of simulator sessions and then to the airplane. We used mostly equipment that was in DEN for a layover, except for a DC-8 which we called the White Whale. It was used only for training. The training flights were about four hours with two students taking turns. We did high work in a designated training area and then made approaches and touch-and-goes at DEN and at Peterson Field at Colorado Springs. An FAA examiner observed the check flight in the aircraft when we got our ratings. Later, as the simulators became very, very sophisticated all the training and even rating ride took place in the simulator. When I checked out as captain in the DC-10 the first time I flew the real airplane we were carrying paying passengers. That really blew my mind.

I'm living in a retirement facility called Emerald Heights in Redmond, WA. There are a lot of things to do here and I go to an exercise class three days a week, go to an education class on Fridays and my wife and I play in a ukulele group of over two dozen players. I'm also chairman of the pool (billiards) committee and run four tournaments a year and put on the awards banquet. We've been here seven years and have enjoyed every minute.

*Ted*

**BILL MAGNAN**—Norfolk, VA

Coming up on 12 years in retirement and it must be time for an update. No use complaining about the lack of letters in *RUPANEWS* when I have never written. I was one of the few who left early at age 60 when the law was changed to 65. As I recall, I came down to the lobby one morning in Dec 2007 to have one of the Flight Attendants say that I could

stay for 5 more years. The law was signed into affect by President GW Bush the day before. I thought about it for a little while, but I had a military retirement, military medical, my house was paid off and I was tired of being gone half the month and sleeping in strange beds. So, I elected to continue with retirement and have never regretted it.

I was hired in January 1992 after nearly 21 years in the Navy mainly flying the A6 Intruder. I was in the first new hire class of the year and with an 01 SSN I was the senior new hire of the year. I was able to look at the bottom of the UAL news sheet where they would list the number of hires for the year and know precisely how many pilots were below me. I spent 4 years at ORD as a 727 F/E and a 737-200 F/O. I then transferred to IAD for 737-300/500 F/O. Did a couple of years as a 757/767 F/O before upgrading to Capt on the 737 and that is where I retired.

Just about the time I was ready to take up golf to fill my days, we had our 3-year-old grandson come to live with us full time. What a trip it has been. Early on we proved everyday why God meant you to have children in your 30s and not your 60s. It is hard to keep up with these little people. We say that Martha is raising her 3rd child while I am raising my first. I have been able to do all the things with my grandson, Brenden, that I was not able to do with my own children because I was gone so much between the Navy and UAL. I have coached sports teams and log lots of volunteer hours at school. In fact, I was the Volunteer of the year a few years back at the local elementary school. We are not sure whether Brenden is keeping us young or putting us in an early grave, The jury is still out.

Brenden is now a teenager and getting ready to make the jump to high school. He is a good student and active in lots of sports. I do sporting activities and math while Martha handles the other academic subjects. Luckily, we have been blessed with good health and are able to keep up with all the activities and demands on our time. We are hanging on for the ride.

Many thanks to all the RUPA volunteers for all their good work. I read the News cover to cover when I get one. Thanks again. *Bill*

**GEORGE NOLLY**—Castle Rock, CO

Seventy-five years old. The toilet paper is really rolling out faster!

First of all, a big THANK YOU to everyone who makes this magazine possible!

It's been a busy year. I finished the screenplay ad-



aptation of my Hamfist novel series, and the Writers Guild of America Veteran Writing Project invited me to go out to L.A. to “pitch” it to some movie execs. I didn’t get any bites out of that pitch session, but a different movie exec asked to see my script, and I sent it to him right before Christmas. Nothing yet.

At the beginning of last year retiree Nick Hinch informed me that United was hiring Fleet Technical Instructors (thanks, Nick!) and I applied, interviewed, and got hired. The FTI job is what we used to call Academic Instructor (AI), and, before that Flight Operations Instructor. I was an FOI on the 727 for a year right after I was hired in 1978, and now I’ve come full circle. As an FTI I teach 737 systems. Only systems - not allowed to talk about FLYING, since that’s what the Pilot Instructors (PIs) teach.

United is SUCH a changed company! To be honest, the whole time between my retirement (January 2005) and last April I couldn’t say “united airlines”. It always came out “untied airlines”. Well, guys and gals, it’s a new - and greatly improved - company under the leadership of Oscar. The number two priority, right after Safety, is Caring! I was in new-hire class and a snowstorm was approaching. One of the TK secretaries came up to me and said “It might be dangerous for you to drive back home to Castle Rock tonight. Would you like us to get you a hotel room across the street?”! FTI pay is only so-so, but the benefits package is outstanding.

I decided that I might as well take care of myself, since I’ll be working until: 1) I reach 80, 2) our pension gets reinstated, 3) hell freezes over. So, I set a goal of performing my age in push-ups before reaching 75. I reached it 6 weeks early. I’ve really been very fortunate having good health.

I still teach Aviation courses at Metropolitan State University of Denver two days each week, and it’s still fun to talk flying with teenagers. I also stay pretty busy hosting my podcast ([www.readyfortakeoffpodcast.com](http://www.readyfortakeoffpodcast.com)). Each Monday I release an interview with someone with an interesting aviation story to tell, and on Thursday I release a short educational episode. Episode number 370 just launched today.

This past year I finished recording the audiobook for the first novel in the Hamfist series, and my son Steve helped me get it ready for distribution. It was accepted by Audible, and is now available. You can get it for free if you go to [www.freehamfist.com](http://www.freehamfist.com) and sign up for an Audible membership.

Son Steve also produced the video that’s on my

Speaker page at <http://readyfortakeoffpodcast.com/speaking-engagements/>. So far, my presentations have been really well-received.

That’s it for now. I hope that my letter next year informs everyone that I’ve won the lottery or that Publisher’s Clearing House came knocking on my door. But, in all honesty, I already won the lottery once: I was born in the United States!

*George*, DENTK, SFOFO, JFKFO, ORDFO

**WHIT SIMPSON**—Nashville, TN

Dear Fellow RUPA members; It's been 18 years since I last touched down in the magnificent 777 on 9R at ORD.

All is still going well with life. I dodged a bullet last week when an EF4 tornado wiped out my local GA airport, John Tune. Both my hangar and my 182 survived without a scratch. It was my lucky day. My son, Ted, is still flying for us in the Left Seat of a 737-800. He only has 15 more years until he can join RUPA.

Speaking of lucky days, I did win \$2 in the Tennessee state Lottery last year... Smile Stay well and off cruise ships for the foreseeable future until the CV is defeated.

All the Best, *Whit* Class of 2002

**HARRY TYREE, JR**—Abingdon, VA

Twenty-one years into retirement and it's still better than the best schedule I ever held! I'm finally over the trauma of having to go "cold turkey" on not being able to do revisions anymore.

Alas, the company is still able to tweak my nose now and then. The latest was the new year transition to "Silver Scripts." It took me about five hours and numerous conversations with reps just to get enrolled. Then I discovered my wife could no longer be on my web page but had to have her own. Which necessitated creating a new e-mail account since she didn't have one. In short, it only took about two weeks to get it straightened out.

But life and health are good, with only minor issues to deal with. Still playing lots of golf. The only advantage to turning 80 last year is it is now easier to shoot my age or lower. I was able to do that 52 times in 2019. Now when my playing partners ask what club I used, I have to say, "you don't want to know." The days of 150 yd. seven irons are way back there somewhere!

It is sad to see so few letters appearing in the magazine these days. I happened to come across an old copy of the *RUPANEWS* (Nov. 2007) and counted 54 letters. So disappointing to see the sharp drop

off in recent issues.

I truly appreciate all the good work by all responsible for keeping us informed. Keep up the good work!

*Harry* (DCA, LGA, CLE, DEN, ORD)

**MRS. EILEEN WOOD**—Chico, CA

Just received the *RUPANEWS* today and realized I have not sent in my Dues. How could I ever miss the date of renewal since Lee was born on Valentine's Day ! He really wasn't too happy about it because no one ever forgot! He would have been 90 years old this past year. Doesn't seem possible and even though he has been gone nine years in June I miss him more every day. How I wish he was here with me, our daughter and husband, our super grandkids and in May we will be adding a great granddaughter to our family! Lee would be so proud of his grandkids. Wonderful kids and because of Lee putting them through school they are educated and able to live their dreams.

Thank you so much that I am able to continue receiving the *RUPANEWS*. I love to keep up with those who we know and all the activities that are still available to them. however, I'll have to admit there are very few left that flew when Lee did. A very happy time was when we had many of his friends here at our home for a Get-together. We were able to do this a couple times and it was always a Great time for Lee. He loved it!

Thank you for all your hard work. It is such a wonderful way to stay in touch and you do a super job. There are a couple of United Pilots that live here in Chico, so I am "sort of" up on some of the news. Love it!

*Eileen* (Captain Lee Woods other half) '55 – '90

## IN MEMORIAM

**DAVID A. HENRY**

My beloved husband, David "Dave" Henry, 'flew west' December 17 with a smile on his face after taking his last labored breath. Our daughter who watching with me claimed he saw something that he was hoping for and I felt him settle onto his bed with gratitude.

We miss him terribly but take strength from the determined fight he made to overcome the stunningly horrid news that he was dying from an incurable cancer we didn't know he had.

Dave began his flying career in 1951 when Uncle Sam tapped him on the shoulder and he decided he

did not want to sleep in a foxhole so Dave chose the Air Force instead. We married on Easter Sunday 1952 after which he spent the next nine months dodging MIG bullets in Korea and getting himself decorated for some never revealed to me act of heroism. Our son Stephen was born on October 23, 1953 at Greenville Air Force Base in Mississippi. Soon after that Dave was mustered out and learned United Air Lines was hiring and he did not have to give up the flying he had learned to love. Our first daughter, Kathleen, arrived while we were in Denver. Moving back East we were On Call at LaGuardia and Newark where we added Peggy to the roster. When she was followed by John, Dave's crewmembers began questioning him wondering if he'd learned what was causing this spate of little ones. Last to arrive was Michael, born just before Christmas in New Jersey.

Aside from the three sons and two daughters Dave loved his wife, his golf games and above all, I believe, he loved to fly. The day he set the brake for that one last time he confessed to me that had been the worst day of his life!

Dave never left a job unfinished. He worked hard at everything he did and mastered it. That final deep breath he managed as he faced his future with a smile will live on in our memories. Well done, Captain!

**CAROLYN PATRICIA MCADAMS**

Carolyn Patricia McAdams, 65, of Rye, passed away peacefully on March 11, 2020 at after a sudden illness. Her family was at her bedside. She was born in Waltham, MA on January 11, 1955.

Carolyn was raised in Massachusetts and graduated from high school in Lexington. She earned her bachelor's degree in Education from Boston University and then pursued her passion for aviation. She retired in January of this year after more than 30 years flying for United Airlines. Before her retirement, Carolyn was flying the 777 and 787 aircraft on United's international routes.

She was a very athletic lady and loved playing tennis as a member at Abeniqui and the Seacoast Tennis Club. Carolyn was not one to sit idle for very long, she was very active and always doing something. She particularly enjoyed cooking and sewing and caring for her family, reading and the beach.

In addition to her beloved Jim, Carolyn is survived by two children and three grandchildren.





In lieu of flowers, the family suggests memorial donations may be made to Mass General Hospital, Department of Neurology. <http://giving.massgeneral.org/donate/>. Please visit [www.RemickGendron.com](http://www.RemickGendron.com) to view Carolyn's memorial website, to sign her tribute wall and for additional information.

### ROBERT M. ODGERS

It is with heavy heart as I sit to write this letter on behalf of my father, Robert Odgers. Some of you may have known him over the years as Bob, Captain Bob, Bazooka Bob, or Jet Blast (JB). After a grueling battle over the last few years with the early stages of dementia and multiple hip fractures, he passed away peacefully and surrounded by family in Chicago, IL, which has been his home for the last 30+ years and his retirement base when he stopped flying the friendly skies, and the mighty Queen, the 747.



From his early roots as a Navy pilot flying seaplanes (PBY/PBM/P5M) across two tours in the Western Pacific, to a 35-year career with United encompassing the DC-3/6/7/10, Caravelle, Convair, Viscount, 727, 737, 747, and 767, he loved flying and the other pilots he flew with. I grew up listening to all of the stories ranging from Captains he admired, Co-Pilots he inspired, and the romance formed between man and machine as we "...dance the skies on laughter-silvered wings." He sacrificed so much for the love of his career and the company, throughout moves from MDW, SFO, IDL, DCA, EWR, CLE, DEN, and ORD. However, throughout the last 48 years, he's had the love and support of a young Flight Attendant and wife from Dallas, TX, Lynn. She stopped flying in 1982 to devote her undivided attention to raising their oldest son, Kenton, and has given everything in years past as Bob's primary caretaker. Their two sons and four grandchildren have admired the example they set as parents, and the love they shared across 40+ years of marriage.

In a previous RUPA note from July 2018, he credits his lifetime of surpassing his wildest dreams to a counselor from his University of Utah who asked him the question "what do you really want to be?" This was a recurring tale throughout my youth, which has led me to following in Dad's footsteps as a Naval (Marine) Aviator, and hoping to fly the friendly skies with United in a few years. I grew up with United memorabilia, airplane lithographs and

models, the monthly RUPA publications, and the stories of someone so enamored and proud with a career of flying and a company that he loved.

He is survived by Lynn, his son Kenton, and I who would love to hear from any and all who flew with either Bob or Lynn during this difficult time. Please drop me an e-mail if your paths ever crossed, and I will get the message to her.

Thank you for everything that this group stands for and fly safe.

Capt. Matthew M. Odgers, USMC  
RJOI-KC-130J, KNGP-T-44C  
[Odgers.matt@gmail.com](mailto:Odgers.matt@gmail.com)

### WILLIAM HAROLD RAIMER

Bill passed away at home Feb. 23 at age 83. He was diagnosed with stage 4 lung cancer Dec. 12, 2019. He was born in Portage, WI January 1, 1937.



After graduating from Portage High School in 1954, he attended the University of Wisconsin. He majored in Electrical Engineering, then Dec. 1958 enlisted in the US Air Force Aviation Cadet Program. Bill graduated from pilot training in March 1960. He flew the F-86 the B-52. He joined United 1966 and retired in 1996 as a DC-10 Captain, with over 22,000 hours of flight time.

Bill married Pat Ahern in 1962. They eventually settled in Puyallup, WA and raised their four children.

Bill divorced and moved to Battle Ground, WA and married Jeri Porter in 1988. Jeri, a former F/A with United also retired in 1996 and they did some traveling but mostly stayed close to home and enjoyed their growing family.

Growing up in a small town in Wisconsin, the days were filled with hunting, fishing and hiking, exploring and ice skating in the winter. Hobbies including art, music, scouting and archery were his passions. Bill was an Eagle Scout at age 15 and was very interested in Native American crafts and lore.

Bill loved the Lord and was an active and longtime member of Sacred Heart Catholic Church in Battle Ground.

He is survived by his wife of 31 years, Jeri: four children, eight grandchildren and two great-grandchildren.

In lieu of flowers, please donate to Sacred Heart Catholic Church or the charity of your choice.

Please sign his guest book @ [www.columbian.com/obits](http://www.columbian.com/obits)

### **RICHARD P. SCHULTZ**

Dick Schultz, 91, passed away February 19, 2020. He was born Sept. 16, 1928 in Jefferson, WI Dick was a WWII Navy veteran serving in the Pacific theater. He was hired by Capitol Airlines in 1956, which merged with United in 1961. Dick retired in 1986 as a B-767 Captain.

He was a staunch union member and served as the Council 12 Safety Chairman. Dick was instrumental in working with the FAA in installing VASI's. He expanded his work to the Mexican authorities in Mexico City, as well as the FAA in Denver and Chicago. His contributions included developing the profile descent improving fuel efficiency with safety at the forefront. Dick spent his career dedicated to safety.

He is survived by his wife Frances, three children and five grandchildren.

Memorial contributions may be made to the charity of your choice.

### **PRESTON G. "BUD" SMITH**

(June 19, 1941 - January 29, 2020)

Preston "Bud" Smith, 78, of Wilmington, passed away on January 29, 2020 at Lower Cape Fear Hospice Center.

Bud was born in Wilmington on June 19th, 1941. Having a father who was a warden for the US Federal Bureau of Prisons had some perks for Dad during his younger years, one of which was living on the prison grounds at Terminal Island, overlooking the LA harbor. With the Pacific Ocean as their backyard, he and his brothers had many adventures fishing and scuba diving for lobster and abalone. Following high school, Dad attended college for a couple years and then decided to enlist in the Navy and pursue what would become his lifelong passion of flying. He was commissioned as an officer in the Navy. After flying seaplanes, patrolling the coast of Vietnam, he was assigned to fly the admiral, commander of Middle East Forces. It was in Saudi Arabia that he met his wife of 51 years, Joyce Schottler, who was teaching for the Aramco School. He liked to tell his story of the naval aviator who flew into Dhahran on a silver-winged bird and saved the fair maiden from spinsterhood. Six months after their first date, they got married in Bahrain on November 28, 1968.

Released from active duty in 1969 he continued to fly with the Naval Reserve while pursuing what

would ultimately become a 32-year career with United Airlines. Dad flew a variety of planes for US Customs on the California/Mexico border, as their fleet included many confiscated aircraft. He especially enjoyed chasing smugglers at night in the desert and catching bad guys. Dad got a big kick out of how often he was told that he looked like Clint Eastwood.

He often expressed gratitude for a career doing what he loved, that also allowed for many adventures for his family. He joked that he earned the money and Mom's job was to spend it. Dad wanted her to be able to stay home with the family, especially since his job kept him traveling. He loved Mom dearly and was grateful that she put up with him. Dad was very proud of his children and his grandchildren and enjoyed boasting about what everyone was up to, especially in his infamous Christmas letter.

Dad valued the love and friendships he had throughout 45 years of Marriage Encounter, 27 years of fellowship and support in the rooms of AA, and in recent years, support and wisdom of friends in the memory care group. He was a devout Catholic. His faith was very important to him throughout his life and brought him a great deal of comfort and peace.

He is survived by his wife, Joyce, five children and ten grandchildren.

Our family would like to express deep gratitude to the kind folks at Elderhaus, to the many caring nurses and staff at New Hanover Regional Medical Center, with extra special thanks to Dr. Rickard, and to the many wonderful nurses, aides, doctors, staff and volunteers at the hospice care center. We are so appreciative for the help and kindness of friends and staff at St Mark Catholic Church, as well as Andrews Mortuary for their assistance.

Donations can be made to St Mark Catholic Church or Lower Cape Fear Hospice Center, 1406 Physicians Drive, Wilmington, NC.

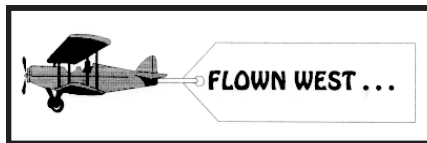
### **RICHARD A. STARITA**

Richard A. Starita passed away February 25th. A fighter pilot who fought in Viet Nam, a United airline pilot and a race car driver who flew and raced around the world. He also raced sailboats.



This man of speed loved and married a disabled woman and traveled, every year, with her to Europe, pushing her in a wheelchair. A brilliant Mensa who shared his wisdom with children at the Guardian ad Litum Program. A kind, honest and loving man. He will be missed by many.





David A. Henry	Dec, 17, 2019
*Robert C. Laws	Feb. 05, 2020
Paul C. Mattson	Mar. 02, 2020
Carollyn P. McAdams	Mar. 11, 2020
Robert E. Mosher	Dec. 13, 2019
Robert M. Odgers	Mar. 01, 2020
William H. Raimer	Feb. 23, 2020
Richard P. Schultz	Feb. 19, 2020
*Preston G. "Bud" Smith	Jan. 29, 2020
Richard A. Starita	Feb. 25, 2020
Paul T. Weiss	Mar. 06, 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](http://uaprf.com))



April, 2020 Edition

**From:**

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



\$25 Subscription—Check Renewal Date on Label

**To:**

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

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**RUPA's Monthly Social Calendar**

Arizona

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

California

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

Colorado

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

Florida

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

Hawaii

Hawaii Ono Nene's (To Be Announced, Call Janet Ishikawa, 808-779-7400)—*Mid Pacific Country Club*  
Big Island Stargazers (3<sup>rd</sup> Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*—808-315-7912 or 808-334-1883

Illinois

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

Nevada

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

New York

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

Ohio

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

Oregon

Oregon Coasters (1st Wednesday, 12:00)—Call for monthly restaurant in Florence, Larry 541-999-1979  
The Columbia River Geezers (2<sup>nd</sup> Tuesday 11:00)—*California Pizza Kitchen, Clackamas Town Center*  
503-645-5144—Steve Barry—sbarry72@comcast.net  
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville*—541-245-6896

Texas

Houston Tex Mix (1<sup>st</sup> Tuesday, 12:00) Broken Egg Café, Shenandoah, TX

Washington

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

Washington D.C.

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

