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# rupanews



**Journal of the Retired United Pilots Association**



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## In this Issue

**About the Cover** . . . Vortices reflection. Photographer unknown.

**President's Letter** . . . John "Still Flying High" Gorczyca takes a look at how the coronavirus has affected our day to day living, including the RUPA Organization.

**Vice Presidents Letter** . . . Don, aka "Wolf Man" Wolfe invites us to 'fill the void' in the *RUPANEWS* caused by the temporary loss of the popular RUPA Luncheons submissions. He did this with an interesting layover story. Google will be blowing up from many of you checking out the F-104 comments from a former Luftwaffe pilot he encountered on the layover.

**From the Editor's Desk** . . . George Cox, the new editor and just off IOE, introduces himself and gives his thoughts on the *RUPANEWS* and its future.

**R & I Report** . . . Bob Engelman shares some observations and experiences with the new Aetna ESA PPO plan. There are changes in the CARES Act which affects retirement Required Minimum Distribution (RMD). You may want to look at Bob's first report in the Feb *RUPANEWS*, if you haven't already.

**A Bit of RUPA History** . . . Cleve Spring shares some first-hand history of the RUPA organization and the origin of the *RUPANEWS*. Originally a Letter from the President, it evolved into the RUPA Newsletter and the *RUPANEWS* we have today. I think you'll find it an enlightening story from Cleve.

**Luncheons** . . . Coronavirus is hogging the airspace and our RUPA luncheons have received delaying vectors. However, virtual airspace is wide open and virtual luncheons may be the norm until the coronavirus traffic departs the fix. In the meantime, this month's submissions contain a bit of luncheon history you will find interesting.

**Articles** . . . This was a tough month current articles as the coronavirus pandemic is changing the news daily, if not hourly. In any case, we've included subject matter you are used to seeing in your *RUPANEWS*: United Airlines, aviation, medical, and travel.

**Travel Report** . . . Pat Palazzolo gives us some great insight into how Traveling After COVID-19 might affect us. An interesting report.

**Letters** . . . Your response has been incredible. Keep those emails and attachments coming.

**In Memoriam** . . . Remembering those who have Flown West.

**Monthly Social Calendar** . . . Physical luncheons are in a holding pattern with no EFC so we simply left the calendar as is. When luncheons are airborne again We will revisit it and make updates as required If virtual luncheons are planned then we will update it to reflect the particulars.

### 1959 - 1970 Douglas DC-8-61



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## President's Letter



Where do I begin with this world changing event that has affected our families, our friends, our businesses, our daily activities, our sports leagues, how we work, play and learn? We as a nation and as a country have never experienced such disruption and turmoil in our lives. I doubt that the Presidential impeachment trials, the Kennedy assassination, the economic downturn of 2008/9, 9/11, the Black Monday crash of 1987, the Vietnam War, the Cold War, the Cuban Missile Crisis or even the Korean War has compared in scope to what is currently happening in the world. Who had ever heard of “social distancing”? How long will we need to practice social distancing? The recommendations on social distancing have continued to escalate with the number of infections and deaths, and as the health system has become increasingly strained. I will not attempt to mention the number of confirmed cases because it is such an ever-changing statistic. As of this writing, I will say that most models for the trajectory of the COVID-19 seems to have leveled off. That is the good news and I am encouraged by it.

I will reference some articles I have read of how this Coronavirus has impacted changes in our day-to-day lives:

Greetings - Now it is commonplace to elbow bump. We do not shake hands anymore.

Politics - Politicians have been forced to respond to push the presidential election into uncharted territory.

Hygiene - The CDC urges us all to wash our hands and stock up on hygiene products.

Public Gatherings - From festivals to museums to sports seasons, organizers and executives are doing what they can to limit public gatherings.

Economy/Markets - The US stock market has taken a major hit. Stocks will be volatile for some time.

Travel - The major entity that bonds our lives since we all were associated with the airline industry. There are major travel restrictions that have limited our mobility. The State Department has issued a global health advisory to reconsider travel abroad.

Stockpiling and Price Gouging - People have headed to grocery stores in droves, preparing to stock up and bear down. There are empty shelves and lines out the door. Sanitizers, face masks and toilet paper have become premium items.

Closed Schools and Offices - School districts and universities have postponed classes. Online classes have become the prominent means to complete classes.

Clothing/Masks - Sales for medical masks have jumped over 300%. As a result, this has resulted in major shortages.

Fears and Anxieties - Our anxieties about the disease have been heightened. Once the anxieties gets too high, it will then become problematic. We must learn to control these anxieties.

On a personal note, I have a close friend who flew to London to assist his daughter and grandson as they were afflicted with the Coronavirus. Soon after my friend returned to the US, he was infected by the disease. After 2 1/2 weeks in a Dallas hospital, in the ICU, intubated, placed on a ventilator, and was in medically induced a coma, he fortunately was tested negative for the COVID-19 virus. We all probably have known someone who has contacted this disease. But, something like this just strikes at your heart. I am here to tell all RUPArians that we will make it through this terrible time. We have so much to look forward to.

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According to United Airlines, there are several key points for the onset of the Coronavirus and how it has impacted United. They indicated that bookings have plunged in the last several weeks. United said low fares won't lure travelers worried about the virus on board. The new CEO, Scott Kirby, said United is preparing for the worst, including a collapse in bookings through the summer. I think all this is quite obvious based on the circumstances. Kirby went on to say that while domestic net bookings are down 70%, gross bookings are down 25% which he indicates is a better measure of current demand.

If I might add, we are trying our best to receive anything of interest for our *RUPANEWS* magazine to fill the void of our monthly luncheon pictures and feedback. Please provide these articles or pictures to our new editor, George Cox. I hope and pray this virus ends soon so we can get back to our normal lives. Best of luck to you all during these trying times.

**Welcome to our new members:**

Ken Campbell, Spouse Barbara, SFO, Mountain View, CA  
Kevin Galloway, Spouse Jennifer, ORD, Huntley, IL  
Jim Russo, Spouse Melinda, IAD, Purcellville, VA  
Cherie Martinez, IAD, Chattanooga, TN  
Henry Maruri, Spouse Ginette, SFO, Rocklin, IL  
Alan Healy, Spouse Kristin, EWR, Miami, FL  
Michael Sanders, Spouse Ming, SFO, Henderson, NV  
Joe Bouley, Spouse Sara, SFO, North Salt Lake, UT  
Geraldo Filippone, Spouse Lorrie, ORD, Johnsburg, IL  
Marie Lindell, EWR, Shoreham, NY  
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Jim Ferrari, Spouse Sara, EWR, Pasadena, MD  
Olivia Holderman, SEA, Goldendale, WA  
Lee Gustin, Spouse Kathryn, SFO, Garden Ridge, TX  
Jarmo Toivola, Spouse Elaine Draus, IAD, Port St. Lucie, FL  
Leonardo Suglio, Spouse Elizabeth, SFO, Las Vegas, NV  
Kerry Johnson, Spouse Darlene, ORD, St. Charles, IL

*Still Flying High,  
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 (Very easy for you and our Secretary / Treasurer)**

**Or send a check to**

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

**We should uninstall 2020. I think it has a virus.**

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## Vice President's Letter



By now we've all been sent home to wait out Covid 19. I don't know about you, but the daily routine is becoming a challenge. One of my weekly highlights has been "hangar flying" with old pals on the telephone. The stories we share bring back many great memories of flying airplanes throughout the years with lively and exciting people. Most of us admit that we enjoyed flying big airliners, but it's the people we flew with that we enjoyed the most. We're not the type of people that sit on the couch watching Jerry Springer. Pilots get out there and enjoy life to the fullest.

I invite you to join me in "hangar flying" through the RUPA magazine. Send us your favorite flying story for all of us to enjoy.

I'll kick off the invitation with one of my colorful memories from a military charter in the 747-400. Pull up a chair and join me on a flight to "The Sandbox" and an evening in the "Star Wars Bar" in Germany.



**FRA-KWI-** The flight was from FRA to KWI with a full load of Army National Guard troops. We would "turn" the aircraft and return to FRA. The 2 leg, +14 hr. duty day required a crew consisting of 2 Captains and 3 First officers. I was paired up Captain Jon Rowbottom, Larry "Buck" Buckler and 2 other First officers.

Fully loaded, my turn in the saddle, we launched for KWI on a warm summer evening in Germany. It was going to be a beautiful night to fly.

**The Flight-** We'd previously discovered that it was "first come - first serve" at KWI so it paid to be early. Consequently we leveled at 29000 and stepped right out to Mach .88. Those of you that flew the 747 know that the Big Jet LOVES speed. We unleashed those Four Big Pratts and Let er Rip!

By the time we entered downwind at KWI it was dark. We had passed 3-4 other Mil Charters and were set up for a quick turn. Things were looking good.

**The Landing-** There was a war going on. I flew the downwind at 300 kts and 3000' with all of the lights off. The idea was: the bad guys would think that we were at 1000' and 250 kts and any attempt to shoot us down would be hindered in the darkness. (Does anyone think that this traffic pattern would defeat a shoulder fire heat seeking missile?). Turning base Leg I eased the four throttles back and began the deceleration for landing.

Configured, "on speed and in the slot" by 500', all that remained was to "roll one on" for the troops and my flying buddies. I could hardly wait to "paint that big 747 on".

Note: There is an "audible" talking altimeter in the 747-400 which aids in landing the aircraft by emitting the evenly timed words of " Fifty.....Thirty.....Ten"

About 75' above the threshold I told Buck to turn on the landing lights as I focused on the dark touchdown zone. The runway illuminated and I noted a huge sink rate. This was not good. The radio altimeter emitted a single word that sounded like "FIFTYTHIRTYTEN" followed by Impact! That beautiful 747 took the hit, sank to its knees then recovered nicely by tracking down the centerline like nothing had happened. There were a few audible screams in the passenger cabin and A ROAR OF LAUGHTER from my peers! Arrgggggh, the best laid plans.....

I mumbled something about "planning to land like that", taxied to the ramp and called: "CHECKLIST!" Hopefully the Checklist would silence the "band of experts" that were still jeering and laughing in the cheap seats of the flightdeck.

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**The Turn-** Thunderstorms were approaching from the west and we needed to get with the program fast. Jon Rowbottom and I headed down to the ramp and left Buck in charge of the flight-deck and ATC clearances back to FRA.

Things were moving slowly with the offload so Jon and I removed our hats and ties and began throwing bags off the jet with the troops. It seemed like the actions of the two old Captains finally motivated the youngsters. We were soon empty and on our way back to FRA.

**The Return Flight-**It was Jon's leg to FRA on that beautiful starry night. He flew an excellent flight and made a perfect landing. It was duly noted in the crew bus that Jon's landing was exactly opposite of my runway assault in KWI.

**The Debrief-** It was 01:30 AM when we departed the hotel for the "Debrief over Cold Brew." The hotel bellman directed us towards an establishment in a "questionable" section of town.

**It starts off bad-** The 5 of us, hoping to blend in with the locals, marched up to the entrance and were greeted by the "bouncer": " Ahhhhhh, Airline Pilots, come on in."

What the...? Buck stepped up and attempted to save the moment by saying that we were in the U.S. Navy and that he was an F-18 driver. The bouncer promptly shoved his index finger about 6" inches in to Buck's gut and chuckled:" Yank, I don't think you FIT in F-18....but gentlemen, please come in!"

We found our way to the back of the establishment and took barstools at the end of a smoke filled bar. Pilsners in hand, the debrief began with my landing in KWI. (These guys did not give up).

**It begins to get worse-** A "local" overheard our conversation and introduced himself as Horst, a retired F-104 pilot from the Luftwaffe. Horst was dressed in an old plaid jacket and tie. He had a cigarette in his hand, another one lit in the ashtray and was sporting a bad "comb- over "haircut.



I nudged Buck, look over at Horst and whisper; "what do you think the cross wind limit is on that comb-over?" Buck laughed and replied; "5 knots.....MAX!"

We discuss the F-104 with Horst and discover that the model he flew had TWO engines, THREE seats and various other previously unknown features. Obviously Germany added a "few mods" to Lockheed's Single Seat,

Single Engine Starfighter. Hmmmmmmm....

**The Grand Finale-** Closing time approaches but the locals are far from ready to go home. A tall young man dressed in a tight black jumpsuit throws a few coins in the Jukebox and attempts to extend the inevitable closing with a Janet Jackson disco song. Music begins to boom from the speakers.

The young man wheels around looking for a dance mate. We note that he is wearing a Mr. T "starter kit" consisting of gold bracelets, necklaces and chains. These bright accessories are clearly visible due to his 1/2 unzipped jumpsuit. The German points towards the bar motioning his index finger for a dance partner. A plump lady in her late 50's staggers off a bar stool and zig zags towards the music on red pump shoes, grinning ear to ear at the invitation. The fraulein obviously has "Dual Yaw Damper Failure" as those red heels cause her to wobble from side to side. However, she will NOT be denied. Red lipstick, eye makeup and Dolly Pardon hair, this is her moment.

We're at the bar taking all of this in while Horst is sitting there on his barstool, eyes closed, puffing a cigarette to the Beat of the music. Jon reaches over and pours a little brew on the cigarette causing an immediate "flameout". Horst continues to dead stick the cigarette to the music unaware that he has Zero EGT. This is getting good.

As the music and mood capture the couple, the lady's purple button down dress reaches it structural

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limit. Things go from bad to worse as the buttons explode one by one from the front of her dress. Unaware that a catastrophic wardrobe failure is imminent, she continues dancing with reckless abandonment. We want to stop watching, but we can't help ourselves. The final scene cannot be shared in this fine publication, but I'm sure by now, you have the "visual" !

NONE too soon the song is over and so is the evening. It occurs to us later that we had discovered the Star Wars Bar in Frankfurt and that we'd flown a trip that we'll never.....ever.....forget.

Ok, it's your turn. Send us your favorite flying story for all of us to enjoy. We may be stuck in our homes, but there's no reason we can't do some "hangar flying".

*Cheers!*

*Wn*

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## From the Editor's Desk

My name is George Cox, a 2016 retiree, and I am thrilled to be your new *RUPANEWS* editor.

### Brief background:

USAF (24 years) - Keesler AFB, Bergstrom AFB, Anderson AFB (Milky Bombplot @ Ritidian Pt.), NORAD, USAFA, Lowry AFB, USAFA (Again).

UAL (26 years) TK, DEN, ORD, IAD, SFO.

Home: 50/50 between COS & APF (APF = Alternate Page Field, aka Naples, FL)

**My mentor.** Cleve Spring is a tough act to follow and needless to say, I have some pretty big shoes to fill. However, I feel confident at the controls of the *RUPANEWS* with the guidance he's given me; not to mention the files and folders he's sent me.

*Thank you Cleve !*

**Thank you to the Staff!** I also want to thank the "staff". That is you, all the regular contributors to the *RUPANEWS* — The RUPA Officers, Board Members, Committee Heads, Area Reps, and Luncheon Organizers. Your input is vital.

And of course, there are the members. You are the heart and soul of RUPA and without everyone's input, there'd be no magazine. Since taking the position, I've 'attend' two luncheons (one physical and one virtual) and what I found when I asked what you liked most about the magazine it was that it kept you connected. Please continue to help keep this connection and keep those cards and letters coming; or in our digital world, keep those emails and attachments coming. Also, when you include a photo then please give me a bit of info. The basic W's will work: Who, What, When, Where, & Why. If you are in a rush, the Who is the most important. Others like to know those in the photo.

**Flightplan update:** Because coronavirus is hogging the airspace, our RUPA luncheons have received delay vectors. However, the virtual airspace is wide open and virtual luncheons may be the norm until the coronavirus traffic departs the fix. So what's a virtual luncheon? Basically, you connect to the internet using technology via a 'screen' of some sort (computer, tablet, phone, etc.) at a predetermined time and date to view the participants and have your "luncheon". Some platforms also let you call in if you do not have a screen or elect not to join via the internet. Larry Farnworth shared some info on one such platform, Zoom, and I included it in the LETTERS section of this month's *RUPANEWS*.





**What's in the RUPANEWS future?** I am here for you. The *RUPANEWS* has a long legacy of providing articles important to us retirees and I want to continue. Those articles you are used to is my SOP. However, just as in the cockpit, there is also pilot technique. You'll see my technique in this issue and I'll sit back and await your debrief.

One thing I am aiming for is color. A color printed version of *RUPANEWS* is prohibitively expensive, however this month's on-line issue is in color. You can have it emailed to you by sending an email to John Rains . . . [rupasectr@rupa.org](mailto:rupasectr@rupa.org)

In the meantime, *There I Was* at the controls of the *RUPANEWS* and on the approach when I got the Norton Master Caution light and the audible "Virus, Virus" warning.

I donned my PPE (Immediate Action) and called for the 'final' checklist:

**"Pen down, Final Publication Checklist please"**

Til next month,

p.s. Send me your "*There I was*" stories.

*Editor George E*



## Letters to the Editor

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

Please observe social distancing when e-mailing me.  
I don't want my computer to get a virus



Editor in his PPE: Gloves, Mask, Gloves.

**Would you like to receive the *RUPANEWS* by email?  
If so, please send an email to our Secretary-Treasurer at:**

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

**And enjoy the color edition**



## WE'RE HERE TO HELP

The United Airlines Pilots Retirement Foundation is dedicated to providing support to those with financial needs who are in the United Pilot family. Originally intended for our retired pilots and their spouses, we have expanded our scope to include their expanded families and descendants.

The readers of RUPANEWS could help us help those in need. Spread the word that we are available and let us know if anyone in "our family" could use assistance.

Check our website [www.uaprf.com](http://www.uaprf.com) (Also see inside the last page of RUPANEWS in the bottom box)

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## R & I REPORT

For the most part, it appears that the transition to our new Aetna/Medicare Advantage ESA PPO plan is working fairly well for us. I can't say that it's "better" than what we had before though. Here are two issues that I've had.

### “ENHANCED CHIROPRACTIC COVERAGE”

Two Aetna reps did a presentation at last October's RUPA Reunion, which I've written about before. I no longer have the notes I took, but I asked about what "enhanced coverage" meant, in particular about X-rays, and I **specifically** asked about X-rays taken at the chiropractor's office. The reason I asked was that, while our old Medicare PPO plan covered them, Medicare only pays for X-rays taken at a different location, not by the chiropractor. I was told that they would be paid for. I just ran into this again. My wife has a compression fracture of her T-12 vertebra from lifting a very heavy suitcase. She had a kyphoplasty, i.e. cement injected into it to fill the crack. The chiropractor, rightly, wants to take X-rays before doing any kind of adjustment on her spine.

I called Aetna and spoke to a very knowledgeable supervisor. He hadn't run into this before, so he did a lot of digging and finally he told me that Aetna would only pay for X-rays by a licensed radiologist, with the claim filed using that specific code. So this "enhanced chiropractic coverage" is far from enhanced. It means you first have to go to a doctor to get a prescription for the X-rays, since neither hospital radiology departments nor diagnostic centers will do them without the prescription. Aetna will pay for both. That doesn't seem too smart, but that's the way it is, mostly because that's the Medicare policy. And that appears to mean that's Aetna's policy. Our chiropractor does great X-rays and can't use the kind done by others, so that means we'll have to pay for them, about \$250.

### WATCH OUT FOR CLAIMS DENIED BECAUSE THEY WERE FILED USING YOUR OLD AETNA MEMBER ID NUMBER

Early this year a claim for Quest Diagnostics kept getting denied by Aetna, saying "...your health plan coverage ended before you received these services. Your claim will not be considered unless you can show that your coverage was in effect at the time service were rendered." The same thing happened at the beginning of 2019 when my wife went on Medicare, which changed her coverage in our old plan. It took me months to get it straightened out. Claims kept being denied because "she was no longer covered," even though my premium payments were automatically paid each month.

We were familiar with this kind of error, so she was very careful to tell the Quest agent to make sure to use her new Aetna member ID. It appears that since Quest still had her old ID in their database, that one must have automatically come up when the claim was filed, and that's what was submitted to Aetna. Even though I had a good idea what had happened, I couldn't get anyone to fix it. Finally, in exasperation, I contacted the UAL-MEC R&I specialist and she got it straightened out.



What happened in the first paragraph with Quest last year was due to a fault at Aetna. The second one was a problem with the provider, Quest. However, I can't forgive Aetna's system for not automatically updating claims using the old member IDs to the new ones.

So...watch out for denied claims and don't just assume they're correct and you're out of luck. Be persistent, and if you need to speak with a supervisor, do that.

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## AETNA & SILVER SCRIPT CONTACT INFO

We were given a dedicated Aetna number for our use. For medical, as well as mental health issues, it's (866) 246-8088 Medical & Behavioral Health. For your doctors and other medical providers to call it's (800) 624-0756. There's also a 24-hour line that you can call if you have concerns that you want to speak to a nurse about, and that's 800-556-1555. If you go to a gym, you can call Silver Sneakers at (888) 423-4632 for info.

For prescription drug issues, our coverage is SilverScript, which is a division of CVS/Caremark. Their number is (844) 819-3074. Note that SilverScript and Silver Sneakers are not related. To make things even more confusing, even though SilverScript is a division of Caremark, and we still use the [www.caremark.com](http://www.caremark.com) website, you have to call and work with someone there on a new log-in, as if you're a new member. Once you do, and you log in, all of your old prescription information will be there. The number for doctors and providers, like a pharmacy, to call is (866) 693-4620 - Pharmacy Help Desk for Providers.

Don't feel alone. A lot of us have had to wade through all of this info. A lot of it is in the info packages sent to us, but it's still really confusing.

|                               |                |
|-------------------------------|----------------|
| Medical & Behavioral Health   | (866) 246-8088 |
| Doctors / Medical Providers   | (800) 624-0756 |
| 24-hour Nurse Line            | (800) 556-1555 |
| Silver Sneakers (Gym)         | (888) 423-4632 |
| Silver Script (Prescriptions) | (844) 819-3074 |
| Pharmacy Help Desk            | (866) 693-4620 |

## WAIVER OF RMDs

As part of the COVID-19 Congressional legislation known as the CARES Act, Required Minimum Distributions (RMDs) that would otherwise need to be made beginning at age 70 ½ are suspended for 2020. I've written about this before, but this is a new waiver to the rule.

What if you already took the distribution? This can get confusing and I suggest that you talk to your financial advisor, if you have one, or do some research on it. That's because you MAY be able to have the distribution considered a rollover into an IRA, possibly making it non-taxable. I'm not qualified to give advice on this at all, and there are time limits for this exception that may or may not make you eligible.

*Bob Engelman*

*Editor* - Check Bob's first R&I report in the Feb 2020 edition of the *RUPANEWS*.

### Snowbird NOTAM

- The USPS will only forward magazines to your new address for 60 days.
- You must notify our Secretary/Treasurer when you head to your seasonal residence.
- Both addresses are kept in our database so it's easy to switch them.
- Email: [rupasectr@rupa.org](mailto:rupasectr@rupa.org)

Or mail to: RUPA  
PO Box 757  
Stowe, VT 05672



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## A Bit of RUPA History

By Capt. Cleve Spring

**Introduction by our RUPA President** - It is with great sadness that we must say goodbye to our most esteemed editor of the *RUPANEWS* magazine. Cleve Spring has been our finest editor since the inception of our magazine. He and his wife, Rose, have been so invaluable to the publishing and production of the best retired airline magazine in the industry. As you will read in his article, Cleve has been the Area Rep, the "Folding and Stuffing" manager, the Secretary/Treasurer, a past President and finally as the magazine's Editor. What a resume! He could probably get hired by a major airline. I had many discussions with Cleve over the years and he has been our guiding light for any of our concerns. On behalf of the members of the Retired United Pilots Association, we would like to thank Cleve and Rose for everything they did for us. He has informed me that he will be around to provide any council or answer any questions that we may have in the future. I would like to thank them and wish the both of them the very best.

Still Flying High,  
*John Gorczyca*

I've been asked to write an article about some of the history of RUPA and my personal experience with the organization. Here is a bare bone, eclectic, history of RUPA as I know it, and how I have been involved.

RUPA was formed in 1963 when Capt. Dick Petty wrote Capt. Bill Kennedy suggesting the retired pilots of UAL form a Social Organization to keep in contact with each other. At the first meeting in October 1963, Bill Kennedy was elected President, Bill Williams VP and Capt. Harry Huking Secretary Treasurer. There were 65 original members. For years the officers were all retired SFO pilots and soon became nicknamed the "West Coast, or SFO Mafia."

Of course, there weren't any Luncheon Groups to start with. They evolved through the years when some enterprising members would decide to form one, as it still happens today. The *RUPANEWS* started out as a letter from the president and then became the RUPA Newsletter. There weren't any computers back then, so it was all cut and paste the information onto an 8.5 x 11 sheet of paper. That was taken to the United Print Shop at the Maintenance Base where it was printed for free. There was no set date for when the Newsletter would be printed, and the Print Shop would call whoever was in charge when they were printed. A volunteer group would go to the Base and fold the Newsletter, put it in an envelope and get it in the mail, sending it First Class. Hence, they became named "The Folders and Stuffers." The size, when folded, was half that of the sheet of paper. I'll explain how it became a full-size magazine later.



Cleve and Rose on his retirement flight



Folding and Stuffing

I retired in 1992 (See picture above.) and was immediately recruited to become the SFO Area Rep, by Capt. Gene Tritt. This meant I was also in charge of the Folding and Stuffing of the Newsletter. In 1994 I was invited to attend a luncheon at the Palo Alto Elk's Club by Capt. Walt Ramseur and several other RUPA Officers. It turned out that the purpose of the meeting was to ask me if I would be willing takeover the position of Assistant Sec/Treasurer to Capt. George Howson. George was not in very good

health and had very poor eyesight, so I said yes. In 1995, at the Maui Convention, I was elected to Sec/Treasurer. That meant that I now had three jobs. It turned out that the database that Capt. Howson had was in terrible shape, so with the great help of Capt. Floyd Alfson, then Assistant Sec/Treas, we were able to transfer all the information into a new database, which is in use to this day. When I took over "Folding and Stuffing", the Newsletter was no longer printed at the Base. RUPA was now paying a printer in San Mateo to do the job. This allowed us to set a specific day for "Folding and Stuffing." We would meet at the Mainliner Club in San Mateo on the first Wednesday of each month, put labels on approximately 3,300 Newsletters, tie them in bundles and put them in sacks and take them to the Belmont Post Office.

This was accomplished in a little over an hour, and for this the volunteers got doughnuts and coffee provided by my wife, Rose. The day before, a small group of us would get together at Capt. Floyd Alfson's home where he printed the labels and then he and his wife, Charlene, Capt. Bruce McLeod, Capt. D. Larry Wright, Dr. John Young, Rose and I cut and sorted the labels into individual mailing sacks. In 1996, Larry Wright came to me at a meeting and asked why we were still mailing First Class and thought we should go to Bulk Mailing. I told him I thought that was a great idea and would he investigate it. He did, and by doing so we saved enough money to allow our Editor, Capt. Jock Savage, to go to a full-sized magazine, which is how the **RUPANEWS** came into existence. After the Mainliner Club building was sold, I secured a meeting room at the Foster City Recreation Center, and the "Folding and Stuffing" went on as usual.

In September 2005, I resigned as Sec/Treasurer after serving in the position for over ten years. At almost the same time, the RUPA Vice President resigned just before the October RUPA Convention. RUPA needed someone to run for President, so I volunteered, and Larry Wright ran for Vice President. We both were elected at the Washington DC



Cleve & Bruce socialize after a long day at the office!

convention that month. The next convention was held in 2007 in Seattle and Larry was elected President. That turned out to be our last convention because enough members didn't sign up, I think less than ten. We tried again with the same result. RUPA used to have conventions every two years at different locations in the US and held our elections at the same time. Actually, one was held on a cruise, and the next one was held just before the next cruise. Back in those days we had great turnouts.

In 2009 the **RUPANEWS** wasn't doing too well, so I went to Larry Wright and said that Bruce McLeod and I would like to take over as Editors of the magazine. Larry gave his consent and we produced the April 2009 addition. We had both worked on the magazine a few times before, so had some idea of what we were taking on. Bruce had other commitments, and, after a year, I became the sole Editor. The very next month, Virgil Gooselaw, Editor of the RUAEA Newsletter, called and wanted my address so that he could send me a complementary issue of their publication. During our conversation, I found that they were getting their Newsletter printed with a colored cover for less than we were paying. It was being printed in Denver, and they had a mailing service doing the labeling and mailing for them. It turned out that the savings we realized from the printing would more than pay for the mailing service. That meant the "Folders and Stuffers" would soon be out of a job. The May magazine was their last job. The next picture is of the members who attended the last F & S meeting.



Group photo at the final Folding and Stuffing meeting

Soon, Rose and I realized that we would have to organize a new luncheon group. Up until now, the F & Sers had been our “luncheon” group. Rose went looking for a restaurant where we could hold our meetings. No one would give us separate checks, so we ended up at Harry’s Hofbrau in Redwood City. It turned out to be a great choice with a good location. We decided to call ourselves the “SFO Bay-Siders’.”

That’s “30” That’s an old newspaper term for ‘end of copy’.

Cheers,  
*Cleve*



Coronavirus is what I used to call in sick with instead of saying beer flu

### Sheltering in Place days of the week

~~SUNDAY~~  
~~MONDAY~~  
~~TUESDAY~~  
~~WEDNESDAY~~  
~~THURSDAY~~  
~~FRIDAY~~  
~~SATURDAY~~

Cindi Gibbs-Wilborn

# LUNCHEONS

## SAC Valley Goldwingers Group

Our group has been religiously hunkering down during this wonderful spring time. Absolutely nothing to report other than the status of some of the faithful that attend our luncheons in months past. I would like to say that Bob and Kathy Lynch are doing extremely well during their medical recovery period. It is always nice to report that Ed Akin and his family are doing well after his recent stroke. Karl Winkelbrandt is doing well after his back problems and is back to hitting that little white ball on the golf course. Of course, wherever Karl is spotted, you will always see his sidekick Joni Cordano. Lori Muir and Dave Ulm are always faithful attendees to our luncheons and have been doing well with some home improvement activities. Jim Whittington is recovering from his medical setback. Bill and Rosemary Authier have always attended our luncheons with vigor. I would like to compliment the many Goldwingers who always make an attempt to attend our luncheons in the past and they include, Bruce Milan, Ken Ledwith, Gary Webb, Marv Alexander, Tom Dunipace, Tom Wright, Dave Leippe, Jim and Mary Harty, Trudy and Lance Engeldinger, Andy Fossgreen, Wayne and Joanie Mooneyham, John and Jenny Kallio, Jerry and Ann Blalock, Chuck Kolesar, John Petts, Steve McBride, Viv Stolp, and Tedd and Diana Stiles. If I missed any of the faithful attendees, I do apologize. Needless to say, I miss our monthly luncheons but we will be back.

As we progress through these times and since we have the “stay in place” advisory, I find myself doing things I ordinarily would not be doing. One of which is cleaning out closets of old clothes, files and correspondence. Wow, what a task. So, in my United files as I was progressing through them, I found I became very nostalgic. I had kept most of the emails and correspondence that United provided to us in our Ops V-files. It was truly a step back in time. In my files, I found items related to UAL bankruptcy, restoring pensions, MEC/LEC Chairmen communications, age 60 retirement, ERISA 4047 reinstatement of UAL pensions from the PBGC, safety updates, the absent monitoring system, APAAD, pilot stock allocation, Gap 2 & Gap 1 and the list goes on. I am sure many of you recall some of these items as they were only from the last 20 years. I had thrown many of the items away before that timeframe. But, they brought back many memories and I felt as if I was throwing away a part of history and my life. Oh well, life does move on and we have to contend with the future.

Another activity that we have had to adjust because of what this pandemic has done to us are the social gatherings we have had to terminate because of social distancing. Recently, my wife had a birthday and, believe me, it was a big one. I shall not go into detail about the number of years but it was significant. Haha. I thought, how could I have her enjoy some of her friends without exposing her or any of her friends. Well it dawned on me to have a drive-by hello/happy birthday/good-bye in our front yard. It worked like a champ. The highlight of the parade was the appearance of our local fire chief and two of his fire trucks blowing their horns.

I would like to include a long distant aerial shot of a United 747 on a parallel track taken over the Atlantic many years ago. Just a bit of nostalgia. Pretty cool picture.



Also, in another picture is the front cover of an autobiography of a journal entitled "Flight Idle" given to me from a retired United pilot, King Purton. What a fabulous career King had both with United and in his civilian career. Without exception, every United pilot I have met has had such outstanding careers.

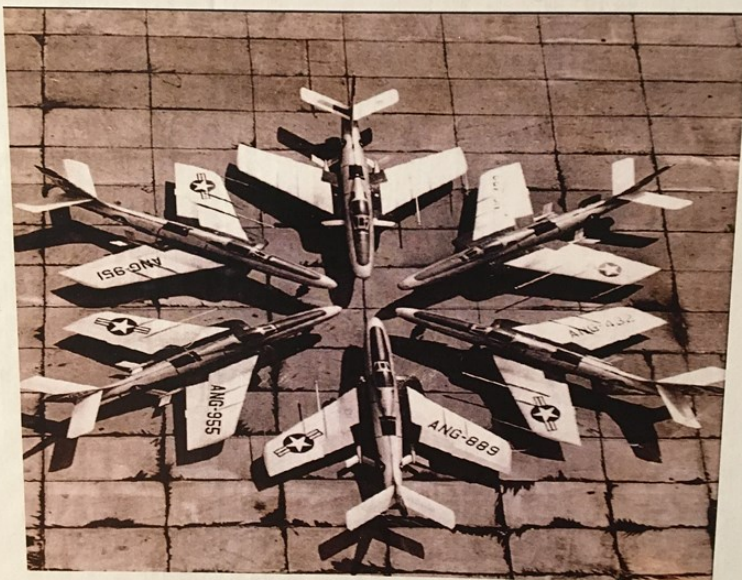
Well, nuff said for this month. Hang in there all and stay safe.

Still Flying High,

*John Gorczyca*

- A Blast from the past -  
Do you want read earlier copies of  
the *RUPANEWS* ?  
Check our on-line Archives.  
Issues back to Feb 1999  
[www.rupa.org/rupa-news](http://www.rupa.org/rupa-news)

## " FLIGHT IDLE "



KINGSLEY GREGG PURTON

### 10 years ago - May 2010

# rupanews

Journal of the Retired United Pilots Association

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Volume 13 Number 5      (Journal 608)      May, 2010

### 20 years ago - May 2000

# RUPANEWS

Journal of the Retired United Pilots Association

Volume 2, Number 5
(Journal 490)
May, 2000

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## Treasure Coast Sunbirds

Due to the Coronavirus, our Treasure Coast Sunbirds did not have our April Monthly Luncheon . . . therefore, no stories to tell or pictures to post. We hope to be back in business sooner rather than later - when the Pandemic is finally in our Rear View Mirror.

To the best of my knowledge, all of our Members and their Families are Virus - FREE at this point. Let's hope and pray that it will remain that way.



We hope that the same situation exists for your Chapter and that all is well during this difficult and challenging time. We must be dedicated - stay the course and keep the Blue Side UP!!!

Cheers and Best Regards to all of our fellow RUPA Members and their Family and Friends.

Sincerely,  
*Bob Langevin*



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## Oregon Coaster's RUPA Virtual April Fool's Day Luncheon!

Wow, that title says it all! Welcome to the TWILIGHT ZONE! We missed a trip and had to call the crew desk to rearrange our schedule a bit and we met by ZOOM virtual meeting. What a great internet cloud-based platform. We used our first meeting to help each of us old pilots learn how to log in and use the easy Zoom features to have our get together. Joining us was our NEW EDITOR, George Cox! We are so honored to have him log into our humble chapter.

Attending this month were George Cox, Larry and Crystal Farnsworth, Tom and Bonnie Vanderwest and Dick Markee with Thelma Walker. We had a great visit and later Bob and Lois Tannons logged in as well. This is the NEW IOE for many of us! Learning how to catch up from behind the power curve!

We visited about United's woes and the crazy situation with load factors that have fallen from 550,000 passengers per day to around 26,000 passengers per day. There is no international flying on the Boeing 777 in May! TK is closed due to positive COVID exposure and is being deep cleaned while the company figures out how to keep pilots current and qualified using simulators in close quarters. There are quite a few cargo charter flights going out for medical supplies. Only the

top six B777 Captain's in SFO got lines. All the rest are on standby of sorts. The word on the street is that United will survive but only at half of its current size...and it will be a long time before air travel demand picks up to pre-COVID levels. Anyone want to book a cruise? I didn't think so.

Thank Heavens I was lucky enough to retire a year ago. I had the "Luxury" of a well executed final retirement flight and sendoff that many of my peers will not be so lucky to enjoy for their hard working career. I hope and pray that our peers and our fellow employees will be able to survive this pandemic tsunami and return unscathed for better times aloft in the not too distant future. Stay United!

Larry  
Farnsworth

And the AWARD for the  
first ZOOM Luncheon in the  
RUPANews goes to...  
(drum roll)  
The Oregon Coasters



Top Row: George Cox, Larry & Crystal  
Farnsworth. Bottom: Bonnie & Tom Vanderwest,  
Dick Markee

## NY Skyscrapers - A look back



At almost 81, my memory is getting pretty poor; So I can't recall how we came up with the name NYSkyscrapers for our luncheon group. But NYSkyscrapers is sort of a play on our flying careers and the nearby skyscrapers in NYC.

We hold our luncheons at a golf club in West Orange, NJ, which is centrally located for the NY area, and we generally get retirees from NJ, PA, NY, and CT.

Our luncheons are held usually in June and September, to allow snowbirds to attend. We get pretty good turn-outs, often about 40 to 50 people, including some wives and girl-friends; In the past, while the United Airlines Retired Pilots Foundation needed money, we held raffles, with prizes donated by many in our group, and the extra money from the raffle would go to the Foundation.

Sadly, the Coronavirus has caused us to cancel our June luncheon.

Pete Sofman

## Big Island Stargazers

Unfortunately, we do not have a smiling group photo for our March meeting. The coronavirus touched the shores of Hawaii and we felt it was prudent to cancel our monthly luncheon to support our members' well-being. So, in order to fill in the white space we will take a look back in time via vintage photos and include a little history about our Hawaii chapter.

Before moving to the Big Island, I was a member of the North Bay RUPA chapter. When fellow Ruparian Leon Scarborough heard I was relocating to Hawaii he asked that I start a chapter on the Big Island. Supplied with a list of names from Leon, and help from fellow island retiree Beth Raphael, we were able to have our first luncheon in March, 2014.

How did we come up with our chapter name? The early Polynesians were skilled navigators and sailors who travelled thousands of miles of open ocean primarily by knowledge of the stars. The Hawaii island summit of Maunakea is a celebrated place in the cultural traditions of Hawaiians, and is the world's home of astronomy. The clarity, stability and darkness of the skies over Maunakea make it the premier location for astronomical research. As pilots, we can relate to the early navigators and modern-day astronomers and, hence, our name--Big Island Stargazers.

We extend our aloha to all of our fellow Ruparians and their families during these challenging times. As events unfold around us, we are learning new ways to keep our ohana safe. Take care, and we hope to see you back in paradise when we are able to get together again.

A hui hou kākou,

*Linda  
Morley-Wells*



March '14: Our first meeting.  
L to R: Winfield Chang, David Carlson, Beth Raphael,  
Dick & Grace Slinn, Linda Morley-Wells & Walt Wells



Nov '14: A much larger group! Seated L to R: Don Diedrick & Bobby Michael  
Standing L to R: Linda Morley-Wells, Walt Wells, Maureen & Rich Hurst, Bill & Lauren  
Cochran, David Carlson, Winfield Chang, Linde Rimkus, Linda Michael, Al Rimkus,

## The Monterey Peninsula Rupa Lunch Bunch

April and May lunches are cancelled and future dates will be announced when data shows the Covid-19 pandemic is abating, it's safe to venture out, and restaurants are open again. With the shelter-in-place orders and with most restaurants closed, and very few even conducting "take-out", group lunches aren't possible. To date our group is healthy and we want to keep it that way!

I started our MRY group in 2007 – months after I retired. Missing our camaraderie and common experiences I contacted Milt Jines, Pete Walmsley, Dave Mackie, and Jon Rowbottom who all lived in the area about any interest in getting together for a once a month lunch.

Surprisingly our first lunch had nine or ten attendees and all wanted to keep the lunches going. We originally met at the Golden Tee restaurant at MRY Airport – beautiful Monterey Bay views with an active runway to watch the eye candy, hear airplanes, and occasionally smell jet fuel when the jets pushed back below the restaurant windows. We changed restaurants several times, but finding a place with easy parking, space for a group without paying for a room reservation, and being able to order off the menu with individual tickets was hard to find. Pete, being a member of Quail Lodge in Carmel Valley, offered to start having lunches at Edgar's and we quickly found it a perfect setting! We have had several "chef" changes with different menu styles, but overall it has been a very successful location – thank you Pete and Donna for continuing to host!!!



Left to Right:

Phil Young, Diane Ellis, Phyllis Cleveland, Cheryl Bohrman, Ken Bohrman, Linda Mackie, Steve Filson, Terry Filson, Judy Quintana, Carlos Quintana, Pete Walmsley, Jack Cowles, Donna Walmsley, and Brett Morris

*Camera provided by Ken "The Ace" Bohrman*

Over the years we have had quest speakers and visiting Ruparians. Our attendance has been as high as 50 for our holiday party lunch hosted by Carlos and Judy Quintana at the Beach House in Pebble Beach (what a treat) to as low as 6 at Edgar's – depending on weather, vacation schedules, and illnesses. Always there were great conversations – not just war stories and old jokes – but shared life experiences and wonderful friendships.

I'll email everyone about our next lunch when Edgar's is re-opened for groups and it is safe to venture out in public! Stay safe everyone – this too will pass!

Cheers to all,



Parton the mustache – it comes with age!

*Phyllis Cleveland*

Haven't seen "BECOME AN AIRLINE PILOT" ad in about a month now. 😞



**United Airlines Historical Foundation**

*"Preserve the Past, Inspire the future"*

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

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## The AWOL San Francisco East Bay Luncheon Report

This is the second month we haven't been able to meet due to the dreaded Coronavirus and I'm sure that this quarantine will last even longer. I've called our regulars and they all are self-quarantining and all are safe.

The Italian Restaurant we go to is still operating as an Order-to-go and will survive, it is all the servers that we feel bad for as most of them are on furlough.

My wife and I are about 30 days into solitary confinement, well not really solitary, as my wife stills talks to me, and it doesn't look like we will be paroled any time soon. We are both practicing our best anti-social behavior towards others and haven't had to leave the property in that time, but fresh fruit and vegetables are becoming an issue.

There was an unsubstantiated rumor going around the neighborhood last month when the market took a 2,000 point drop, of people jumping out of their windows. No one was really injured as all the houses here are one story. 1928 this isn't, but it will take some time to recover but not as long as in the 30's.

So keep those hands washed, your mask handy and write to the RUPA editor and let him know how you are handling your confinement.

*Rich Bouska*



Photo from April 2019.  
Standing L to R: Neil Dahlstrom, Jon Schaffer, Rich and Georgia Bouska, Harry Stonelake, and Shirley and Lee Francis. Seated L to R: Jerry Udelhoven, B.S. Smith, Dick and Marilyn Sperling, and Danielle Stonelake.



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## NOTAM - Tucson Area

Hello Tucson,

It has been quite a while since we even had a lunch together so after this coronavirus problem is behind us, perhaps we could try again.

I've sent emails to those in the area whose address I have but if you are reading this and have not received one from me, please send me a message at [randyryan40@msn.com](mailto:randyryan40@msn.com)

We could consider having one this summer for those of us living here year-round as well as another much later in the year or maybe even next January or February when the seasonal residents are here. In the past we have included wives/partners when we have gotten together. We are open to suggestions as to where to get together. The last one was in Green Valley.

Please let me know at the email address above whether you are (or might be) interested in getting together.

Thanks and we hope we can work something out.

*Randy Ryan*

*Editor's comment.* Randy scoured the 2020 RUPA Directory & sent out 36 emails and so far and has a 25% reply rate. That's incredible! He asks that any TUS folks contact him if only to say whether or not you like the idea or not.

## PNW Flyers - March Meeting

Ten aviators piloting 8 planes slipped the surly bonds of earth and dodged the COVID -19 bug, to fly from as far away as Portland, OR to Arlington, WA.

We enjoyed a sumptuous lunch and great camaraderie, talking mostly about the various assembled flying machines and reminiscing about flying for UAL.

The PNW weather gods cooperated supplying a CAVOK winter day for our meeting, with every attendee arriving by air.

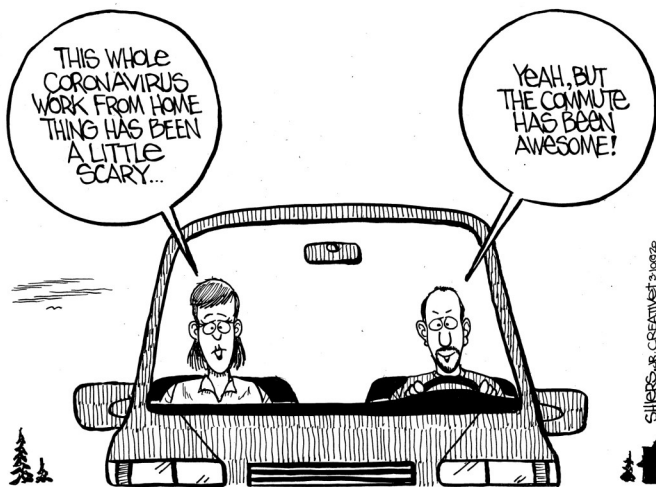
### *Cort de Peyster*

Attending clockwise from left: George Johnson, Steve Barry, Earl Poland, Steve Craig (still active UAL), Molly Flanagan, Keith Littlefield (Alaska Ret), Barry Bergeron, Doug Howden, Cort de Peyster, Rusty Harrison.



Best In show went to Earl Poland and his NE-1 (USN version of a cub).

It was completely restored to new condition by Earl, from a basket case procured from UA retired pilot, Nokey Kluttz. This beautiful machine is one of only 4 originals in the world.



"I suppose, stranger, that flying for a major airline makes you think you're something special."



## **United Airlines will get \$5 billion to avoid layoffs until the fall. It might only be a reprieve.**

By Lauren Zumbach / Chicago Tribune

United Airlines expects to get \$5 billion in financial assistance from the federal government to keep paying employees as the COVID-19 pandemic devastates passenger air travel.

Even with those funds, the road ahead looks perilous, executives said in a letter to employees this week.

The Chicago-based airline has slashed about 90% of its flying capacity in May, and expects to run a similarly bare-bones schedule of flights in June. It carried fewer than 200,000 people during the first two weeks of April — roughly 3% of the more than six million passengers it had during the same period last year.

The situation isn't expected to get much better. United expects to carry fewer people through the entire month of May than it did during a single day in May 2019.

United has pledged to avoid involuntary furloughs and pay rate cuts through Sept. 30 — a condition of accepting the federal funds — though many employees will be working fewer hours. Executives warned employees the reprieve may not last.

"But the challenging economic outlook means we have some tough decisions ahead as we plan for our airline, and our overall workforce, to be smaller than it is today, starting as early as October 1," United CEO Oscar Munoz and President Scott Kirby wrote in a letter to employees Wednesday night.

Several other major U.S. carriers, including Delta Air Lines, American Airlines and Southwest Airlines reached agreements with the Treasury Department to receive billions of dollars in grants and loans to keep workers on the payroll, money that is part of the \$2.2 trillion federal coronavirus relief package.

U.S. airlines, United included, started the year in the best shape they'd seen in years, said Helane Becker, airline industry analyst at investment research firm Cowen. But the scale of the crisis is unprecedented, and even with the financial aid, analysts say they expect airlines' flying capacity and employee ranks to be significantly smaller by the end of the year.

"This is a complete takedown of the airline industry... We've lost decades of growth, and it will take years to recover," Becker said.

Of United's \$5 billion, roughly \$3.5 billion will be a grant, with the remaining \$1.5 billion in the form of a low interest loan. American, Delta and Southwest expect to receive \$5.8 billion, \$5.4 billion and \$3.2 billion, all a combination of grants and loans. The money comes with strings attached — restrictions on stock buybacks and executive compensation, and a requirement that airlines maintain a minimum level of flying to cities they served on March 1.

Sara Nelson, president of the Association of Flight Attendants, which represents United's flight attendants, said the deal also ensures workers who took voluntary leaves of absence are eligible for enhanced unemployment benefits.

"We are closer than ever to almost a million airline workers knowing they will receive their paycheck and keep their healthcare and other benefits, at least through September," she said in a statement after the Treasury Department reached agreements with several airlines.

Capt. Joe DePete, president of the Air Line Pilots Association, which represents United pilots, criticized the decision to provide a portion of the funding through loans, not grants, "which will make it harder to stop layoffs and slow the recovery."

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That \$5 billion doesn't cover all of United's payroll expenses, and payroll only makes up about 30% of United's total costs, executives said in the letter to employees.

Two passengers linger near the check in area for United Airlines at O'Hare International Airport's Terminal 1 on Wednesday, March 4, 2020. (Chris Sweda / Chicago Tribune / Chicago Tribune)

Airlines have been slashing costs where they can. Last month, United asked employees to volunteer for unpaid leaves. More than 20,000 have signed up, and the airline will add additional voluntary leave and separation programs over the next few weeks, Munoz and Kirby said in the letter.

United also said it reduced work with vendors and consultants, cut executive salaries in half and scaled back planned capital expenditures, though it declined to comment on specific projects that had been put on hold.

The airline is facing higher costs to cover debts this year than U.S. rivals, according to a report from Cowen. United has nearly \$1.7 billion due this year, compared with about \$1.5 billion for American and less than \$1 billion at Delta, according to Cowen.

Airlines have been scrambling to arrange short-term loans. In March, U.S. airlines raised more than \$10 billion, according to Cowen, led by Delta with \$2.6 billion and United with \$2.5 billion. United added another \$250 million, putting up spare engines as collateral, on April 7.

Still, J.P. Morgan analysts "simply don't see any way for most U.S. airlines to avoid massive layoffs" unless the grants and loans are extended, they wrote in a research note last week.

Becker estimated there could be as many as 105,000 jobs lost across major U.S. airlines.

It took about three years for passenger traffic to return to 2000 levels after the Sept. 11 terrorist attacks, and this recovery will likely be longer, Becker said.

A lot will depend on whether the country develops tools to contain or fight the virus and how long restrictions on travel and instructions to practice social distancing remain in place, she said. Policies mandating social distancing, like forcing airlines to keep a middle seat empty, will hit airlines' bottom lines, but without those policies, travelers may not feel comfortable getting on planes.

Even once health concerns and restrictions diminish, the economic fallout will remain a challenge. People are filing for unemployment benefits in record numbers, and once people are back to work, many will be catching up on bills, not planning trips, Becker said.

Both the economic concerns and lingering restrictions on travel mean domestic flying is likely to bounce back more quickly than international travel. That's better news for airlines that focus more on domestic flying, like Southwest, than airlines like United with a larger international network. United accounted for a little more than half of all flights domestic carriers operated connecting the U.S. to China and Hong Kong last year, according to data from PlaneStats.com, Oliver Wyman's aviation data portal.

Some travelers may switch to lower-cost domestic destinations and budget carriers like Spirit and Frontier, said Seth Kaplan, airline expert and former editor of Airline Weekly.

Business travelers — an audience United has worked to attract — could resume flying more quickly than vacationers, according to Cowen. But even business travel will likely face a slower recovery than in prior crises because of the risk of pushing employees to travel too soon and growing comfort with virtual meeting tools, they wrote.

Even as they cut costs, airlines are going to have to double down on service to get passengers back, said Gary Leff, a travel expert who writes the View from the Wing blog. Business travelers might be more willing to forgo the hassle of a trip if they've grown more comfortable with videoconferencing, and leisure travelers will need reassurance airlines have adopted cleaning and social distancing policies that make it safe to fly.



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One thing that won't help: playing hardball with refunds, which travelers are entitled to when the airline cancels a flight. United Airlines is facing a proposed class-action lawsuit after the airline allegedly denied a traveler a refund and would only issue a credit for future travel. Other airlines also tightened restrictions on refunds amid the pandemic, prompting a warning from the U.S. Transportation Department earlier this month.

Many consumers focus on the lowest price or most convenient schedule and don't hold bad interactions against airlines, but at least some do seek out or avoid certain carriers, and that matters more in tough times than good ones, Leff said.

"If all your seats are full and you chase one person away, someone else will take it," he said. "But when half your seats are empty, the marginal customer matters."

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## United Airlines Warns Of Job Cuts Even After \$5 Billion Bailout

By Bill Peters / Investor's Business Daily



United Airlines stock and airline stocks in general fell Thursday, a day after the carrier said travel demand was "essentially zero and shows no sign of improving" soon due to the coronavirus pandemic, adding that it may have to shrink its workforce as soon as the terms of its government rescue package allow.

On March 27th, President Trump signed the CARES Act into law— a massive

— The carrier expects to get around \$5 billion from the government in payroll aid — money that will go toward ensuring its employees will still get a paycheck. The aid, as outlined in the government stimulus bill signed last month, ensures United Airlines (UAL) can't issue involuntary employee furloughs or pay cuts through September.

Once September passes, however, cuts seem likely to be more severe. United said the bailout money doesn't cover its full payroll costs, adding that it is planning "for our airline, and our overall workforce, to be smaller than it is today, starting as early as October 1."

The announcement is likely to add to the sense that the \$2 trillion stimulus package that President Donald Trump signed last month, which carves out \$50 billion in aid for passenger carriers, won't be enough for the airline industry as the pandemic wipes out travel demand. Half of that aid is to keep airline employees paid. The other half is general purpose loans.

Other big U.S. airlines, like Delta Air Lines (DAL), American Airlines (AAL) and Southwest (LUV), disclosed the terms of their expected rescue packages on Tuesday. The aid the airlines have received this week — the half intended to protect employee paychecks — is 70% direct cash grants and 30% low-interest loans that have to be repaid.

Analysts said the aid was less than expected, and only likely to buy them several months. Layoffs were still likely, they said.

### **United Airlines Stock Drops**

United Airlines stock fell 11.5% in the stock market today. The Composite Rating of United Airlines stock is a weak 25. Its EPS Rating, which measures profit growth, is 77. Its relative strength line is also down, indicating United Airlines stock has underperformed the S&P 500.

Among other airline stocks, Delta stock fell 6.5%. American Airlines stock gave up 9.9%. Southwest stock fell 6.6%. Similar to United Airlines stock, those airline stocks have weak relative strength lines and Composite Ratings.

Over the next few weeks, United said it would offer new voluntary leave options and "voluntary separation programs" as it tries to cut costs and give itself financial breathing room even with the government aid.

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The company said it has recast its flight network to be 90% smaller as it complies with the terms outlined in the government stimulus package. United said it planned to cut its flight capacity in May to just 10% of what it had planned for at the beginning of this year. Similar cuts are likely in June. Travel demand was likely to be down for the rest of the year and into next.

### **May 2020 vs. May 2019**

United Airlines stock and other airline stocks have been battered by the pandemic, as people stay off flights and face travel restrictions internationally. **Even Warren Buffett**, who had a change of heart a few years ago and started to buy airline stocks again, has backed away.

United said it flew fewer than 200,000 passengers during the first two weeks of this month. Over the same period a year ago, it flew more than 6 million. For this May, United said "We expect to fly fewer people during the entire month of May than we did on a single day in May 2019."

"The historically severe economic impact of this crisis means even when travel demand starts to inch back, it likely will not bounce back quickly," United CEO Oscar Munoz and President Scott Kirby jointly said in the written statement. "We believe that the health concerns about Covid-19 are likely to linger which means even when social distancing measures are relaxed, and businesses and schools start to reopen, life won't necessarily return to normal."

States and cities could reopen their economies at different times, they said. Governments around the world could still keep their curbs on travel in place. The executives said United's current difficulties are "bigger than any we have faced" in its 94-year history

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## **United Airlines captain thanks medical volunteers flying to fight coronavirus in emotional address**

By Janine Puhak / Fox News

On April 11, Capt. Jim Crail piloted a flight from Washington Dulles International Airport to Newark Liberty International Airport, which included medical personnel volunteering in the NYC area, a spokesperson for the carrier confirmed to Fox News on Thursday.

Before takeoff, Crail was inspired to shout-out the brave volunteers in front of those assembled in the waiting area.

The pilot introduced himself and explained that he and First Officer Brian McCasey, who he was flying with that day, both have wives who are nurses.

"I understand we have quite a few folks who are going to get on this airplane to travel down to the tri-state area to volunteer to help as medical professionals," Crail announced. "I'd like to ask all of you, would you please stand up? I know my wife would be totally embarrassed if I asked [her] to do that."



Then, passengers applauded in gratitude of their service.

"On behalf of my wife, everybody in the tristate area, the rest of the country, and United Airlines, I really, really appreciate and thank you for what you're willing to volunteer to do," Crail said.

In the days since, video footage of the aviator's sincere address has since gone viral with nearly 50,000 views and hundreds of supportive comments on Twitter.

Since April 6, United has transported more than

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140 medical volunteers to fight the novel coronavirus on the front lines, the spokesperson for the carrier told Fox News.

"We are profoundly grateful for the extraordinarily talented and selfless individuals who are working around the clock and have an unwavering commitment to support our communities and medical providers at this time of exceptional need," Jill Kaplan, United Airlines president for New York and New Jersey, said in a statement.

"It is our hope that providing air travel at no cost will allow additional dedicated volunteers and first responders the ability to reach the tri-state area that has been hit hardest by COVID-19."

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## Latest cargo move sends masks to hard-hit NYC, New Jersey

By Matt Adams / Flying Together



On Thursday (17 April), in partnership with Airlink, we flew a shipment of 50,000 N95 masks from SFO to EWR for first responders in the New York City/Northern New Jersey region.

The non-profit MedShare, which sources surplus medical supplies for communities in need, imported the masks from China earlier this week. We were then contacted by Airlink, another non-profit that connects airlines with aid organizations, and asked to move the cargo.

The bulk of the masks will be distributed to healthcare workers in New York City at the New Jewish Home, BronxCare Health Center and the Montefiore Medical Center. The remainder will go to a MedShare facility in Secaucus, N.J., for further distribution.

"Yet again, United Airlines delivered humanitarian aid and support to crisis-hit communities when it counts," said Airlink CEO Steve Smith. "Airlink and United have successfully worked together on countless disaster relief missions across the world, and it's great that we could be part of this mission to help the people of New York City and New Jersey."

In this time of great need, our Cargo operations have proved vital in transporting personal protective equipment and medical supplies. We're currently flying over 150 cargo-only segments each week between six U.S. hubs and cities in Asia, Australia, Europe, the Caribbean and the Middle East.

Since March 19, we have moved more than 31 million pounds of cargo. Of that, approximately 1.3 million pounds was medical equipment and another 2 million pounds was cargo and mail for U.S. military service members

**I'M SO EXCITED IT'S  
TIME TO TAKE THE  
GARBAGE OUT.  
I WONDER WHAT I  
SHOULD WEAR?**



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## A message from Oscar and Scott: The challenging times ahead

To our United Family:

We hope all is well with you and your family. Two weeks ago, we hosted a virtual townhall and it was a valuable opportunity for us to connect with you all. And we've been really pleased with the response, more than 50,000 of you tuned in live or watched the broadcast on demand.

At the townhall, we discussed the impact of your calls and letters to Congress as they debated financial support for the airline industry. Washington heard you loud and clear, passing vital legislation that will provide commercial airlines with a total of \$50 billion worth of grants and loans. We are grateful for the bipartisan cooperation displayed by leaders in the Congress and Administration -- and appreciative of the critical role that you played. The thousands of letters and messages you sent, capturing the spirit of our United family and what our service means to our customers and communities, made all the difference in the world. We will need that spirit more than ever as we set our sights on the rest of 2020 and beyond.

The challenge that lies ahead for United is bigger than any we have faced in our proud 94-year history. We are committed to being as direct and as transparent as possible with you about the decisions that lay ahead and what impact they will have on our business and on you, the men and women of United Airlines.

Let's start with the near-term. We now expect United to receive approximately \$5 billion from the federal government through the Payroll Support Program under the CARES Act -- to be used to protect the paychecks of our United employees. This government support does not cover our total payroll expense, but we're keeping our promise that there will be no involuntary furloughs or pay rate cuts for U.S. employees before September 30. And, payroll only represents about 30 percent of our total costs. Fixed operating and non-payroll costs like airport rent, supplies and infrastructure are significant and not going away. That's why we've been so aggressive in reducing our schedule, slashing capital expenditures, scaling back our work with vendors and consultants and cutting executive salaries in half.

We're planning to go even further to reduce costs. This weekend, we'll load a revamped schedule that will further reduce our capacity to about 10 percent of what had been planned for May at the beginning of this year. We expect to announce similar reductions to the June schedule in the next few weeks. We have now essentially redesigned our network to be down 90 percent while complying with the CARES Act and maintaining connectivity among nearly all our domestic destinations. And these May and June schedule reductions will have direct consequences for our frontline employees in terms of total hours worked. Those work groups can expect to hear more details from their leaders soon.

The more flexibility we have from a payroll perspective, the better. So, all work groups can expect to see a continued emphasis on payroll cost cutting options over the next few weeks including new voluntary leave offerings and voluntary separation programs. For those who are eligible, please consider signing up for voluntary COLA and ANP days. We're grateful to the more than 20,000 employees who have already signed up. Your sacrifice is both deeply appreciated and important to our company's future.

These schedule changes reflect the stark reality of our situation -- and unfortunately, it's something that even legislation as large as the CARES Act can't fix. Travel demand is essentially zero and shows no sign of improving in the near-term. To help you understand how few people are flying in this environment, less than 200,000 people flew with us during the first two weeks of April this year, compared to more than 6 million during the same time in 2019, a 97 percent drop. And we expect to fly fewer people during the entire month of May than we did on a single day in May 2019.

The historically severe economic impact of this crisis means even when travel demand starts to inch back, it likely will not bounce back quickly. We believe that the health concerns about COVID-19 are likely to linger which means even when social distancing measures are relaxed, and

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businesses and schools start to reopen, life won't necessarily return to normal. For example, not all states and cities are expected to re-open at the same time. Some international travel restrictions will remain in place. Meeting planners and tour operators will do their best to accommodate people looking to avoid large crowds. So, while we have not yet finalized changes to our schedule for July and August, we expect demand to remain suppressed for the remainder of 2020 and likely into next year.

So, let us end where we began, the government funding we expect to receive soon is helpful in the near-term because we can protect our employees in the U.S. from involuntary furloughs and pay rate cuts through the end of September. But the challenging economic outlook means we have some tough decisions ahead as we plan for our airline, and our overall workforce, to be smaller than it is today, starting as early as October 1.

Throughout this crisis, we have been candid and upfront with you. And today is no different. We appreciate the partnership and open dialogue we have with all of you as we confront this extraordinary situation that has had an unprecedented impact on our families and our company. We promise to continue to stay in close touch - and will continue to be as transparent as possible - in the weeks and months ahead.

Stay safe. Stay healthy. And please continue to take good care of our customers and each other. It's because of you that we remain proud to be United Together.

*Oscar and Scott*

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## Boeing Finds New Software Flaws on 737 Max

Alan Levin / Bloomberg



Grounded jetliner's flight-control computer requires two fixes.

Planemaker says changes can be incorporated at the same time.

Boeing Co. has identified two new software problems with the grounded 737 Max that must be fixed before the jetliner can carry passengers again.

The issues involve the flight-control computer and don't affect the plane's estimated return to service in mid-2020, Boeing said in an email Tuesday. The Max's software has been undergoing a redesign after being linked to two fatal crashes that prompted a worldwide flying ban more than a year ago.

The new flaws deepen the engineering challenge for Boeing as it tries to return its best-selling jet to the skies. One of the problems involves "hypothetical faults" in the computer's microprocessor, which could lead the plane to climb or dive on its own, Boeing said. A safety system on the Max caused the jet to dive automatically in both accidents, but the problems aren't related, Boeing said.

The other newly revealed fault could potentially cause the autopilot to disengage as the aircraft prepares to land. Neither problem has been observed in flight, but the software changes will eliminate the possibility that they could occur, the company said. The modifications can be incorporated into the plane at the same time.

In a separate statement, the U.S. Federal Aviation Administration said it has been in contact with the company about the issues.

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# U.S. airlines sitting on \$10 billion owed to consumers for canceled flights, lawmakers say

By David Shepardson, Tracy Rucinski / Business News



(Reuters) - U.S. airlines are estimated to be sitting on more than \$10 billion in travel vouchers that should have been cash refunds from canceled flights, a group of senators released on Friday.

Many U.S. airlines are cancelling between 60% and 80% of their flights, and under federal law passengers on those flights are entitled to full refunds, Senators Ed Markey, Elizabeth Warren and Richard Blumenthal said in a statement.

“However, many airlines have been obfuscating this right by offering travel vouchers as the default option, requiring passengers to take burdensome steps to request refunds instead,” they said.

The Democratic senators had asked Alaska Air Group Inc, Allegiant Air, American Airlines, Delta Air Lines Inc, Frontier Airlines, Hawaiian Airlines, JetBlue Airways Corp, Southwest Airlines Co, Spirit Airlines Inc, Sun Country Airlines, and United Airlines to each provide details on their refund policies during the pandemic.

In the airline replies, which were reviewed by Reuters, most did not share the total value of the travel vouchers and credits they have issued during the pandemic.

But JetBlue, which has 5.5% of the domestic market share, said it issued over \$20 million per day of travel credits to consumers in the first few weeks of March.

“Assuming a similar trend throughout the industry over the last month, this figure could mean that the airlines are sitting on more than \$10 billion in customer cash,” the lawmakers said, while inviting airlines to provide more information if they dispute the figure.

According to their findings, airlines are offering cash refunds when the company itself cancels a flight, as required by the U.S. Transportation Department, but only Allegiant and Spirit are offering refunds to passengers who voluntarily cancel their own tickets.

“None of the biggest carriers with the most revenue, including United, American, Delta, and Southwest, offer similar refunds,” it said.

In their replies the airlines generally said their policies are consistent with DOT guidelines.

Sun Country, a Minnesota-based ultra low-cost carrier, said refunding all of its non-refundable tickets outside of DOT guidelines “would put the company’s future at risk.”

Among replies by larger carriers, Delta said it had processed over 1 million refunds totaling more than \$500 million in March, for passengers that had requested a cash refund for flights that Delta canceled or changed.

American Airlines said in its reply that over 90% of the customers who were offered a refund for flights the company itself canceled chose that option over a travel voucher.

If passengers do not specifically request a refund, they are issued a travel voucher. While many airlines have made the vouchers valid for up to two years, some airlines’ vouchers expire within one year.

U.S. airlines are set to soon receive \$25 billion in government payroll aid, much of it in the form of free cash, and can also apply for another \$25 billion in government loans to help them weather the coronavirus downturn.

“The airline industry received its \$50 billion taxpayer bailout, so the least it can do is offer full refunds—without forcing customers to jump through hoops. All passengers deserve a full cash

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refund during this unprecedented time,” said Consumer Reports aviation adviser William McGee in a statement.

The nonprofit organization, which said it has heard from thousands of affected passengers, launched a petition ([here](#)) on Friday for airlines to refund money to all travelers who had their flights impacted by the coronavirus crisis.

Two weeks ago, the Transportation Department reminded airlines that they are obligated to refund tickets when they cancel a flight or make a significant flight schedule change that passengers opt not to accept, but did not take any immediate action against airlines.

The department said given the massive crisis it “will exercise its prosecutorial discretion and provide carriers an opportunity to become compliant before taking further action.”

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## **Could Coronavirus Really Wipe Out Half The World’s Airlines And Change Aviation Forever? One Keen Observer Thinks So.**

By Dan Reed Senior Contributor / Aerospace & Defense

Without financial aid from their governments, half of the world’s approximately 800 airlines could be bankrupt by the end of May because of the unprecedentedly swift and deep drop in air travel demand amid the coronavirus pandemic, a decline that has exceeded the fright-driven falloff that followed the 9/11 terrorist attacks.

That’s the assessment of the Centre for Asia-Pacific Aviation, a global airline consulting and analytics firm based in Sydney, Australia.

CAPA also suggests that the potential, or even likely demise of lots of small and weakly capitalized carriers around the world could lead to a dramatic restructuring of 75-year-old legal structure that has governed global airline competition and ownership since the end of World War II.

The COVID-19-triggered run on cash at nearly every airline threatens the survival of half of the world’s 800 airlines. ASSOCIATED PRESS

CAPA’s conclusion that half the globe’s airlines are headed toward technical insolvency in less than 75 days is based off its analysis of the cash flow challenges now faced by 40 large and mid-sized airlines around the world plus projections stemming from that analysis for the rest of the global industry.

“It’s a ‘no-brainer,’ really. Most of the 800 or so airlines in the world are going to fold if they have no income for three or four months,” said Peter Harbison, CAPA’s chairman.

That’s because airlines are, from a financial structure perspective, heavily dependent on cash flow.

Because their primary assets – their aircraft – are 20-plus year assets, they must be financed via 20- to 25-year term loans or 12- to 15-year leases. Thus, airlines must continue to take in large enough streams of cash to make their substantial monthly loan or lease payments. But when planes get grounded, or have to operate with only a fraction of their normal passenger loads, carriers see their incoming cash fall instantly as their loan and lease payments continue. When that happens airlines can burn through their cash reserves quickly.

That’s why U.S. carriers on Monday asked Congress to provide \$50 billion in financial aid – half in the form of outright grants and half in the form of interest-free loans or loan guarantees – plus additional forms of support to keep them alive through the end of this year. (U.S. cargo carriers, most of which also are A4A members, similarly are seeking \$8 billion in grants and loans from Washington).



Somewhat amazingly, that \$50 billion request for help is coming from carriers that collectively entered the current COVID-19-driven crisis with more than \$25 billion in available cash.

In fact, the seven largest U.S. airlines – Delta, American, Southwest, United, Alaska, JetBlue and Spirit – ended 2019 with \$24.3 billion in cash, combined.

Yet Airlines For America, or A4A, the big U.S. airlines' Washington lobby group, originally issued a statement on Monday about their request for government assistance that included some rather breathtaking financial projections that show their members crashing financially before year's end.

In what the A4A labeled an "optimistic" case, it said its member carriers will see their collective cash balance fall \$18 billion in just six months, or roughly 45% of their collective year-end cash position of around \$40 billion. And, by year's end, under the same optimistic scenario, the group's cash balance will have fallen by \$23 billion, or 59%.

Worse, under what A4A called its "pessimistic" scenario, the seven airlines' cash on hand would fall a staggering \$26 billion, or 67%, to a thin \$12.8 billion in just six months. And if they were to continue to bleed cash at the same rate through the end of this year the A4A carriers' cash position would turn negative sometime in the fall and they would end the year with a negative cash balance of around \$14 billion - assuming they didn't all enter bankruptcy first to preserve what little cash they would have left.

Intriguingly, without explanation A4A removed that analysis from its statement and from its website by mid-day on Monday.

In part that retraction may have been in reaction to criticism from some, including members of Congress, that the industry's bailout request appears to them to be much higher than necessary. Furthermore, the A4A's analysis appears to have assumed that the airlines would not take steps to slow their cash burn rate and that they would not seek to raise new cash through the financial markets.

However, the so-called Big Four – Delta, American, Southwest and United – already have said or are known to be seeking to raise additional cash via new loans, drawing down on their previously existing revolving credit lines and, in some cases, exploring the refinancing of some of their aircraft. JPMorgan analysts said in a report on Monday that United and Delta both have at least \$20 billion in assets – mostly planes but also some real estate – that they could be put up as collateral to raise cash, and that American has \$10 billion in such unencumbered assets that could be turned into cash.

Those three, along with Southwest, Alaska and JetBlue, also have the ability to use future mileage point credits in their frequent flier programs as collateral for large loans – or, in effect, cash advances - from the banks with which they partner in those valuable programs.

Thus, while the rate of cash burn remains a very serious concern for the big U.S. airlines, for most them the possibility of running out of cash in the next few months is low. Plus, a reasonably quick recovery of global travel demand as a result of big improvements in the COVID-19 disease cycle could see that cash drain reversed by sometime in the fall.

Still, most of the world's 800 airlines are small carriers with much weaker balance sheets than most of those based in the United States and Canada, Western Europe, Australia, and the economically stronger parts of Asia and South America.

Harbison notes that most are propped up by "almost a pyramid-selling" scheme. In many cases, such carriers have little cash of their own, but serve as marketing and service companies flying planes owned by aircraft leasing companies. In such cases, when cash stops coming in the door,



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there are few or no owned assets that can be used as collateral for new loans and the carriers collapse financially in a matter of weeks.

A secondary impact of such a collapse would be increased financial pressure on the leasing companies, some of which are large enough and diversified enough to survive, but many of which could be pushed into insolvency as well. And a third-level impact of that would be additional financial pressure on the aircraft manufacturers Boeing and Airbus, which could see dozens or even hundreds of “orders” for new planes wiped from their books and large numbers of existing and relatively new planes returned to the manufacturers as a result of defaults by airlines and/or leasing companies.

Harbison argues that while such events would be very painful for most parties involved, such a cataclysmic set of events also could lead to a major change in the system by which airlines are owned and operated around the world – a change he says could be positive in the long term.

The existing regime governing world airline ownership and operations dates to a conference in 1945 and 1945 that tied airlines to their “home” countries. Carriers from one nation seeking to serve any other nations must get “rights” from those other countries to do so, rights that must be negotiated between nations. Thus, an airline’s “nationality” is, in some respects, a limit on how big that carrier can get in terms of global service. Additionally, that 75-year-old agreement, called the Chicago Convention after the city where the meetings took place, effectively prohibits cross-border ownership of airlines, though changes over the last 20 years have allowed for modified cross-border ownership of certain carriers through the creation of multi-national holding companies or other legal workarounds.

Harbison sees the current crisis and the likely disappearance of many weak carriers as an opportunity to change the 75-year-old global airline ownership rules to allow for truly global airlines. As with companies in nearly all other industries, airlines would be owned by shareholders around the world without regard for the owners’ nationalities. That, in turn, would allow carriers to truly merge in order to reduce overhead costs and more efficiently align capacity and schedules with consumer travel demand.

As a result, the big global alliances – Star, oneworld and SkyTeam – would be able to evolve into (or re-order themselves) into fewer but larger airlines operating in the global marketplace. Or, alternatively, other surviving carriers could band together in a merger across one or multiple borders to form a new major carrier capable of competing against the current or even combined mega-carriers.

“The post-coronavirus chaos will alternatively offer a unique opportunity to reframe the foundations of a global airline industry,” Harbison wrote in CAPA’s analysis of the current situation, published on Monday. “But is there a will to grasp that potential? If the will is there, finding the right directions will require leadership and a recognition that there is no place for nationalist attitudes in this most international of all industries.”

Harbison suggests that the likely survivors will include the strongest of the Chinese airlines, which are all government-supported; most of the big-name Western carriers; the three big carriers based in the Persian Gulf area (Emirates, Etihad and Qatar Airlines); top-shelf discount airlines like Europe’s Ryanair and EasyJet and several similar carriers in the Americas and Asia; and several top-brand carriers in Asia and Oceania.

Problem is, he says, is that “the post-coronavirus environment has all the makings of a geopolitical standoff. The last thing the world needs post-coronavirus is a nationalistic aero-political confrontation.” Such a standoff “would have colossal implications for the entire aviation supply chain, airframe and aerospace manufacturers, lessors and financiers. It would be greatly reduced in size and would be catastrophic for many satellite activities,” like the business travel and tourism industries and aircraft manufacturing.

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# What It Takes for an Airline to Ground Its Fleet Amid Coronavirus

By Jessica Puckett / Conde Nast Traveler

As travel restrictions continue amid the spread of coronavirus, a record number of planes are being grounded.

At least 70 airlines around the world have grounded themselves completely, according to Cowen investment bank. These include heavy hitting airlines like Emirates and Etihad and low-cost behemoths like EasyJet. Other top carriers, including Lufthansa, Cathay Pacific, and Singapore Airlines have canceled up to 95 percent of their flights. U.S. carriers aren't far behind: American Airlines is suspending 80 percent of its domestic flights and 90 percent of its international flights into May; Southwest has parked 50 of its 750 jets; United has cut its April schedule by more than 60 percent and is planning deeper cuts into June; Delta has at least 600 planes grounded so far.

At the current rate, up to 80 percent of the world's overall fleet could be grounded as a result of coronavirus travel restrictions, Peter Harbison, chairman of the industry group Centre for Aviation, told the Financial Times earlier this month.

But what actually happens to all those aircraft if they aren't ferrying passengers? Parking a plane for a few months is not as simple as leaving it at an airport and waiting for flights to start again. Turns out it takes a lot of effort and coordination for airlines to simply ground their planes.

Most U.S. airlines are shuttling their planes to long-term storage facilities, usually located in the desert, which specialize in keeping a plane operational even when it's not flying. "It's safe [for planes] out in the desert because it's dry and no humidity," Scott Butler, chief commercial officer at Ascent Aviation Services, where the amount of planes in storage have more than doubled to 200 aircraft since the coronavirus outbreak began in the U.S.

"It's quite a big undertaking," he says. Airlines are parking "various aircraft types: wide-bodies, narrow-bodies, new, old." But even once airlines choose a storage facility and transport their aircraft, carriers are far from finished with managing their fleet. Most airlines, Butler says, need to pay for the maintenance upkeep on their planes, even when they're sitting on the ground.

Keeping an aircraft parked can cost up to a whopping \$30,000 per plane, depending on the maintenance regimen, according to the Financial Times.

The most expensive storage plan? An option called active parking mode. "This is if you want that aircraft to fly as soon as that day or tomorrow," Butler says. "This involves running the engines every week, running major systems, lubes, just general flight line maintenance you would do between flights. Really just keeping it ready to go."

All of that on-call maintenance and upkeep is expensive for the airlines, but in this case, it will still help them save precious cash reserves.

"It costs a lot to keep [planes] in storage," says aviation analyst Mike Boyd. "The maintenance needed to get them ready for storage and the routine oversight of the fleet. But on the ground they are not costing \$4,000 to \$6,000 to operate per hour [like when they're flying]."

Airlines are also putting some of their planes in so-called "short-term storage," where they can sit for three months to just under a year, according to Butler. This means preserving the engines, removing all fluids, and getting everything covered in protective casing. "It can take as long as a week or three or four days to get that aircraft preserved" for short-term storage, Butler says. Those parked planes will also get routine check-ups throughout the month.

Most U.S. airlines are doing a mix of keeping planes ready to fly and longer term storage, Butler says. "Each aircraft varies wildly, and every operator has a little bit of a different program," he explains.

Even once the coronavirus crisis starts to improve, Boyd says a lasting consequence will likely be that many airlines will have excess aircraft for years to come. "In some regions of the world, there is no way that they can absorb the parked aircraft anytime soon after a return to post crisis conditions," he says. His forecasts show some Chinese airlines, for example, have about 150 to 200 more new-generation long-haul wide-body airliners than they will need anytime in the next five years.

And then there are carriers' older, less efficient planes that are going into even deeper storage of a year or more, according to Butler. "That's where you do have to run engines, you have to go further into the engines, recirculating oils, recirculating everything," he says.

This phase of storage can also mean airlines begin using their own planes for parts. "Long term storage means taking components off of planes for use or sale," Boyd says. Using or selling off an older planes' parts, also called a "tear down," is one of the last stops for an aircraft before the scrapyards. "The parts will be used all over the world, they'll be reconditioned and refurbished and brought back to life for flying again," Butler says.

Still, many airlines will take this opportunity to reassess their fleets, and not just how long planes will stay on the ground. As passenger demand is forecast to remain tepid for as long as two years, according to Cowen, many carriers will send their older, clunkier planes into permanent retirement to help scale down operations.

"For some airliners, it's not a matter of grounded longer—it's a trip to the metal knacker to be chopped into future beer cans," Boyd says, noting that American has already said it plans to permanently sever its Boeing 767 and Boeing 757 planes from its fleet. "One huge casualty will be the A380—the 500-seat wonder," he says, referring to the Airbus double-decker jet. "Most of them are being put down and won't see the sky again."



## NRSA Couple Stumble on Possible Invention

(They request to remain anonymous pending licensing deal)



Any idea for a great name for their invention?  
Send them to the editor & I'll post.

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

## RUPA Pass Travel Report May 2020

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### Traveling after COVID-19

Hello fellow aviators,

This is being written on April 15, 2020. I trust you and your loved ones are well.

As of the date of this writing it isn't known yet when or how the state governors will release their citizens from the various shelter in place restrictions. But it is expected to happen in a gradual manner that allows the economy to begin to recover while still maintaining a check on any relapse of the virus.

United has told us that it will take at least a couple of years or more (my guess, probably more) for the airline to recover. Many businesses have been decimated with less money for a travel budget. And families, harmed by the economic fallout of the virus, are going to need some time to repair their home finances before being able to spend on vacations and non essential travel. Plus there will be the fear of being in close proximity to others in an aircraft when social distancing has become a reflexive way of life for most.

Employees paychecks are protected by the CARES act until the end of September and if you can read the obvious it looks like a large number of involuntary and voluntary furloughs will occur at that time. Most of our current employees have never experience a furlough like most of us already have so it will be a baptism by fire for many of our active colleagues.

When it is safe to travel again the travel opportunities will be very different than they are today. United currently is funneling most of its remaining flights through hubs forcing connections to reach destinations that in the past that were reachable non-stop. For international destinations where there used to be multiple flights each day, there may be one — eventually. And the aircraft may be down-gauged to smaller long-range aircraft. And other destinations may be put on hold for quite a while.

This doesn't mean we won't be able to travel, it just means our choices will be fewer, and (the good news for non-revs) probably more empty seats, at least for a while.

And while we will have fewer flights to choose from on United, don't forget all our ZED partners who we can fly on. Many of them can take us non-stop to cities United doesn't — for now.

Finally before you begin to travel to international destinations check out the free downloadable State Department app called "Safe Traveler." And as far as COVID restrictions there is a State Department web page that has up to the minute guidance on all countries' restrictions, if any. Just google "COVID-19 Country Specific" to get specific information for the country you're interested in traveling either through (for connections) or to.

And FYI: The State of Hawaii has instituted arrival restrictions for non residents. It may likely change, but as of this date you will be quarantined in your hotel for 14 days, and they are citing violators.

Be careful out there!

*Pat*

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## CBP Temporarily Closes Trusted Traveler Program Enrollment Centers



**WASHINGTON** — U.S. Customs and Border Protection will temporarily suspend operations at Trusted Traveler Program enrollment centers nationwide from March 19 until at least May 1, 2020. CBP is taking this precautionary measure to minimize the exposure of CBP personnel and the public to the novel coronavirus (COVID-19). This temporary closure includes all public access Global Entry enrollment centers, NEXUS enrollment centers, SENTRI enrollment centers and FAST enrollment locations. Global Entry mobile enrollment events are also paused until further notice.

Conditionally-approved applicants who seek an enrollment center interview will need to reschedule after May 1. These applicants are encouraged to monitor their e-mail and Trusted Traveler Program accounts for further information. CBP will continue to monitor the situation in order to resume enrollment centers interviews as soon as possible.

CBP's Enrollment on Arrival program will remain operational. Conditionally-approved Global Entry applicants will be able to complete the enrollment process when arriving on an international flight at any of the 60 airports that offer this program.

CBP's highest priority is to ensure the health, safety and security of our workforce and the American people. CBP agents, officers and mission support personnel will continue to support the whole-of-government response to the COVID-19 outbreak.

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## TSA releases tips for traveling during the coronavirus pandemic



Flying isn't as simple as it used to be.

Due to the coronavirus outbreak, airlines have seen a significant decrease in the number of travelers. While it seems that many are avoiding traveling (or are unable to due to restrictions), there are still people flying.

To help these travelers, the TSA has compiled a list of tips for handling air travel amid the coronavirus pandemic.

In a press release obtained by Fox News, a spokesperson for the TSA compiled six tips based on updated information found on the TSA website's coronavirus section.

The first tip recommends that travelers bring hand sanitizer, but that they also be aware of the security regulations. Travelers are allowed to bring up to 12 ounces per passenger in carry-on bags. If the containers holding the sanitizer are larger than 3.4 ounces, however, they will need to be screened separately, which can add time to the screening process.

The next two tips remind travelers that they are allowed to bring individually wrapped alcohol wipes or anti-bacterial wipes with them, and that face masks are permitted to be worn at the security checkpoints (although travelers may be asked to adjust the mask to confirm their identity).

Also, due to various shutdowns, the TSA is allowing driver's licenses that expired on or after March 1, 2020, to be used at the screening.

Travelers are also recommended to take the items from their pockets and place them in their carry-on bag. This will allow them to avoid placing items directly in the bins.

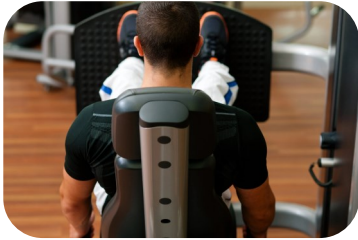
Lastly, the TSA reminds travelers to wash their hands before and after going through the security process.

**The most negative word in 2020 is "positive".**

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# How ‘Muscle Memory’ May Help Keep Us Fit

By Gretchen Reynolds// The New York Times



For those of us sheltering at home because of coronavirus and unable to visit the gym or otherwise weight train — which, right now, is most of us — a new study of the inner workings of our muscles should be heartening. It finds that if muscles have been trained in the past, they seem to develop a molecular memory of working out that lingers through a prolonged period of inactivity, and once we start training again, this “muscle memory” could speed the process by which we regain our former muscular strength and size. The findings suggest, in effect, that

skipping workouts now need not guarantee enfeeblement later, and if we forget what fitness once felt like, our muscles recollect.

Many of us probably think that muscle memory refers to our well-documented ability to retain physical skills even without practice. Learn to ride a bicycle and you never forget. Ditto, by and large, for hitting a free throw, skiing a mogul or starting to walk as a child. These repeated movements apparently burn themselves into our motor neurons, scientists believe, and remain available for later retrieval from our brains and nervous systems, whenever needed.

But it has been less clear whether trace memories of past exercise reside within our muscles themselves and affect how well we respond to future workouts. Past studies in animals and people suggest that they might. In a representative recent study, for instance, sedentary older men who completed 12 weeks of weight training gained muscle strength and size, much of which they lost during a subsequent 12-week layoff, but all of which returned within only eight weeks of returning to the gym.

How past exercise primes our muscles for future gains has not been clear, though. In animal experiments, muscle cells inside mice and rats develop extra nuclei when the animals train, and these specialized bits of the cell remain even if the animals stop training and lounge about. The added nuclei are thought to prepare the muscles to add strength and size rapidly when the animals return to working out.

But a few small experiments with people suggest that our muscle cells may not pack on extra nuclei when we lift weights. So, a group of Swedish researchers began to wonder recently whether alterations in the activity of genes and proteins inside our muscles might help to explain whether and why our muscles remember how to be strong.

To find out, they began by recruiting 19 young men and women who had never played sports or formally exercised at all, so that their muscles were new to formal weight training. They checked these volunteers’ current muscular strength and size, and then had them start training a single leg.

To accomplish this, the young men and women completed increasingly strenuous leg presses and leg extensions using only their right or left leg, while the other limb lollygagged to the side. These one-legged workouts continued for 10 weeks, at which point the researchers re-measured muscles, and then the volunteers stopped their training completely for 20 weeks.

After this layoff from working out, they returned to the lab, where the scientists checked the current state of their leg muscles, took muscle biopsies from both legs and had them complete a strenuous leg workout, using both legs this time. Afterward, the researchers biopsied the muscles again. Then they checked the levels of a wide array of gene markers and biochemical signals within the volunteers’ muscle cells that are believed to be related to muscle health and growth.

They found telling differences between the legs that had trained and those that had not, both before and after the lone training session. For one thing, the previously trained leg remained sturdier, having retained about 50 percent of its strength gains during the 20 weeks without exercise.

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The molecular differences from leg to leg were more complex, with some genes showing greater activity in the trained leg and others less, and some biochemicals being more abundant there and others more uncommon, compared to the untrained limb. Some of these variances appeared in each leg before the workout, indicating that the trained muscles had become and remained subtly distinct, even after 20 weeks without exercise. Other molecular changes cropped up after the workout, with each leg responding a bit differently to the exertion.

Taken as a whole, the scientists concluded, the trained leg's genetic activity suggests that its muscle cells had become genetically and metabolically more ready to strengthen and grow than the cells in the leg that had not trained before.

These findings "support the idea that muscle memory could occur at the gene and protein level," says Marcus Moberg, an assistant professor at the Swedish School of Sport and Health Sciences in Stockholm, who led the new study.

The scientists did not track the volunteers through subsequent workouts for this study, though, and cannot say how quickly strength and mass might bounce back. They also studied weight training, not endurance exercise, and only in young people without health problems. But the results remain encouraging, especially for everyone confined at home now. When gyms reopen, our muscles should rapidly rebound, Dr. Moberg says.

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## Take Steps to Counter the Loneliness of Social Distancing

By Jane E. Brody / The New York Times



Two years ago, when Dr. Vivek H. Murthy, the former surgeon general of the United States, started researching his book, "Together: The Healing Power of Human Connection in a Sometimes Lonely World," he never anticipated how relevant the topic would be now that it is about to be published. The coronavirus pandemic and resulting advice — stay home if at all possible, avoid convening with others and refrain from close contacts even on the street — has intensified the harm inflicted by factors that already isolate people and rendered many of the antidotes to isolation moot.

As Dr. Murthy points out, we're wired for human connection that can counter the damaging biological effects of stress and anxiety. Yet, face-to-face relationships have already been undermined by electronic "conversations" during which human needs and feelings are less honestly conveyed. We may talk more to one another's answering machines than we do to each other.

According to a new report from the National Academies of Sciences, Engineering and Medicine, social isolation has been linked to a 50 percent increased risk of dementia, a 29 percent increased risk of heart disease and a 32 percent increased risk of stroke.

We, after all, evolved as a species that thrives on human connection and cooperation. Put these on hold and there's an inevitable price to pay. And it's not just the elderly who are likely to pay it, though many older people were already missing meaningful human contact long before the coronavirus struck. The damaging effects of loneliness on health are not restricted to any age or ethnic group. Any one of us can suffer the consequences, as Dr. Murthy says he experienced as a child who was shy and shunned by his age-mates.

Based on a variety of studies, Dr. Murthy reports, the impact of social isolation and loneliness on longevity equals that of smoking 15 cigarettes a day and exceeds the risks associated with obesity, excessive alcohol consumption and lack of exercise. Advice to avoid Covid-19 through social distancing can, for many people, increase the risk of physical and emotional harm from inadequate social contact. My daughter-in-law emphasized my need to be strict about protective guidelines, not just for my own health, but to prevent a domino effect that could jeopardize the lives of more fragile members of my extended family. There is no room for selfishness during a deadly pandemic.

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All of which raises the question: What can people do to minimize the risk of being lonely when cut off from direct human contact? Dr. Murthy explains that loneliness is distinct from solitude: “Loneliness is the subjective feeling that you’re lacking the social connections you need — the feeling of closeness, trust and affection of genuine friends, loved ones and community.” And within that definition lie important clues to countering the effects of physical isolation that is now needed to slow the spread of this deadly and likely uncontrollable infection. Our best hope at the moment is to keep the most vulnerable people safe and our medical facilities and personnel from being overwhelmed by those who may become dangerously ill.

So far, this disaster has brought out the best in people in many communities. My younger neighbors, for example, have offered to help if I need anything — food, medication, whatever. A block away, emails and phone numbers were shared so that someone who needs help can call on a neighbor without leaving home.

I just hope magnanimous feelings survive what are likely to be prolonged restrictions on personal freedom, especially now that children are home 24/7 and most venues outside the home for release and entertainment — cultural, physical and emotional — have been shut down. Critically important is maintaining soul-restoring human connections.

Michele Weiner-Davis, a relationship expert in Boulder, Colo., told me, “Offering to help others, reaching out, adopting the Buddhist perspective of focusing on the here and now, can inoculate a person against anxiety.”

Dr. Murthy said, “Helping another person can be an incredibly powerful experience that not only forms a connection between people but also reaffirms to ourselves that we’re bringing value to the world. Reach out to your neighbors and ask how they’re doing, how you can assist in a big or small way. Many people will be struggling during this crisis. They won’t have the help they need, the income or emotional support to get through it.”

A persistent refrain from everyone I asked: If you do nothing else, “Pick up the phone, call someone and ask how they’re doing,” Ms. Weiner-Davis said. Stacy Torres, a sociologist at the University of California, San Francisco, concurred: “The old-fashioned telephone is very important. You can hear something in a person’s voice that can’t be detected in an email.”

Last week, I devoted an entire day to talking on the phone with distant friends, catching up on their lives and sending verbal hugs. I ended the day feeling connected and renewed. This virus has been a valuable reminder of what I was missing.

Dr. Murthy said it doesn’t have to be a long conversation. “It’s not about finding more time, it’s about making the time we have available better quality. Eliminate distractions when talking — no multitasking. A five-minute conversation when you have someone’s full attention can make a big difference to how a person feels,” he said. “The sound and tone of a person’s voice provide rich input into how someone is doing. Videoconferencing is even better. It most replicates direct contact because you can actually see each other.

“If I had a credo for my book, it would be ‘People First,’” he said. “Too many people worship false gods — wealth, reputation, power — that are not more important than the people in our lives. Relationships are what make our lives worth living.”

Dr. Torres also urged people to “do whatever you can do to connect with people while staying within recommended guidelines, like donating to soup kitchens not just money for the food but for the person who delivers it. We’ve got to do anything we can do remotely or from six feet away.”

Once this viral crisis is over, my most cherished hope is that we not forget the lessons we learned during this time about the value of creating and sustaining meaningful connections with other people. As Dr. Murthy told me, “If we want to be a stronger, more resilient society, we have to focus on rebuilding foundations centered around people.”

**If American websites use cookies, do British websites use biscuits?**



# Your Cellphone Is Filthy. Here Is How to Clean It

By Amelia Nierenberg/The New York Times



It's one thing to stop touching your face. It's another to stop touching the things that touch your face. The coronavirus is here, and it's showing no signs of letting up. One of the best ways to protect yourself is to keep your hands clean and off your face, but it's hard to maintain constant vigilance.

Keeping your phone sanitized is another smart way to keep germs off your fingertips. The Centers for Disease Control and Prevention considers your phone a "high-touch surface," which could make it a carrier of the virus. But cleaning your phone — thoroughly, I mean — is not as straightforward as it might seem. There are all sorts of nooks and crannies, delicate glass and intricate protective cases.

## 1. The Don'ts ...

Any sort of moisture can interfere with your phone's function. Apple recommends that people avoid using spray cleaners or heavy-duty products.

No bleach, no aerosol sprays. You need your phone to work, even if you want it clean.

Also — and this probably goes without saying — don't dunk your phone into any sort of liquid, antibacterial or otherwise. It won't end well for either of you.

## 2. The Dos ...

A gentle wipe with a product that has 70 percent isopropyl alcohol will do just fine. Apple recommends Clorox Disinfecting Wipes, and the C.D.C. says household disinfectants registered by the Environmental Protection Agency are effective.

Wear disposable gloves to clean, the C.D.C. recommends, and wash your hands thoroughly after you're done. Like your phone, reusable gloves might harbor virus particles, rendering them effectively useless.

And don't forget your phone case.

Wipe it down, in and out, through and through. Let it dry before reassembling it.



"Your previous provider refused to share your electronic medical records but not to worry — I was able to obtain all of your information online."

You might also consider changing a bit of your behavior. AT&T suggests sharing photos through texts, instead of passing the phone around, and using devices like headphones and technology like Bluetooth to keep your phone away from your face.

Why?

This might be the best thing you can do all day. This outbreak is fast-moving and research is, by nature, slow to catch up. As a result, the C.D.C. does not yet know exactly how long the virus can cling to a surface, but evidence suggests it could be "hours to days."

And phones are, well, gross. A 2017 study published in the journal *Germs* found a host of bacteria, viruses and pathogens on 27 phones owned by teenagers. The scientists wrote that they "hypothesize that this may play a role in the spread of infectious agents in the community."

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# Concern Over Sleep Apnea and Coronavirus Transmission

By Kenny Walter / MDMag.com



Sleep apnea patients are particularly concerned about transmitting the coronavirus disease 2019 (COVID-19).

In an interview with *HCPLive*®, Seema Khosla, MD, Medical Director of the Center for Sleep, explained that a continuous positive airway pressure (CPAP) device can potentially spread the droplets further than normal breathing, putting loved ones at an increased risk of developing the virus.

Khosla said the best advice is if someone has tested positive for COVID-19 or presumes they have some symptoms of the virus then they should sleep in separate rooms and maintain distances even within the same household.

She also advised to place increased emphasis on washing your hands prior to putting on the CPAP mask.

Overall, sleep apnea patients represent 80-90% of Khosla's practice.

As the focus in the medical community is currently on treating COVID-19 positive patients and testing as many people as possible, there still are other ailments that must be treated and routine services that are still important.

Khosla said her practice has recently switched to 100% telemedicine to ensure the safety of her staff and patients.

However, she does not expect the services to suffer much as they move into a completely digital practice because most of the patients she treats do not often require urgent care.

"Sleep is different. Sleep kind of suffers some from the lack of urgency," she said. "How many people go to the ER because they snore? For us, pretty much anything we need to do we can capture in a telemedicine visit anyway."

However, there is a downside, particularly if the pandemic is ongoing for a long-time, in that sleep doctors are unable to test patients for sleep apnea. Khosla the inability to properly test patients will have a financial impact on sleep centers across the country.

She also said this will likely be true for other speciality centers as well, with significant financial hardships for many clinic physicians.

The decline in testing is also causing delays in care for patients as doctors cannot put them on treatment programs until testing is available.

Maintaining some normalcy in the new environment of working from home could pay dividends.

In an interview with *HCPLive*®, Navya Singh, PysD, Columbia University, explained how people can maintain their mental health as they are pretty much confined to their homes during the emergency situation.

"Wake up at the same time in the morning, even if you're working in the next room," Singh said. "Normalcy is important because the situation is so difficult and outside the realm of what's normal existence. Even the children, try to have the same schedule as they had in school, even if you're homeschooling."

Khosla said an increased focus on sleep is necessary because more and more people are self-isolating and working from home, which could disrupt their sleep patterns.

"I think it's two-fold," Khosla said. "So, there's a lot of anxiety about it, people are worried about this, worried about their relatives. But the flip side is our kids are at home, and they're not on a routine and so that gets us out of our routine. So, then we start to naturally start to sleep in and stay up a little bit longer."



## Your kids don't want your stuff

By LIZ WESTON of NerdWallet

Estate appraiser Julie Hall advises downsizing clients not to take it personally when their adult kids don't want their furniture and other possessions. But when Hall asked her 23-year-old daughter what she might want from the four-bedroom family home, the younger woman mentioned just three items.

“And I said, ‘Out of this whole house? Honey, we have nice things!’” says Hall, author of several books, including “How to Clean Out Your Parents’ Estate in 30 Days or Less.” “I started to sound like my clients.”

Ultimately, though, as she prepares the Charlotte, North Carolina, home for eventual sale, Hall says she's grateful for her daughter's honesty. “I can't be mad at her because she spoke her truth,” says Hall, a widow in her 50s. “And she's given me permission to let go of whatever else I don't want.”

**An Avalanche of Stuff:** Baby boomers are famously poised to pass trillions of dollars to their heirs in coming decades, but most of the money will pass from wealthy parents to their already well-off kids. The inheritance many people face is quite different: an avalanche of unwanted china, unfashionable furniture and memorabilia that reflects someone else's memories.

Younger people understandably dread the task of sorting through a parent's lifetime accumulation. But many parents still cling to the idea that their kids will change their minds, or their grandkids will want this stuff someday. “Sure, and I'll be a size 4 again,” Hall says. “Not going to happen.”

The reality is that lifestyles have changed. Younger people typically don't have the time or the inclination to polish silver, hand-wash china or iron linens. They often don't want heavy, dark wood furniture — and neither do buyers, apparently, as values for old furniture have plunged.

**Your Stuff Isn't Worth as Much as You Think:** Appraiser Elizabeth Stewart of Santa Barbara, California, recently appraised a “beautiful” 18th-century highboy, or double chest of drawers, and had to break some bad news to its owners. “It was an incredible piece. Twenty years ago that thing would have been worth \$8,000,” says Stewart, author of “No Thanks Mom: The Top Ten Objects Your Kids Do NOT Want (And What to Do With Them).” “I don't think you're getting \$800 for it today, because the market has changed.”

Regular, mass-produced furniture is typically worth much less than that, even if it's well built and in good condition, Hall says. She's seen entire dining room sets from the 1940s sell for less than \$100. Also unloved: large pieces such as armoires and cabinets that would be out of place in modern, more minimalist homes. “Can you imagine a millennial with a china hutch?” Hall asks.

**Ask Your Kids What They Want — And Listen to Their Answers:** Of course, there probably is a hutch-loving millennial out there, as well as adult children who would be happy to receive porcelain figurines, a souvenir spoon collection or photo albums full of people they don't know. Parents should ask what their kids want, Hall says, but it's important to listen to their answers. “No means no,” Hall says. “And if you assert a ‘yes’ into that ‘no,’ then that's your wishful thinking, but it becomes a burden for your children down the line.”

People who have items their kids don't want can check with extended family members before deciding whether to sell or donate — assuming a charity will even want them. “Some people actually end up breaking (pieces of furniture) down and dumping them because nobody wants the big pieces,” Hall says.

The potential value of possessions can be researched by checking the “sold” listings on eBay or other auction sites. Another option is to hire a personal property appraiser. Hall suggests getting referrals from an estate planning attorney and expecting to spend \$100 to \$350 an hour.

Hall has one last suggestion: Don't put this off. The older people get, the harder it can become to clear the clutter. “They're putting stuff up in the attic when they're 45, and then they wake up and they're 85 and they can't get it down,” Hall says. “The thinning-out process should happen sooner rather than later.”

# LETTERS

**MIKE & PEG HEPPERLEN** - Crystal Lake, IL

Peg and I are hunkered down in our home awaiting the dreaded arrival (or NOT, hopefully) of the dreaded Chinese virus. So far, we have escaped any symptoms and are doing well.

Peg had her last major leg joint replaced last October, so she is the totally bionic leg lady in our abode. We had a reunion last September with my siblings in Minneapolis. Unfortunately, my brother was waiting for a store-bought knee and could not join in the fun. He got his knee in January and is doing well now. We just got back from a trip South to visit my grandson in Naples, Florida and Peg's sister in South Carolina. On the way back we were unable to get breakfasts at the motels we stayed at, and the restaurants were closed so it was good to get home. Two days later our Illinois Governor put us on a home isolation, so I guess we were lucky to get home when we did.

*Mike*

**LEROY BLAIR** - Gurnee, IL

Currently, Eva and I are "sheltered in place". After being lectured from our 2 sons, daughter-in-law, and oldest grandson that we are to stay home and there is no where you have to go, we are following their instructions. Role reversal? The kids have brought us food and the very important toilet paper. So we have no excuse to go out. Our restaurants, bars, malls, and many companies are closed. Both of our sons work for Abbvie and they have sent everyone home for 2 weeks at least. Eva works at the local Boy Scout council and they have also closed until April 30. I had an Executive Board meeting last night for the Boy Scouts and it was done via conference call. I'll have another tonight for the Properties Committee.

I left the cockpit before it became "glass", but I'm being forced into the digital world. We have plans to go to San Francisco/Napa/Yosemite in June and Canada fishing in July. Obviously, that's on hold. This virus is scary,

but not to the young people. Seeing them on the beach is only going to extend the life of Covid-19.

Our oldest son gave us a scare last year. In April he acted like he had had a stroke. It ended up being an infection in the blood stream. The doctor said that when that happens the "brain goes loopy". I'm told it's what happened to me a few years ago. I don't remember but the kids got me to the hospital. That was the first thing I remember. Then in August Steve got his 3-year endoscopy check. No symptoms but there was cancer. In 3 weeks he was on the operating table and lost 2/3's of his stomach. It was caught so early that it was only stage 1a and no chemo or radiation was necessary. We're thankful that he followed the doctor's instructions to have the

check every 3 years. Now he's on a 3-month endoscopy for the first year, 6-month 2<sup>nd</sup> year and annually thereafter. He's had a little setback with acute pneumonia during this virus time, but he's also staying home and doing great.

Last year our oldest grandson, Doug, asked us along with his dad and sister to go to Disney World in May when he planned to surprise his girlfriend with a ring. Tiffany's family was already going to be there for their annual week trip. He pulled it off and proposed at the Tree of Life. Their wedding will be November 13 this year.

Last October we took a 5-day Mystery Trip with the local senior group. Yes, Mystery trip. Had no idea where we were going – we were told to bring casual clothes and the temps would be in the low 70's. Limo picked us up at the house and took us to the bus. The guide would give us hints. We ended up 2 days in Branson and several stops to and from. Great fun! We would do it again. That same senior group had ethnic Bakeries Tour in Milwaukee in November. A lot of great sweets to eat and bring home.

We enjoy the local RUPA lunches and try to make them all. We missed the January one this year as we were in the Keys for 2 weeks. Thanks to all the guys – local and with the magazine – to keep us together and informed.

*LeRoy* ORD

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**BOB SHOCKEY** - The Villages, FL

I attended a weeklong baseball camp sponsored by the Baltimore Orioles at their Spring Training facility in Sarasota FL this past January. There was 120 participants, enough for 12 teams. All teams were coached by ex-Orioles. My team was coached by Jack Voigt, Tippy Martinez and Rich Dauer. The package also includes a six inning game this summer in Baltimore at Camden Yards.



*Bob Shockey*

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**JOHN PENNEY** - Evergreen, CO

This is the way I used to protect my 747-400 cockpit from skin cancer causing UV rays.... :)

Of course, all that was put up only for the picture, and was taken down immediately after the picture was taken..... Of course!



Everyone Stay Healthy. My wife Stephanie and I are following all precautions and are healthy.

Regards,

*John* B-747-400 Capt, SFO, Ret. 30 May 2007

**DIANA RAYMOND** - Marana, AZ

Kudos to John Rains...

I had sent an e-mail off to our RUPA-Secretary/Treasurer, John Rains. I told him I needed to suspend my additional extras to RUPA for the time being and hoped to be able to pick it up in the future.

There was a bit more verbiage in the e-mail that apparently raised a red flag to John and he immediately picked up the phone to talk to me to see what was going on.

Well, after chatting awhile I think he realized I was fine and merely venting. But the fact that he picked up the phone to check was what it's all about folks. That meant so much to me and I just have to put it out there, if you are even slightly concerned about someone you've spoken to and their well-being, pick up the phone. There are a lot of people out there by themselves and don't know where to turn.

Stay safe, stay healthy, keep the distance, but check on your friends!

We'll get through this, together!

Thank you again, John, for making the call.

*Diana*

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**TED O'MALLEY** - Salmon, ID



Been working on my social distancing.

If 6 feet is adequate, then 60 miles has got to be perfect!

*Ted*—2002 Graduate

**WALLY WELLER** - Anacortes, WA

I've been lax in my annual submissions, and it was just my 84th birthday, so here's memory's summary of a/c and domiciles:

- TK class 6/1/64. DC -7 bfo
- ORD 6 months. DC- 6 s/o
- SFO 30 mo. DC-8 s/o
- ORD, SFO, SEA 14 years. 727 f/o
- ORD, SFO, LAX 5 years. 737 capt.
- LAX, SFO, 6 years. 747 f/o
- SFO, SEA, 3 years. DC-10 capt.

From 1986 on, my crewmates might have heard me babbling about building a Seawind f/g airplane. Over a 20 year on and off period I did, and test flew it 10 hours beginning in 2004. It was a thrill then, and a curse now, as I'm just finishing 2 months in hospitals with interstitial pulmonary fibrosis. Thank god for Aetna and Medicare!

The fellow who bought it from me wanted to create an Oshkosh Champion Amphib. With plenty of \$\$\$ and clever ideas, he turned my steam gage light weight into a glass cockpit not so light weight. SUPERcharger for performance, stern thruster for water handling, blue British Bentley leather interior for class, external cameras for safety, and more. He did win the amphib. championship in 2016.

My other big, life's project was a rare 1962 Porsche 356 roadster restoration. Here area 'during' and 'after' photos.



Joanne and I moved from our 18 year home on a non-ferry island in the San Juans back to 'America' in 2015 and love Anacortes. We've regressed from the Seawind and a Lake, to a Rockport 38 trawler, to a 24' Winnebago. Foreign travel has been good for our family and life has been good to us.

Two kids are both squared away and I'm a happy man!

*Wally*

**DAVID AND BILLIE FAIRMAN** - Nazareth, PA

Down on the farm in Nazareth PA my wife, Billie, is the coordinator for masks making for her Quilt Guild. It is truly heart warming to see how productive a group of little old ladies can be. They all have this huge supply of fabric they call "stash" (the word means she bought fabric for a project that was never started) that provides a never ending supply of everything to make masks.



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The mask are made of 100% cotton quilting fabrics that are washable and reusable.

My wife likes wild prints and comic strip fabrics for the mask. She is hoping to add a little levity to someone's day during these trying times.



Our home is the distribution point for masks making supplies and also for distribution of the completed masks.

We distribute them to St. Luke's Hospital, local police, health care professionals, and assisted living facilities.

The first week of operation this group of retired ladies made 250 masks.

I do my part by helping with masks construction and, if I do say so, I have a pretty good head for fitting and modeling masks. Just check out the pictures.

Stay safe and find something purposeful to fill your days.

David (Skip) Fairman EWR, CLE, JFK, LGH

*Skip*

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**JOHN BOOM** – Golden, CO

It's been awhile so here's an update to RUPA after 18 years in retirement. I just paid my dues online thru the website and it couldn't have been easier.

Janet and I are doing well and still in the same house for the past 28 years. Of course, now with the Coronavirus we are staying home with only occasional shopping or take out. Janet enjoys doing genealogy among her many interests.

I still volunteer to help at my son's aircraft maintenance company 2 days per week where I keep in touch with several UAL pilots. Yard work, hobbies, and travel fill the rest of our time. Several years ago, we had an enjoyable trip on the Rhine and Moselle Rivers using Tauck tours. We had used them before, and they continued to do a terrific job. We flew Lufthansa from DEN to FRA to Basel, Switzerland arriving a day early. The 13-day cruise visited castles, cathedrals, vineyards, museums and Medieval towns. It ended in Amsterdam with an escorted tour of the Rijksmuseum and a private canal boat ride. The Tauck river boat was beautiful, we had a great cabin and fine food for a truly trip.

For years, a visit to our daughter and her family meant flying to SEA, renting a car, driving all the way through Seattle's notorious traffic to the ferry dock near Everett and usually waiting 30 – 60 minutes for a ferry boat to Whidbey Island. Now United Express has nonstops from DEN to PAE, Paine Field where the Boeing wide body plant is. There is a delightful new compact terminal at PAE and it's only a 10 -minute Uber ride to the ferry dock where we walk on the first boat that shows up. It's a lot less brain damage than the old way.

We still go with our son and family on the 4<sup>th</sup> of July to the Glendo Reservoir in WY. We camp in their travel trailer, ride Seadoo watercraft and shoot fireworks which are readily available in Wyoming. We have also enjoyed several Princess cruises to the Caribbean and the west coast of Mexico.

About one and a half years ago I was fitted with a nice pair of hearing aids from Costco. I had heard that Aetna would pay 80% of the cost but it wasn't easy to collect. First, Aetna required proof that Medicare would deny the claim for hearing aids. I assembled a claim packet to Medicare and after mailing it to 3 different addresses Medicare finally denied it. Only then did Aetna write me a check for the 80%.

Thanks to Cleve, the officers and others for all the years of a great publication and thanks to George Cox, the new editor, for stepping up.

*John*

64-02, DC-6 to B777

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**JON ROWBOTTOM** - Salinas, CA

As we entered the Contract Negotiations in 1984, Dick Ferris was holding Road Shows around the system saying the industry was changing and that we had to change. He told us that we could have it any way we wanted. Reduced pay, more hours, second tier wages, whatever but he was going to get what he wanted. That is when I volunteered my time on the SFO Strike Committee.

I was a 727 S/O and was not in the long term horizon if Ferris got what he was demanding. Do or die time. I had other skills and a college education so this jerk was not going to dictate my future. My future was standing tall with my union and coordinating how we dealt with the corporate PR people. Pat Flanigan was the SFO Council 34 LEC Chairman.

I was flying a trip with an NKF layover and when I checked into the hotel there was a message to call Pat. I called and we talked and he asked me to become the SFO PR person for the strike. As I usually do, when people I respect ask me to step up...I stepped up. ALPA had a training session in ORD that I attended that was excellent, teaching me how to speak the word we wanted to get out, deal with hostile questions and how to turn a negative interview into a positive. I took a lot of notes.

I returned to SFO and went to WAR. The Pilot Strike of 1985 was about our future. We not only were refusing to knuckle down to Ferris' demands, but we were standing on the principle of good pay for everyone and refused to allow future pilots to be on a permanent B Scale.

Our stand in 1985 prevented the entire airline industry from transitioning to a Two Tier pay system. Our Pilots were so strong...Ferris crumbled...and we are here today because of what each and every ALPA Member did to support our cause.

Interestingly today, with the virus attacking our nation, we are having to live through another frontal attack. Let the science and the brain powder we have in our nation lead us forward. In so many ways it is what we fought through in 1985. You are Pilots, you are Problem Solvers and you dealt with

emergencies in your day and in your simulator sessions. Hunker Down, be safe, support your mates and at the end of the tunnel.

THE GOOD WILL PREVAIL.

*Jon*

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**NORM JUSTESEN** - Truckee, CA.

This will be my first letter that I complete and send since I retired 20 years ago this month. I've started to write quite a few but never finished.

I'm still living here in Truckee after 41 winters and still loving it. Small enough town where you know many of the locals and still large enough to have plenty of recreation and facilities.

I finally got around to writing this since Spring skiing, my favorite, has been cancelled due to the ugly virus. Every ski area is shut down tight.

Norm, what have you been doing for the last 20 years? Up until about 5 years ago, we water skied every morning except the weekends out at Bocca Reservoir at 7:30 during the summer. For the first 15 years, Karen & I would head to Europe for a couple of weeks in the spring. In the fall, it would be time to go to Costa Rica tarpon fishing and then deer season.

I just retired after 12 years as a Truckee police volunteer; we would close down the roads for parades and special events and direct traffic in the blizzards. I heard the question "When are they going to open Route 80 over Donner Summit" more times than I can count.

I became a minor thespian with the local theater group, but never a star. As a member of the Optimist club, we raise money for our local youth by selling Christmas trees, putting on the Truckee Brewfest and assisting with the local Air Show. We support most local youth sports and educational endeavors plus scholarships.

Recently, Karen & I bought a travel trailer and are exploring the west.

Story time! I was hired in by United in the falloff 1969 right out of the Navy and flew as a coat hangar on the 737 for about a year. A year later in about late November, as best as I



can recall, I, along with many, were advised that we would soon be furloughed. On December 23<sup>rd</sup>, 1970, I received a letter from the VP of Flight Ops saying "Congratulations, you have successfully completed your probation period and we wish you a long and successful career with United." I'm sure there were other laudatory comments that I have forgotten. I called the flight office and asked if the furlough had been cancelled. The reply was "Who started that rumor?"

I went back in the Navy for the next seven years as the active duty guy in a reserve A-4 squadron. It was a flying club for a few years and then the head reserve honcho decided that the reserves needed their own adversary squadrons for their fighter squadrons. So, for the next 5 years, I was on active duty with my reserve compatriots fighting all comers. This was deemed the "Sport of Kings."

I was finally called back from United in 1978 and moved to Truckee and flew out of SF for the rest my whole United career.

When I got out of the Navy, I was promoted and given command of the other reserve adversary squadron.

For the next two years, it seemed that I spent my time commuting between SF and Miramar.

The reason for the whole lead up to this story is done; here's the story. 727 Second Office Norm gets a long San Diego layover. Early afternoon; I jump in my junker parked in the PSA lot and head to NAS Miramar. Off to the O'Club for beer and tall stories. Next morning early, we (2 A-4s) brief 2 flights of F-4s and head to the range at Yuma. We fight the first pair and then the second, land, refuel, eat lunch and off we go for another pair of fights and then bingo back to Miramar. Debrief, showered at the hangar, put on my United uniform and headed for the San Diego airport. Met the crew and asked how their layover was?

Best regards, *Norm*

**Like most people my age, I'm 65**

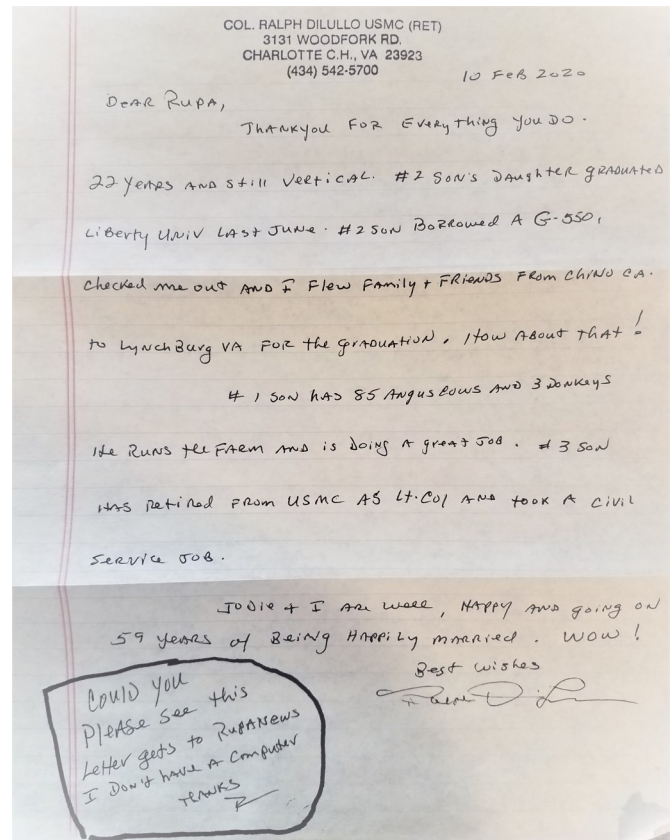
**JIM LIVINGSTON - Pine, CO**

A blast from the past - Retirement Flight. DEN -HNL. Five years ago. May 2014.



L-R: Jim Livingston, Jana Harrington, Karen Green, Rich Chancellor, Robyn Cliff-Handy, Donna Holm.

**RALPH DILULLO - Charlotte Court House, VA.**



Dear RUPA,  
 Thank you for everything you do. 22 years and still vertical. #2 son's daughter graduated Liberty Univ last June. #2 son borrowed a G-550, checked me out and I flew family & friends from Chino, CA to Lynchburg, VA for the graduation. How about that!  
 #1 son has 85 Angus cows and 3 donkeys. He



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runs the farm and is doing a great job. #3 son has retired from USMC as Lt. Col. And took a civil service job.

Jodi & I are well, happy and going on 59 years of being happily married. WOW!

Best Wishes

*Ralph DiLullo*

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**RICHARD SANDERS** - Westlake, OH

Hello fellow Ruparians.

So, comes the appeal from Phyllis for filler for the next magazine. And I am thinking what I can send to help with the cause. As I am considering this weighty matter I happen by an old photo of myself, probably the closest I will ever come to a hero picture. Further, the request also mentioned the matter could be humorous. Perfect says I. History, military and



comedy all wrapped in one photograph. Herewith then my endeavor at help with the next issue.

A young Dick Sanders (24 at the time) on the mounting ladder of his F-100. Know how safe I must have thought the nation felt. But, my, it was fun aviating and, I might add, not a bad launching pad for a nearly 33 year career to come with UAL.

As are each and every one of you and your families, we are "sheltering" our way through this curious pandemic. We remain well and hope the same can be said for all of you.

Fraternally,

*Dick* BOS, EWR, ORD, SFO, SEA, CLE

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**MIKE FITCH** - Clearville, PA

First off I want to thank all of you who have worked so hard and successfully to put out the **RUPANEWS** I have enjoyed these 18 yrs-many, many thanks.

I have also enjoyed all the letters from my fellow pilots -fascinating folks all.

18th birth month since I retired so I guess it is about past time I contribute.

My story begins with my Dad who joined UAL in 1937 as a radio operator at PDX. He and Mom went to SFO for their honeymoon on the same UAL B-247 hanging in the DC Air and Space Museum- he had the number to prove it.

He was a United guy through and through and took all transfers offered with promotions so we traveled a lot. I arrived in 1943 and we were in SFO twice, SLC twice, DEN twice as he advanced to various Chief Radio Operator. He knew all the pilots in those days as it was the company providing the required comms for dispatch, flight following, etc.

So I was doomed to fly from the start. Starting at about the age of 5, I sat on the laps of many Captains in DC-3s,7s on up . We flew a lot as that was the Golden Age of aviation - pass riders were family and treated extremely well though, of course not to the detriment of the paying passengers ( how could they do that he asked?).

Dad went with ARINC when it started up in 1948 but that is another story - but a good one.

Flying but not just flying, flying with UAL was my goal. Soloed at 17 in a J-3, enlisted in the USMC hoping for the MARCAD program, didn't make that since my high school record wasn't stellar, spent 4 yrs as a H-34 crew chief, 1 yr in VN, got out in 1965 and conned my girlfriend to marry me before I had a job. Started as a Store Keeper for UAL right after the honeymoon, at DCAJL. A great family at DCA. Worked there from 1965 - 1966 and got my PPL.

With advice and help from my supervisor and his boss, applied for and got a leave of absence to go to college. This was at the time that the program that several pilots have written about, the one where you had a year to get a Pvt and UAL would do the rest. We considered this but felt a college degree would

be a good thing to have.

Took the leave, went to ERAU and got a degree and up to CFII. Girlfriend/wife worked 2 jobs plus GI bill.

Got a class in 1969 - they went by age then for seniority numbers but before that was- TaDa! UAL employee! I got the first number in the class and most of these guys were older and way more experienced. We were all very good friends and remained so to this day, of course.

They were all Navy pilots, mostly P-3 or P-2 and super people. They helped me through a lot as we did have to get a Flt Engineer rating before going on- heavy stuff for me-not so much for them.

Fascinating days!! I got my multi-rating on the 727 (right, big challenge) with my stick-buddy Paul Nibur. He was well experienced and we had a great time.

We got furloughed, recalled, struck, 9/11ed and screwed of course----but I wouldn't trade a minute of the journey for anything I can fantasize about!!

And I am a kid compared to the pilots checking in and sending letters - bless them!

I got an Aeronca 7AC right after retirement, which burned up in a hangar fire on Dec 7th, 2011. 9 Planes lost . Found another nice one and flew it until I sold it to join a flying club and instruct in 172s and 1 Archer. Ah!! - getting paid to fly again!

Thoughts and prayers go out to all in this wonderful group - we will get through this so keep on trucking!

I am honored to be a part of this family!

*Mike Fitch* DCAFO



**JON ROWBOTTOM** - Salinas, CA

Jane and I spend our winter months in Truckee to take advantage of the skiing. The snowfall last year for the month of February was 300 inches. This past February all of 3 inches fell for the entire month. Northstar had a good base built up due to a good amount of snow in December and January.

The groomers were able to keep the slopes in good shape and First Tracks when the lifts opened each morning were outstanding!

We have a social group at Northstar called the DMG.....The Dull Men's Group. We meet at 0830 in the morning and hit the slopes. In the summer we transition to golf on Mondays and Thursdays. As March arrived, the Storm Gate opened and a continuing wave of storms provided some fresh powder and wonderful conditions. We were happy to get several ski days in before Vail Resorts abruptly closed all it's 14 resorts on March 14<sup>th</sup> due to the Coronavirus, with the plan to reassess the decision after one week. By the middle of that week the decision was made to shut down for the season. Meanwhile the snow kept falling.

With our ski season over we pondered where to best hunker down. Given the fact that our doctors are in Salinas and the Monterey Peninsula has three hospitals, we drove to Salinas on March 19<sup>th</sup>. Being a Friday, the drive from Truckee down the hill to Sacramento and then I-5 usually has a ton of traffic. Most of the vehicles were trucks with few passenger vehicles. It was one of the most enjoyable trips we have made over the past 25 years!

So now we are hunkered down trying to stay healthy. I make an early morning foraging run at 0600 on Sundays to Safeway when there are few shoppers.

This time of year, we would normally be golfing and enjoying some hikes along the ocean in Pacific Grove and Pebble Beach. Instead, we are all losing some our remaining days in retirement that are irreplaceable. This was never in my crystal ball. I look forward to returning to our RUPA Luncheons and seeing old friends.

I hope we all stay healthy, and, in the years to come, we can swap stories of what we did to pass the time during the 2020 Coronavirus.

*Jon*

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## DAVE KENT

I was the "Crew Chief" for F4 Blue Angel #3 (1969). No "G suit and lots of fun flying in the backseat. It was an inspiration to learn to fly so after one short enlistment I went to Tulsa and earned an A&P License, Comm., Multi, Inst, CFI. One year of teaching and I became the Co-Pilot on a BE-90, Co-Capt. K/A 200, and 8 years flying LR-JETS for an Oil and Gas Company. I was offered a class date at UAL in 85 but delayed it twice until the strike was over.



As a DC-10 S/O I was asked to stay at TK as a ground school instructor. I stayed and progressed to Stds Capt /Check Airman on the DC-10 and 747-400. Thanks "Father Bob"...Great job, I loved teaching and helping Line Pilots be successful. I got to fly all three seats on the DC-10 and as a 400 Capt.

One funny story was the day the Capt told his friend in dispatch "watch your TK F/O.....you know "Can't Fly, wear a tie". later that day back in dispatch I overheard the second conversation..." That TK guy can really fly!". That really felt good. I flew the last 3 years of 20 at JFK on the 757/767. It was the greatest career I could have imagined, 30 would have been better.



Two weeks after retirement I started flying Citation Charter for a company nearby in Burlington Vt. That Company lasted 6 years, so I looked for a place to rent a 172. They hired me at KLEB to instruct and when the operation became a 40 member flying club I became the Chief

Instructor. Still doing 12 month Checks, and teaching primarily Instruments. I'd like to say thanks to all the great Airman at UAL that I learned so much from. I'm saddened to see so many friends "Fly West". A sign I'm getting old, but as long as I can I'll keep flying. Just a little Bump in the road right now with the virus but we will fly again. Best regards to the United Family and all whose paths crossed mine.

*Dave* 85-05

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## TOM HELMS - Lake Villa, IL

I had a long, large and loud laugh when I read Captain Gerry Baldwin's letter in the February 2020 RUPANEWS. One morning I, as an Eastern B727 Check Captain doing IEO's and line checks, was in the office of Eastern ORD Chief Pilot Gordon Nelson when a call came in from the United ORD Chief Pilot inviting us for lunch. This was for the United Office to introduce use to a "new and novel" fuel saving program they were masterminding.

I strongly suggested to Gordy that we attend as I was dreaming in having a nice juicy thick steak over at Gibson's Steakhouse on United. So we went. So where did we wind up? Down in the employee lunch room down in the rotunda! Back at the UAL office Gordy and I were shown this huge 12x8 book about 6 inches thick. It was explained that each ORD Captain was meticulously checked for excessive fuel burn and somehow corrected. This correction solution was never explained such as whips, racks, ice water baths or such other methods.

We listened politely, asked a few questions and thanked our hosts. On the walk back to the office Gordy and I just couldn't stop laughing and promised each other never ever to mention that UAL program to any Eastern management. This would have started riots and mutiny's on Eastern! By the way Eastern did not have ACARS so we had an excellent blackout record which thrilled the station management.

*Tom*

United ORD Council 12 Sec./ Treas (retired)  
UAL SFO Shuttle Captain (also retired)

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## JAKE JACOBSON

So there we were in a 6B at 24,000 over Iowa in early afternoon going from SEA to MDW wandering around dodging rapidly rising thunder busters. ATC allowed any deviations necessary.

Not much traffic in the 1950s. No area radar for them.. The IRON DUKE had the radar elephant trunk hard against his head while giving me turn instructions. 10 degrees right, 5 left, another 10 right etc. Finally he said it looked pretty good ahead. He looked out and said there was blue sky ahead. Then I mentioned we were heading North West. I shouldn't have laughed. Trip arrived MDW late.

*Jake*

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## CORT DE PEYSTER - Reno, NV

An aviation relic dating back almost a century ago. Any Guesses?

Hint: It's on the top of a ridge at an elevation of 5200' west of, and well above Reno.



*Cort*

*Ed* - Here are a couple of links:

(It's much easier to point and click with the email version)

<https://sometimes-interesting.com/2013/12/04/concrete-arrows-and-the-u-s-airmail-beacon-system/>

<https://www.dreamsmithphotos.com/arrow/arrows.html>

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## BOB LANGEVIN - Palm City, FL.

-Like so many of you have written before, it sure is difficult to believe that it's been 17 years since I set the Parking Brake on the -400 at ORD, walked off the Boeing and that was IT after 33 years with UAL.

I've been living in SE FL since 1974 and absolutely love it down here and never look back at my Origins in RI....only my Family and many friends that still live there and always will. New Englanders do that ya know!!! :-)

My last year has been terrific in so many ways - in spite of the dreaded Coronavirus - my health is excellent in every way. Several years ago I reunited with a girl friend from my College days (Sandy) and we are now together and enjoying life here in Martin County - East of I-95 about 35 miles North of PBI.

I keep busy in many activities such as RUPA Luncheons, RUAEA Luncheons, QB's, HOA Activities, Doo-Wop Musical Shows, Happy Hours, Domestic and International Travel, Emailing, Politics, Member of the Airport Noise Advisory Committee for the Stuart, FL Airport and Lunches & Dinners with my many friends.

I bought a home in Palm City, FL (adjacent to Stuart) a little over a year ago in a Gated-Golf Course Community (my house is on the 5th Fairway) where all of the lots are a minimum of 1 Acre in size. Once I finish my Income Tax Return, I intend to get back into Golf once again - can wait - love the golf course atmosphere, sun and fresh air.

When I sit down to write my BIO next year, I hope that it will be as Happy, Healthy and Pleasant as I was fortunate enough to have this one be. Time will tell - "Let Go - Let God" as they say. I wish you all well, be SAFE and keep your hands clean and your 'nose' our of trouble. ;-}

*Bob*



**1960-1971  
Boeing 720**

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**PIERRE NEY - UAL 1969-1998**

I believe this happened in the mid 1980's. I was a 727 Co Pilot based at SFO.

We were at the gate getting ready to fly down to LAX. United had a flight between these cities just about every hour on the hour and they were almost all 727's. I was either in the boarding area or on the jetway when I spotted a United SO I knew from ALPA. We said hi and she mentioned she was planning on riding our jump seat to LA. She had a cat in a carrier with her and asked me if I would ask the Captain if it would be OK for her to bring her cat with her in the cockpit. I said sure I will ask, but I can't see why he would care. I went in to the cockpit and asked the Captain if he minded if our jump seat passenger carried her cat with her? He said that's fine with him, so I went out to the jetway and passed along the approval.

We continued with our pre departure checks getting the clearance and general pilot work with our cockpit passenger settled behind the Captain's seat holding the cat carrier, scratching the cat's chin with her finger through the wire screen on the carrier's door. Apparently the cat wanted a bit more attention because she opened the carrier door so she could pet the cat or rub behind its ears. The cat was happy, maybe a little tensed up being with strangers and on an airplane. The cat leaped out of the carrier or her arms and a tabby colored blur flew past me and landed at my feet, within 5 to 10 seconds the cat was huddled behind my rudder pedals.

I knew all I had to do was reach down and pick kitty up. What I had never done was reach behind the rudder pedals. I moved my seat all the way back as far as it would travel. Got down on my knees, bent over and looked at Mr. or Ms Cat hiding behind the rudder pedals looking at me just beyond my reach.

I managed to lie down face first on cockpit floor and shimmied up toward the cat. It moved forward toward the radar antenna. I was calling here kitty kitty, here kitty kitty in that stupid high pitched calling voice cat people all over the world use to call cats. My white shirt and blue on blue striped tie were polishing 15 to 20 years worth of Macadamia nut dust mixed in with dried coffee dripping crystals and many years worth of cigarette ashes. As I moved forward, the cat looked at me with what I am sure was

amusement. I made one last super human effort reached behind the pedals and grabbed kitty by the scruff of the neck and pulled him/her out. No scratching, a little bit of biting and kitty was resigned to its fate, back into the cat carrier.

Cat in carrier, Clear to push, Taxi clearance to 28 Left. V-1, VR, V-2 on our way to the City of Angels. No delay, another on time departure, profile descent to 25 Right, power up at 1000 feet, smooth touch down to keep the cat and passengers mellow.

As far as I know that cat never did get too comfortable flying, but I do know the young Second Officer matriculated to being a young First Officer and then a Captain with United, flying up and down the beautiful Pacific Coast. I hope she became a Crazy Cat Lady as well.

Lucky for that cat, its rescuer already was a cat guy, living in Sausalito on a floating home with Merlin, perhaps the smartest cat ever born, a true feline genius. Happy Landings and here kitty, kitty. Come sit down on the Co-Pilots lap and don't dip your tail in his coffee.

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***Pierre*****SUNNY KAYNOR -**

As we outwait this pandemic and see our airline industry in such hurt, I think of some of the special times of my flying days.

I was flying the 747's to Japan and with a two day layover in Narita, the copilot and I decided to take the train to Choshe.

Not knowing what to see or do, we were looking at a city map when we were approached by woman who asked if we were going to cross the river delta on the ferry boat. Not having anything in mind, we said sure. It turned out she had been a teacher in the US and had such a nice reception by people in the US she wanted to reciprocate.

After viewing the fishing boats in the harbor she invited us to have lunch in a noodle shop and after eating she said we all had to go out to see the lighthouse on the train. Where the train ended, there was a trolley car that went the rest of the way. Partway out, some very young children got on the trolley car. We were having a good time talking and laughing with our new friend. One of the children said something in Japanese. We asked what they were saying. She answered that they are saying "they laugh

in the same language we do”.

After visiting the lighthouse we visited a small shop where a huge pot of fish was cooking. She fished out some for us to eat” and gave us a small bottle of sake special to this district. All of this was a sort of payback for the kindness of the Americans she had met while in the US. She walked us to the train station and saw us off back to Narita. It was a wonderful serendipity day.

I am often reminded of how fantastic international flying was and the special local people we met. No matter where you are, we are part of the same human race and laugh in the same language.

*Sunny* - SEA 1959-1994

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### LARRY FARNSWORTH - ZOOM !!!

Here on the Oregon Coast we are going to try having a luncheon by Zoom! Zoom is a great program (and free! no less)!

You simply log in and become a host and you can start a meeting. Each meeting has an ID. You send the ID to your chapter members and away you go! Each can log in with their smart phone, computer, iPad, iPhone, or can actually call in on a land line. The land line option costs \$14.99 per month to host. Each participant can be seen on video and audio. You can even record the meeting for later viewing.

I have had local community board meetings using Zoom and it has worked very well. You can share your computer screen, videos, etc while conducting the meeting.

We are planning our regular chapter meeting the 1st Wednesday of April (April Fool's Day....not to be missed!) as a brown bag virtual gathering and we will send in our report and photo of our gallery of characters for the magazine.

Here are some links on how you can use zoom. Call me after the videos if you need help setting this up. It's great fun and can enable those who are under the weather or who have far to travel to join in the meetings down the road.

<https://www.zoom.us/>

<https://www.youtube.com/watch?v=6i-NA563Ojk>

Thanks,

*Larry* Oregon Coasters 541-999-1979

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### WAYNE WALCZAK - Leander, Texas

Hi all; I have circled old Sol seventy-four times and wondering WTF happened?

Chronologically, I am a senior citizen, but mentally still as sharp as any millennial. Better living thru chemistry? That must be it! A few achievements and a tragedy during the last year to report.

Almost four years working at Flight Safety (now called Flight Safety Textron Aviation since the joint venture in July 2019) instructing and evaluating on the Cessna Citation 500 series aircraft. Living north of Austin makes the 107 mile drive one way a bit exhausting and not quite sure how much longer this will last. Difficult to work with some of the corporate pilots waking in the door who have little flying experience and often no jet experience. The pilot shortage worldwide has created an environment having less qualified pilots fill slots that would otherwise go to more seasoned aviators. Some have a commercial license with an instrument rating with less than 1000 hours expecting to fly the bosses \$5-\$15 million jet after they complete their two week initial course. Challenging at best, frustration at worst. Lots of clients have decided to cancel their training except for those who need recurrent training to meet mandated insurance requirements and FAA currency requirements. Flt. Safety hasn't laid anyone off, just yet, but could happen if this pandemic lasts much longer. I'm expecting that to be the case and may mean another retirement. Nani would like that as much as I would, but I do enjoy staying busy and flight instructing gives me that satisfaction. Kind of wish I could be



working with George Nolly, but then that might bring back bad memories when O'Brien pulled my DPE credential because Singer made a stink about his PC. Bad juju there!

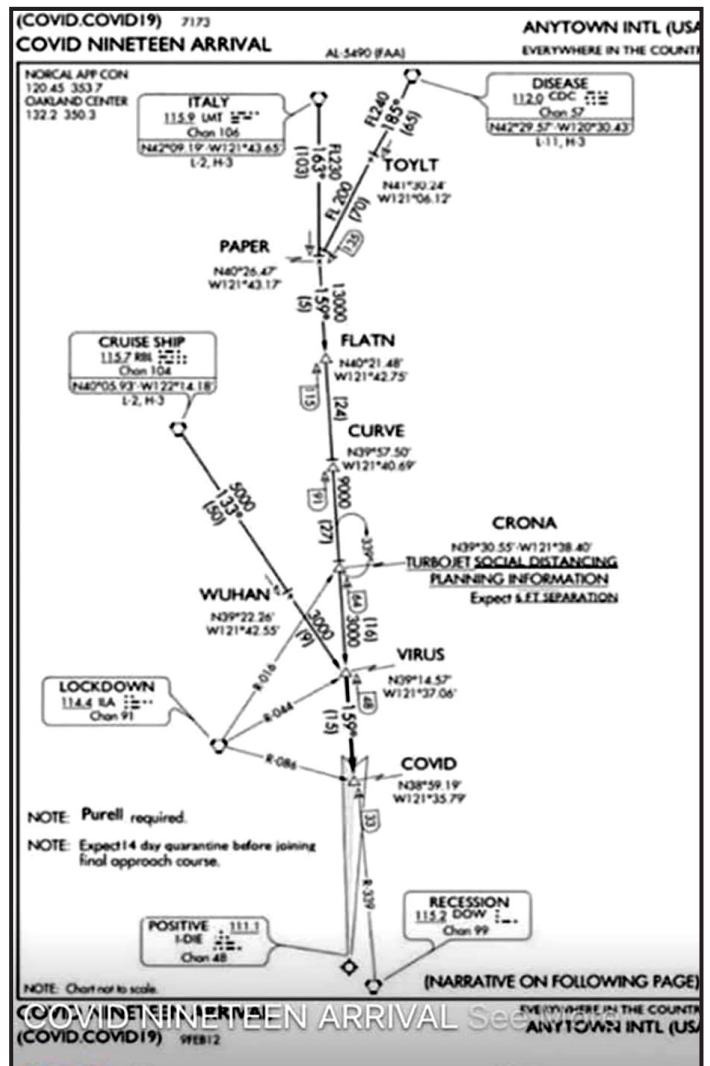
Also staying busy and active with my Judo. Was just recently promoted to Kudan (9th degree black belt) by the World Wide Martial Arts Association. What a great honor to join only a few judoka in the world to have attained this rank.

Fourteen years since parting ways with UAL, where almost 28 yrs was being Furloughed, Ferged, Blue Skied, B-scaled, Struck, ESOP'ed, Bankrupted, and Retirement A-Fund Terminated. Ah yes, the good old days!

But the last fourteen yrs. have been bliss, Married that beautiful flt. attendant working the upper deck on the B747-400 right after retirement and its been terrific ever since. Many of you have flown with her over her 49 yr. career and know her as one of the sweetest and nicest women ever to brighten your day and bring you your crew meal! Just recently, however, we have to get thru some very sad time with the death of her youngest daughter while working in Spain. Tough time right now since everything is on lockdown (here & there), but we're handling it as best we can. The grieving will continue for a long time and those of you who have already sent condolences, I thank you. So that is about it for another year. Keep wearing your masks, wash your hands often, keep your social distance (except with your spouse i.e. further or closer, your choice), and enjoy your favorite beverage whenever the mood strikes.

Aloha,  
Wayne

## COVID NINETEEN ARRIVAL



It turns out my top 3 hobbies are:

1. Eating at restaurants
2. Going to nonessential businesses
3. Touching my face

**People keep making apocalypse jokes like there's no tomorrow.**

**111961 - 1971**





## IN MEMORIAM

### Timm Gilmore

Born July 11th, 1948 in Wolfhagen, West Germany, Timm was raised by his Mother Elisabeth and Grandmother Marie Siefert until 1957 when his Father, John K. Gilmore, a Sergeant in the Army, moved the family to Metz, France and on to Oklahoma; then, returning to Germany where Timm attended Munich American High School. This was also where Timm won a Gold Medal for the 440 meter relay and a Silver medal for the 220 meter dash while competing in the USAEUR Championship.



His family returned to the United States, settling in Springfield, Missouri in 1964 where he finished High School then went on to Southwest Missouri State University. Timm was also a member of the band, "The Little People," and can be found to this day in a book on the Music of the Ozarks. It was in Missouri where he was introduced to his future bride, Sharon, and they began what would turn out to be a wonderful 51 year marriage.

Timm entered the Air Force as an Officer after college and then went on to earn his Masters Degree in Business. During this time, Timm and Sharon had two daughters, Jennifer and Allison, and eventually settled in Texas.

Over Timm's career with the Air Force, he flew many planes including T-37s, T-38s, and A-37s. He received a letter of commendation from President George H. W. Bush, eventually retiring his military career from the Air National Guard in Peoria, Illinois.

Timm retired after 35 years as a Captain with United Airlines, flying many planes including the Boeing 777, which took him all over the world. He is known in many flight circles as a true "Ace Pilot" and was well respected in the industry.

In addition to excelling in everything he did, he was also a Man of Faith, bringing many people throughout the years to know Christ. He raised

his daughters in the Church and honored his wife and family through his many kind and generous acts. His example will not be forgotten.

Timm was also known by many of his friends and acquaintances as a fun loving, kind man who always had a story to tell and a joke to lift the spirits of all who encountered him. He was loved by so many people around the world and will be missed terribly but his legacy of Grace, Kindness and Charity will live on through his good works.

Timm is survived by his wife, Sharon, two daughters and two grandchildren.

In lieu of flowers, please make donations to the Boys and Girls Club of Texas, the Wounded Warrior Project, the American Cancer Society, or a charity of your choice.

### Bruce William Gibbs

Bruce Gibbs took his last flight West on December 24, 2019 after a valiant fight with cancer. He was born January 2, 1944 in California where he enjoyed his life with his wife Laurie Gibbs.

Bruce started his flying career as a young man in his early 20's and never looked back. His love of aviation gave him a career that opened up the wonders of the world to him and afforded him the opportunity to explore life at his leisure.

Bruce was fortunate to have the vision to build multiple residential projects in Southern California and he established Carlsbad, CA as his home base for his retirement years.

Bruce and his wife Laurie enjoyed chasing the endless summer and lived between Carlsbad, CA and the Bay of Islands, New Zealand. Bruce was able to spend his retirement years boating and enjoying the beauty and peace of the San Diego coast and the Bay of Islands in New Zealand.

Bruce was preceded in death by his wife Laurie in 2015, and his son Bryan in 2000. His daughter Wendy and his three grandchildren survive him.

Bruce is now at peace and enjoying an endless summer with the love of his life.

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## Harold (Hal) E. Stepinsky

Hal was not a pilot for United Airlines nor was he a RUPA member, but I can think of no one that did more for the United Pilot group since 1968. That was when MEC Chairman Bill Arsenault, presented the MEC with a proposal to have a Professional Negotiator assigned to United from ALPA



to provide assistance for the Negotiating Committee and maintain more continuity. The MEC agreed and Hal served in that capacity for thirty-five years working with MEC Chairmen from Captain Bill Arsenault through Captain Paul Whiteford. Maintaining his position throughout that entire period is a testament to Hal's professional abilities and character.

Besides his negotiating responsibilities he was a witness for almost all System Board Grievance Hearings. He was able to testify about the specific provisions of the continually changing provisions of the contract, the history, the meaning, and why we had or had not agreed to a specific provision during negotiations. That ability, alone, substantially improved ALPA's win ratio at the System Board.

In the 70's things had changed as there was always a new problem that required a negotiation of sorts to resolve. Hal was busy throughout his career with problems such as the controllers strike, pilot shortages, our strike in 1985, ESOP and bankruptcy to name a few. Hal was able to provide the contractual advice necessary to allow the MEC Chairman and the MEC to make informed decisions regarding proposed changes to our working agreement or how an action might affect existing provisions. There are many stories as you can imagine regarding what went on during the various negotiations, every contract negotiation has its own character, but the 85 period will always stand on its own. One day during those negotiations, while in Boston, the Company's lead negotiator requested a meeting with Captain Bill Brashear, our Chairman, before the day's session. He wanted to know how much control Bill had over Hal because he was concerned that Hal was going to come across the table and punch him. It was hard to

keep from smiling but Captain Brashear stated that perhaps it wasn't Hal that he should be concerned about. Besides Hal was an employee of ALPA national and he would have to take his personal concerns up with ALPA National.

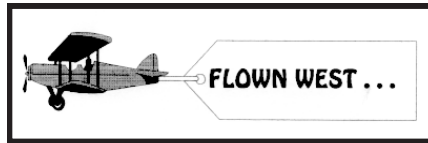
Another interesting event occurred after the strike was over. Mr. Jim Guyette contacted Captain Brashear to arrange a meeting for him with Hal, as he had never met him and was interested in what could be done to get the airline up and running. This meeting occurred at EXO in the cafeteria, but upon arrival it was apparent to Hal that United wasn't willing to move on as there was a huge anti-ALPA sign stretched across the entire cafeteria. When Mr. Guyette arrived, he asked Hal what could be done to get the airline back up and running. Hal's response was "the first thing you can do is take that ##### sign down" in a voice that filled the room.

Many of us who had the opportunity to work with Hal became very close friends with him over the years through a common bond of sports. Hal was a sports enthusiast who enjoyed fishing that included trips to Canada, the Baja, Tennessee and Ohio. He also enjoyed the occasional card game, which allowed him to mentor us in the finer points of Gin and Poker.

The stories related to Hal's dedication, honesty, character and willingness to go the extra mile to improve the pilot's lifestyle and working conditions would fill a book. There isn't a United Pilot that wasn't benefited by Hal's dedicated service.

Thank you Hal!

**To most people, the  
sky is the limit.  
To those who love  
aviation, the sky is  
home.**



|                         |               |
|-------------------------|---------------|
| *Clair “Toby” Dunlap    | Mar. 31 2020  |
| *William “Bill” Falkner | Apr. 13, 2020 |
| *Robert “Bob” A. Fria   | Apr. 01, 2020 |
| Timm Gilmore            | Sep. 17, 2019 |
| Bruce W. Gibbs          | Dec. 24, 2019 |
| *Eugene G Peterson      | Jan. 07, 2020 |
| *Gary A. Salman         | Mar. 28, 2020 |

*\*denotes RUPA non-member*



### HIGH FLIGHT

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

#### United Airlines Pilots Retirement Foundation

Send memorial and other donations to: Capt. Thomas Workinger, Treasurer  
5614 Prairie Ridge Road, Crystal Lake, IL 60014 (Website: [uaprf.com](http://uaprf.com))



May, 2020 Edition

**From:**

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



\$25 Subscription—Check Renewal Date on Label

**To:**

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

**RUPA's Monthly Social Calendar**

Arizona

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

California

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

Colorado

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

Florida

JAX Area: Florida First Coasters (1<sup>st</sup> Tues. 1300 hrs)—*Loc TBD*—Guests Welcome, Jim Peterson 970-201-6149  
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) — *Currently flying a Missed Approach and holding @ BLD. No EFC.*  
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*—psfoman@gmail.com

Ohio

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

Oregon

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

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