
rupanews



Journal of the Retired United Pilots Association



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In this Issue

About the Cover . . . “36 for 37”. B-787 HUD. Photo by Don “WolfMan” Wolfe.

President’s Letter . . . John “Still Flying High” Gorczyca shares some facts about the affect of COVID-19 on United. There’s also an uplifting story about Notre Dame Coach, Lou Holtz, sent in by RUPA member Jack Donahue. Seven new members recognized. WELCOME!

From the Editor’s Desk . . . Editor George shares some info on an uptick in phishing and scam emails he’s received. There are also actual screen shots of some clues to identify these.

Ruparian Centenarian . . . 100 years young. Birthday party for Ruparian Bob Bowman.

Luncheons . . . Shelter-in-place orders and Social Distancing have temporarily curtailed the physical luncheons but there are luncheon member updates from the Geezers and Stargazers.

Those were the good ole days . . . Covers of the *RUPANEWS* from 10 and 20 years ago. You can view these on-line at <https://www.rupa.org/rupa-news/>. If you signup for the email version of *RUPANEWS*, then all you have to do is click the picture and you’ll be transported back in time, figuratively speaking, of course.

Articles . . . As you can guess, the effects of the coronavirus on the aviation industry dominates the news. There are several articles pertaining to this from the aviation industry in general, to United in particular. A very descriptive letter from a Delta pilot describes the flying environment today. Add in a couple of medical related articles and a submission from the United Airlines Historical Foundation about a book describing a former UAL aircraft used in secret testing. **NOTAM:** Some of these are lengthy articles, but none-the-less interesting.

Travel . . . In Pat Palazzolo’s popular Travel Report, he presents recommendations from *Fedor’s* and *The New York Times* on where to visit when it’s safe to do so. He also shares his no-nonsense views about those recommendations. There’s also a great article on how travel will change after coronavirus, according to the experts.

Letters . . . Your response has been incredible. Keep those emails and attachments coming. SEND PICTURES!

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

Monthly Social Calendar . . . No change here. Physical luncheons are still 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.

**If Fed Ex and UPS were to merge, would they call it
Fed UP?**

**1964 - 1991
Boeing 727-100**



President's Letter



Greetings to one and all. I would be remiss to not report what Covid-19 is doing to United Airlines during this period of time. Most of you are well aware of the points I will attempt to express in my message. Many are from various sources that have been made to the public. I will attempt to summarize where United stands in the scheme of things.

The incoming CEO, Scott Kirby, said he's planning for consumer demand for travel to remain at "net zero" through the end of the year and into 2021. Kirby says it is naive to believe that we or anyone can predict how soon demand for air travel will begin to pick up again. While hoping to begin in the shorter term, United is planning for a much worse scenario. They are not predicting a net zero demand, but they are planning for it. They contend there are only two metrics worth discussing now: the rate at which the airline is burning through cash and the speed at which it can reduce costs.

United has cut its daily flight schedule by a staggering 90%. Currently, more than 20,000 of the 96,000 workers have taken voluntary unpaid furloughs, are working reduced hours, or have accepted early retirement. United is certain to lay off tens of thousands of its remaining workers.

The CARES Act (Coronavirus Aid, Relief, and Security Act) is money that can only be spent to cover workers' compensation. The US airlines that have received the billions in grants and low interest loans can't issue layoffs. But that restriction will expire on Sept 30. Thus, the big layoffs are likely as soon as Oct 1.

The load factors currently are in the range of 5% to 7%. That is compared to the above 80% load factors for the past several years. Thus, United has a long way to go in terms of generating enough demand to simply cover their operating costs, let alone earn profits.

The company has produced the largest surplus/displacement notice in the history of United Airlines. The pilot group consists of 13,500 pilots. Currently, they are flying 10% of the block hours and there is no indication the number will increase. This means, they could staff the airline with 2,000 pilots and meet their current demand. The domiciles will be smaller, they will lose one fleet and all fleets will require fewer pilots. These are very grim statistics. I wish I had better news to report but these are the terrible facts.

So, permit me change direction and put us on another vector. The following was presented to me by RUPA member, Jack Donahue, and I have always found it rather inspiring and uplifting. It is about a speech Lou Holtz, the famous football coach from Notre Dame, gave to graduating students at a college. I have heard it before, and I will attempt to highlight some of his comments.

Lou starts off by saying he was born with a silver spoon in his mouth. He was born in a cellar and there was one bedroom for his sister, his parents and himself. They had a half bath and a kitchen. There was no welfare, no food stamps, and no safety net. But he had plenty to eat. When he asked for seconds, his Dad told him he had plenty.

He says the reason he was born with a silver spoon in his mouth was because he was taught by his parents. He says life's a matter of making choices whether they are good or bad. But, if you get an education, you are willing to work and overcome problems and difficulties, then in this great country, you can amount to something.

He was taught that personal responsibilities are the choices you make. When we talk about commitment to excellence that is a choice you make.

When he was at Notre Dame for nine straight years, they went to nine straight bowl games. They went to the Sugar, Cotton, Orange, and Fiesta Bowls. No one had done it before, and nobody has done it since. He says, you see there is a rule in life that says you are either growing or you are dying. A tree is either growing or is dying and so is the grass, a business, or a marriage. So is a person. It has nothing to do with your age. At Notre Dame Lou says, we're doing pretty good, let's maintain it, let's not take a risk. They finished second in the country and they called him an idiot. A guy that finished last in medical school, they call him a doctor. That doesn't seem fair.

So, where do you go after coaching at Notre Dame? He said his Mother says you go directly to heaven and sit by the Pope. You don't coach anymore. Then he went to live where the average age was deceased.

He goes on to say, that you need something to hope for. You have to have a dream. He continues. So, what is going to happen now? I am going to give you a simple plan.

Life doesn't have to be complicated. I try to keep life simple. Do you realize there are only seven colors in the rainbow? Look what Michelangelo did with those. There are only seven musical notes. Look what Beethoven did with those seven notes. There are only 10 numbers. And look what Bernie Madoff did with those 10 numbers. The point is that it does have to be complicated.

There are four things you need in life.

Number one, everybody needs something to do.

Number two, everybody needs someone to love.

Number three, everybody needs someone to believe in.

And the fourth thing you need in life is something to hope for.

So, ladies and gentlemen, enjoy life. You are going to have problems and difficulties. That is a part of life. Don't tell people about your problems. Do you know that 90% of the people don't care? And, the other 10% are glad you have the problems. So, keep them to yourself.

Do everything to the best of your ability with the time allotted. Not all of us can be All-American and not all of us can be on the first team. Everybody can be the best you're capable of being. When you join a spouse, you bring a child in the world, you join a business or you join a team, you have obligations and responsibilities. You owe it to other people to do the maximum you can at each and everything you do. And, the last rule is, show people you care. He says there is a statue of him at Notre Dame and there are 3 words on it: trust, commitment, love.

Stay safe out there.

New Members:

Rusty Russell, Spouse Sadie, DCA, New Bern, NC

Tip Fuller, Spouse Michelle, IAH, The Woodlands, TX

Darrell Heinrich, Spouse Rebecca, LAX, Newport Beach, CA

Dave Pengelly, Spouse Marty, SFO, Seattle, WA

Gorden "Kent" Holiday, LAX, Georgetown, TX

Lesle Thomas, Spouse Dean Thomas, SFO, Sonoma, CA

Raymond Haynes, Spouse Trisha, IAH, Humble, TX



Still Flying High,

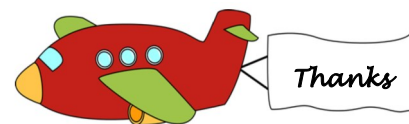
John Gorczyca

From the Editor's Desk



I survived my first edition and I absolutely loved doing it. Thank you to all who gave words of encouragement and suggestions for upcoming editions.

Also, a big banner towing flyby to those emailing me letters and other bits of information. Keep them coming and send photos!



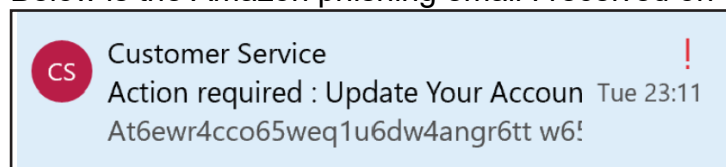
I've noticed an uptick in my spam and phishing. If you're not familiar with the term, *phishing*, it is the fraudulent practice of sending emails purporting to be from reputable companies in order to induce individuals to reveal personal information, such as passwords and credit card numbers.

I've included some general info as well as personal examples of what's found it's way into my email recently. I am a PC user and use Outlook as my email. What you see on you computer may be displayed a bit differently.

Editor George E

Phishing Scams (Pronounced 'fishing')

Below is the Amazon phishing email I received on 4/29/2020.



The picture on the bottom right is the email text.

The amazon logo looks legit but the email is not from Amazon and the logo can be easily copied and pasted.

First of all, any email having anything to do with billing, personal information, etc. should be suspect.

Here are some red flags:

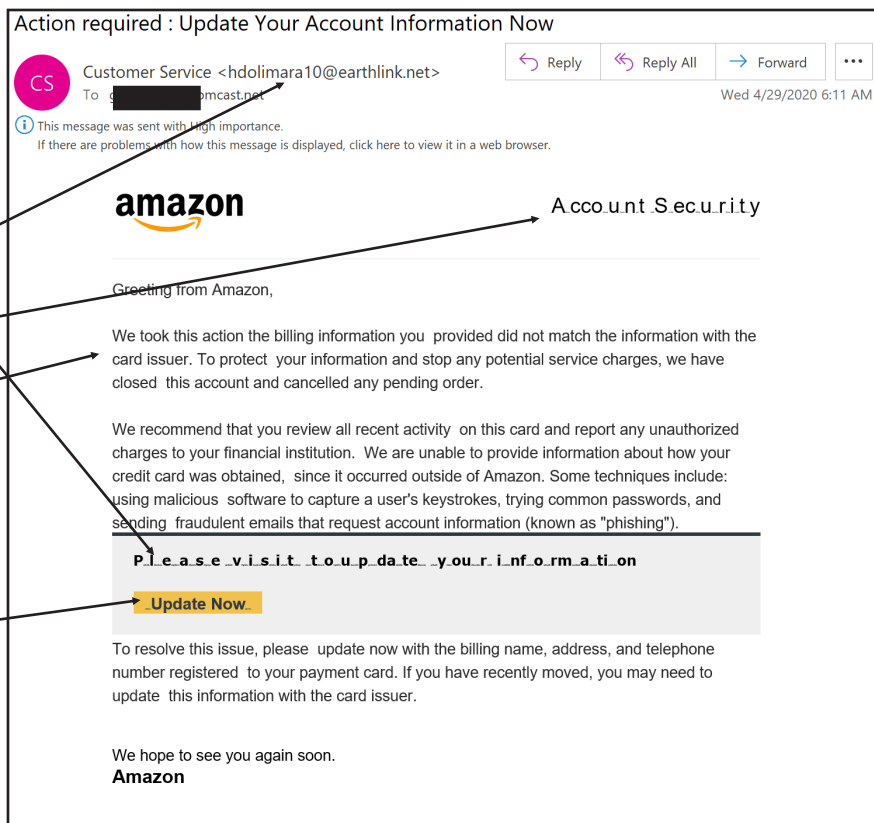
1. **Odd email address.** It is not an Amazon.com address.

2. **Uneven Spacing.** Note that the spacing between the letters is uneven.

3. **Poor grammar.**
"We took this action the billing. . ."
vs. "We took this action because the billing . . ."

4. **Bizarre Link.** Rolling my mouse over "Update" displays:
"https://colocimmon.com/cara.php"

I'm not sure where this links to, but it certainly isn't "amazon.com".



Browser View (Safari, Chrome, Explorer, etc.)

The email displays better in my browser but now another spacing issue shows up.

So what happens if you click on "Update"?

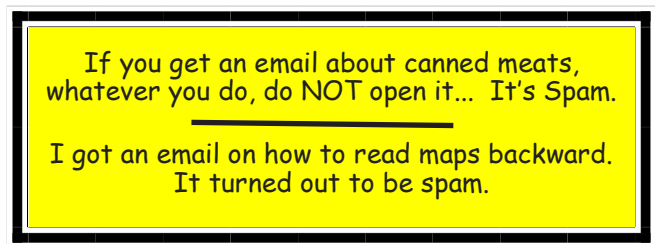
NOTAM: Don't try this at home—I am a professional. (LOL)

You get this screen which looks legit but when you enter your log-in credentials, then you just did a gear-up landing.

The hacker has your Amazon credentials.

If you accidentally go down this path and enter your credentials then it's time to run the **Immediate Action Checklist:**

Amazon Site. . . Login
Password. . . Change



Here is a phishing email I got from "PayPal" this month.

1. Odd email address

Again, the return email is bizarre. "@ MakeMy GirlfriendHappy.com" is certainly not PayPal's.

2. Many recipients

Only you should be listed here, not an entire list. The real PayPal would only show your address not several.

Keep in mind that it is not unusual to have several names in the "To" section of emails sent to a common group of neighbors, social group, etc. However, you should recognize some of them.

I'll have more tips next month. Be care out there. *Editor GeorgE*

Ruparian is a Centenarian

By Marilyn Bowman (Bob's Daughter-in-law)

Captain Robert "Bob" Bowman Turned 100 and 100 Never Looked So Good



A bit of humor of the times during Bob's celebration.
Note the Coronavirus themed cake with the glove and toilet paper.

If you sign up for email *RUPANEWS* you can see Bob in living color and click on links for added info. To enroll, send an email to: RUPASecTr@rupa.org

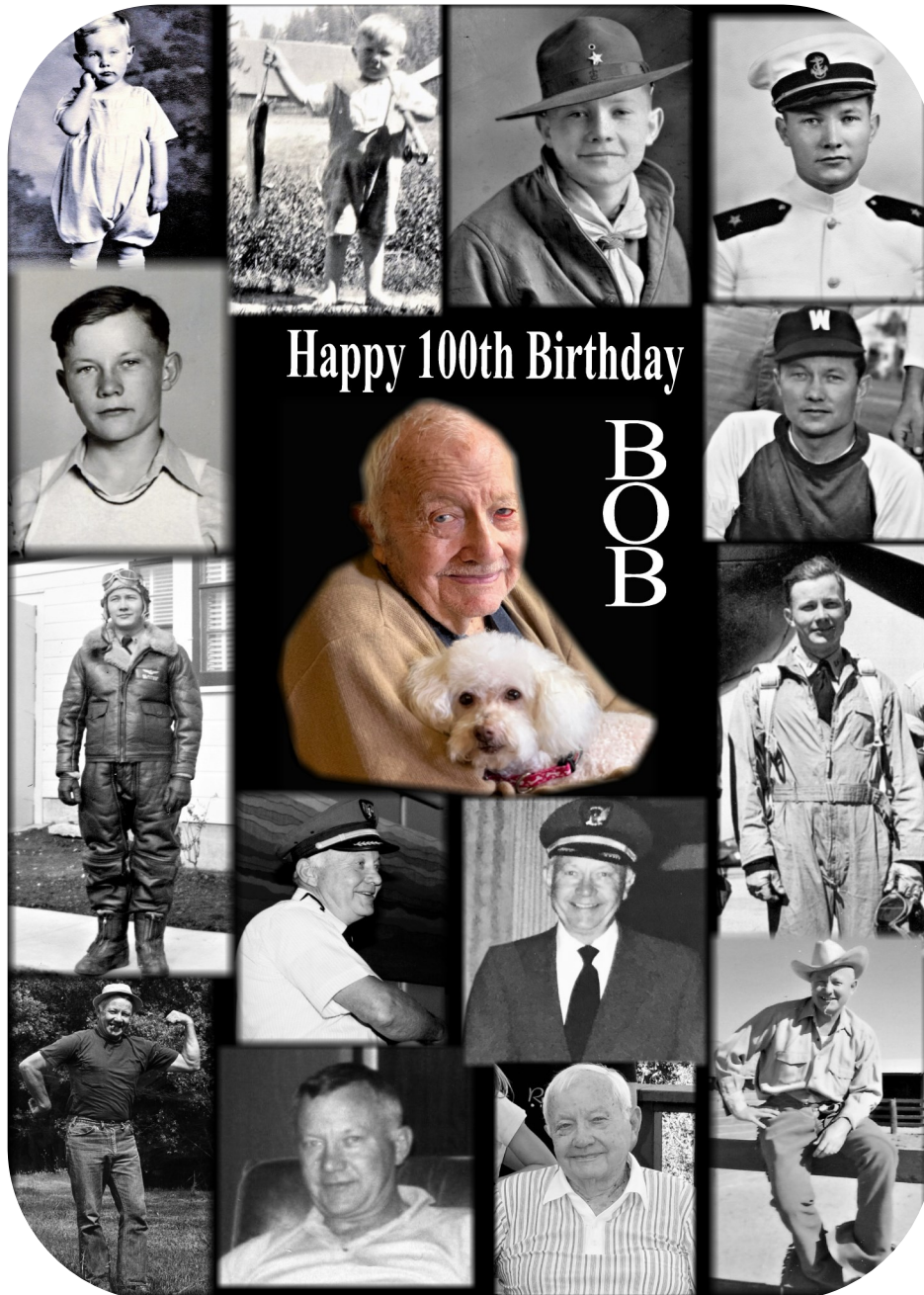
On May 17th, 2020 Bob celebrated his 100th birthday.

Born in Nampa, Idaho he learned to fly in the Civilian Pilot Training at Boise in 1940. He joined the Navy during WWII where he was a flight instructor. He eventually flew off of aircraft carriers.

After four years as a Naval pilot, Bob joined United in 1945 as a First Officer based in Portland, Oregon. During this time Bob flew all of United's Douglas aircraft from the DC-3 to the DC-10, the Convair 340, Boeing 727 and finished his career flying the B-747.

Bob has been enjoying retirement in Fallbrook with his wife, Ruth. If you have a chance, please wish him a happy birthday. Cards can be sent to:

Bob Bowman
3053 Skycrest Dr.
Fallbrook, CA 92028



LUNCHEONS

Colombia River Geezers

The last two months have been keeping us in “social isolation”. Our group seems to be coping well.

Tony Passannante is still flying the Intel shuttle between Silicon Forest and Silicon Valley, but has been cut back to 1 trip a week, flying boxes instead of pax. Didn't sound like a complaint. **Doug Howden** checked in saying he is doing well, but getting very tired of his own cooking. Those of us with small planes, **Rusty Harrison**, **Ron Blash**, **Rich Warden**, and myself are using them for our own form of isolation. If 6' is good, 600' must be better. **Bill Park** is keeping his new metal knees all lubed up with regular outings on his bicycle.



That's about it for now. Last guy out kill the APU and rotating beacon. See you in the bar.

Steve Barry

1971-1995 Boeing 747-100



SUMMER 2020



Big Island Stargazers

First and foremost, we hope all of our fellow Mainland Ruparians are safe and well.

At the time of this writing, it appears that the state of Hawaii has passed the peak and the number of virus cases is on its way down. I am pleased to report our Big Island members are healthy and busy with projects that keep them occupied during the shelter-at-home mandate, which could last until the end of May.

I reached out to our group to see what they were up to.

Linda Hayes reported that she volunteered to make masks for local hospitals and medical facilities. The original goal was 2,000 masks and there are currently over 4,000 made. She enlisted United KOAOZ to help out. With only one flight at best for the 2 weeks before the station closed they needed to keep busy. They got sheets donated from a hotel laundry service and cut huge amounts of fabric. In addition to hospitals and medical clinics, masks are now with all public service employees at the post offices, hardware stores, police and fire stations, grocery stores, etc., up and down her coast. When not making masks, **Linda** and husband **Bill** (retired HA) are reading a lot and planting their green house.



Kona station personnel volunteered to cut material for thousands of masks.

Don Diedrick said his wife **Jen** is working from home while his outside gardening routine continues. Their church activities are now conducted online and they are busy staying in touch with family.

Gerry Baldwin is making all the supply runs to town with a long list provided by his wife, **Joan**, who must take extra precautions with social distancing. He makes coffee for his vendors and leaves it on the railing for them to retrieve and talks with them from a distance. **Gerry** and **Joan** are happy to enjoy time in their garden overlooking the Pacific Ocean.



All of us are waiting to see what the “new normal” protocols will be, and look forward to the day when we can share our camaraderie in person rather than via digital devices. We send aloha from the Big Island.

Linda Morley-Wells

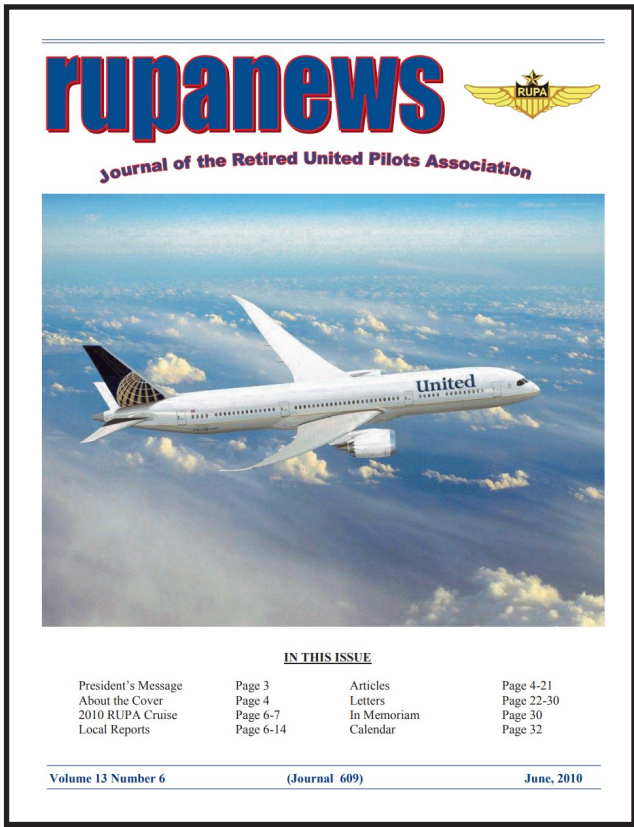
A look back in time at our April, 2015, meeting in Hilo. L to R: Len & Donna Bochicchio, Don Diedrick, Bill & Lauren Cochran, Linda Morley-Wells & Walt Wells, Sam & Julie Wilson, Gerry & Joan Baldwin



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10 years ago - June 2010

20 years ago - June 2000



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rupasectr@rupa.org
 And enjoy the color edition 



United Launches Plan To Cut At Least A Third Of Its Pilots

Dan Reed Senior Contributor Forbes



Idled United Airlines jets at DEN

United Airlines this weekend began the process by which it could eliminate the jobs of more than a third of its 12,250 pilots as soon as Oct. 1.

And the airline's chief pilot warned that unless travel demand rebounds this summer much stronger than they anticipate, a lot more pilots could be pushed into the unemployment lines, along with corresponding numbers of mechanics, flight attendants, ground workers, administrative staff and managers.

United on Saturday sent its pilots an email announcing a bid for work slots effective June 30 that involves the "displacement" of 4,457 positions. That makes United the first U.S. airline to disclose its staff reduction plans in response to the COVID-19 pandemic and its staggering impact on travel. United, like nearly all U.S. carriers, received large grants and low interest loans from the federal government aimed at keeping their staff employed across the summer and ready for a swift return of travel demand. United's share of those grants and loans totaled about \$5 billion, roughly half of which already has been received with balance to arrive in a few weeks.

Now, a quick rebound in travel appears highly unlikely.

Thus, when the restriction on layoffs expires after Sept. 30, huge number of job cuts are expected through the U.S. airline industry and related businesses.

In his note to pilots on Saturday that was shared with this reporter, Bryan Quigley, United's chief pilot and senior vice president for flight operations, wrote that this step in preparation for layoffs in the fall likely won't be the last such move.

"Even though the volume of this displacement is enormous, and its impact on the lives of many of our pilots significant, none of us should believe it solves all of our problems," Quigley wrote. "This displacement bid aligns pilot staffing to a schedule reduction of around 30%, yet our schedule in May, and our expected schedule for June, is reduced by 90%. No one knows when travel demand will return, so unfortunately, the results of this displacement are likely to be a baseline from which future displacements are conducted."

Quigley wrote that the airline currently is carrying fewer than 10,000 passengers a day, meaning it now has more pilots on staff than it has daily passengers.

United CEO Oscar Munoz and President Scott Kirby, who will replace the retiring Munoz later this month, said Friday on a conference call with analysts that they are planning for a worst-case scenario in which demand remains at its current low levels into 2021.

Quigley's email detailed the number of assignments available to be bid on broken down by aircraft type and airport base, and tallied the number of pilot jobs that will be "displaced." Under the terms of their contracts, airline pilot layoffs are determined by seniority: the last one hired is the first one laid off, or in industry parlance, furloughed. For pilots at United, that means the 4,500 or so lowest-ranking pilots in terms of seniority will be the ones eventually put on the streets, at least initially. Virtually all of the first officers (co-pilots) who remain at United after Oct. 1 will then fall to the bottom the remaining seniority list and become the next group to be laid off, in the likely event additional staff cuts are necessary.

Additionally, hundreds of lower-seniority captains also are likely to be displaced from the left seats of United's planes and forced to "bid down" into lower-paid first officer (co-pilot or right seat) positions. And all but the most senior captains remaining could be required to "bid down" from large, widebody jets, where the pay is highest, into lower-paid captain positions on smaller widebody jets or even smaller single aisle planes.

For those pilots who remain with United after Sept. 30, all that shifting of flying assignments among them will trigger widespread retraining. For example, a "senior" first officer now flying a widebody plane like the Boeing 777 likely will have to "bid down" into a smaller Boeing 737 and be retrained on that smaller aircraft. The same thing could happen to captains of 767s who have to move down into a 737 captain's seat.

Such retraining is expensive and time consuming. Airlines are loath to trigger lots of training events at once and have been known to carry an excess number of pilots at times when they expect any over-staffing problem to work itself out in a relatively short time. Thus, United's actions this weekend make it plain that the company does not expect there to be any quick recalls to service of all those cockpit crew members who'll be cut loose in the fall.

The situation for pilots at United will be further complicated by the pilots' rights to move from base to base, called domiciles in the industry. Thus, a first officer flying a 767 based in Los Angeles could have the right to take a 737 first officer's position in Los Angeles, or perhaps remain a 767 first officer by bidding into a position at another United domicile in Houston, Chicago or elsewhere. Similarly, a 767 captain in Los Angeles might have the choice between remaining a captain by taking a 767 captain's position at a less popular domicile, like Chicago or Newark, vs. bidding down into a 767 first officer's position in Los Angeles. In such cases pilots will have to weigh lower pay vs. lifestyle concerns, including the extra day each way it could cost them to commute between homes on the West Coast and work domiciles in the East.

In presenting United's initial pilot displacement plans to its cockpit crew members on Saturday the airline also revealed that it plans not to fly its Boeing 787s - the second-largest, newest and most popular international widebody planes in its fleet - from its Los Angeles hub for up to a full year.

United's even larger 777s will be refocused solely on its hubs at San Francisco and Newark, though the airline added that it does expect at some undetermined time to re-open 777 pilot domiciles at its Houston Bush Intercontinental Airport and Washington Dulles Airport hubs.

Further, United's 767-300s are the only versions of the mid-size international range 767 that United expects to continue flying "for the foreseeable future." It has 38 767-300 models, but at last count, three of those had been parked because of reduced travel demand. Thus, the carrier's 16 767s-400 models, an extended range version that also has greater cargo-carrying capacity, are candidates to be retired or mothballed.

<https://www.forbes.com/sites/danielreed/2020/05/03/united-launches-plan-to-eliminate-at-least-a-third-of-its-pilots-jobs-other-work-groups-there-and-at-rival-carriers-are-likely-to-follow/#5e03ea212bf5>

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 at www.uaprf.com

Announcing our next President: Brett Hart

Flying Together May 11, 2020
Scott Kirby



Dear United team,

This is an extraordinary time in the history of our company. Never before have we seen travel demand decline so sharply, so deeply and for so long. Through it all, you have persevered and, while the road ahead doesn't look to be easier any time soon, I couldn't be more grateful or more proud of how the most talented group of airline professionals in the world has stayed United Together.

As we announced at the end of last year, next week, I will become CEO of this company after the annual shareholder meeting. I will step into the large shoes of an extraordinary leader, Oscar Munoz. While we come from different backgrounds and have different styles, we have complemented one another and successfully leveraged our combined skills and experiences to forge a partnership that ultimately made United a better airline.

I concluded last year that it was important for me, as I transition to CEO, to find a partner who effectively complements my background and perspective, too. That's why I am pleased to announce that I have asked our EVP and Chief Administrative Officer Brett Hart to be United's next president. His first day in the new role will be the same day as my first day as CEO, May 20.

Given the leadership that Brett has provided to this company over the last decade, he really needs no introduction. He came to United as our General Counsel, but after demonstrating extraordinary strategic acumen and solid judgment, he quickly assumed much more responsibility. In fact, while Oscar was receiving treatment for his heart transplant several years ago, Brett was the person that this company turned to for leadership. He was the acting CEO of United for six months, until Oscar returned full time to the job.

Brett knows what it means to be a steady voice in a crisis, which is why there is no one in the world better suited to taking on this critical leadership role. More than ever, United needs - and as CEO, I will need - an experienced, level-headed strategist who can help us continue to make smart decisions and aggressively manage this crisis. Those of us who have worked closely with Brett know that he speaks softly. But, we also know that when Brett speaks, he's offering thoughtful advice that's worth listening to.

Like me, Brett is temporarily waiving his salary and like all M&A employees, he won't be receiving an AIP bonus for 2020. Brett feels a powerful loyalty to this company and has a deep appreciation for the men and women of United who make our airline so special and are the most important reason this company has a bright future.

I want to personally thank Brett for assuming this responsibility at this challenging time for our company. We expect more turbulence ahead, but having Brett in the cockpit alongside me, I am more confident than ever that we'll emerge from this crisis stronger than ever.

Thanks for your perseverance. Thanks for your commitment to our customers and our airline. Stay safe.

Scott

<https://ft.ual.com/News/Wingspan/2020/05/11/A-message-from-Scott>

How United Airlines Handles Employees Who Test Positive For Covid-19

By Matthew LiveAndLetsFly.com

Here's how United is communicating to its workers about the incident. More specifically, Kate Gebo, United's Executive Vice President of Human Resources and Labor Relations lays out four steps United takes when an employee is suspected of testing positive for COVID-19.

To our United family:

The coronavirus (COVID-19) outbreak continues to have a profound impact on our customers, our business and most importantly on you and your families. Oscar and Scott have continued to be transparent about the early, aggressive steps we are taking to try and stay a step ahead of this crisis. And today, in a continued spirit of transparency, I wanted to give you an update about how COVID-19 has affected the health of some of our employees.

The number of confirmed COVID-19 cases and fatalities have increased steadily over the past few weeks here in the U.S. and around the world. As a global company with 100,000 employees worldwide, it was only a matter of time before members of our United family became among those infected. It is with a heavy heart and great sympathy that I share we have lost a member of our United family to COVID-19.

To protect individual privacy, as new cases arise, we won't share the identity or personal medical information of any of our teammates without permission. But I did want to share the process and procedures we follow when we are made aware of a United employee who is suspected of testing positive for COVID-19:

- *As soon as we become aware of a suspected case – either from the CDC, local health officials or an individual employee – we quickly communicate with that individual.*
- *We closely partner with local, state and national health officials to guide our response, including following all CDC guidelines.*
- *We also reach out and quickly contact any other employees who may have come into close contact with the person who is suspected of having COVID-19.*
- *Given the wide range of workplaces across our operation – offices, call centers, airports, aircraft, etc. – we take different measures to isolate and sanitize any suspected, impacted workspaces. For example, if a crew member is diagnosed with COVID-19, the aircraft upon which they worked is taken out of service immediately and undergoes a deep cleaning.*

All you come to work each day caring for our customers and one another. In doing that, you not only support United, but you also carry the aviation industry and the critical role it plays for the entire country. During this challenging time please continue to take care of each other and check [our internal website] for the latest information about COVID-19, the CDC's personal safety guidelines and the steps you can take if you or someone you know becomes infected.

*As we continue to monitor COVID-19's impact on the health of our employees, we will respond in a way that's not only consistent with the guidelines from health officials, but also our **core4** values. Our top priority is ensuring your safety.*

On a personal note, during this time it's also important to stay mindful of our emotional well-being in addition to our physical health. I encourage you to check in on your colleagues and offer a word of encouragement. After all, we are one team and I am confident that we will emerge from this crisis stronger, together and united.

All my best,

Kate Gebo

EVP Human Resources and Labor Relations

The Airline Business Is Terrible. It Will Probably Get Even Worse.

By Niraj Chokshi—The New York Times



An industry that is intimately familiar with failure confronts a crisis unlike any other. Executives say they have no idea when passengers will return.

Delta Air Lines started 2020 celebrating what it said was the most successful year in company history. Not long after, it shared a record \$1.6 billion in profits with its 90,000 employees. But with air travel nearly shut down by the coronavirus, the airline is now

bleeding money and will drop 10 more airports from its already skeletal network on Wednesday.

Even as Delta and the other major airlines in the United States dramatically slash schedules, they are averaging an anemic 23 passengers on each domestic flight and losing \$350 million to \$400 million a day as expenses like payroll, rent and aircraft maintenance far exceed the money they are bringing in. Passenger traffic is down about 94 percent and half of the industry's 6,215 planes are parked at major airports and desert airstrips, according to Airlines for America, a trade group.

Yet, devastating as the downturn has been, the future is even more bleak. With much of the world closed for business, and no widely available vaccine in sight, it may be months, if not years, before airlines operate as many flights as they did before the crisis. Even when people start flying again, the industry could be transformed, much as it was after the Sept. 11 terrorist attacks. And airline executives need only look in the not-distant past to see how lesser crises sank carriers that were household names like Pan Am and Trans World Airlines.

The current crisis could push some airlines, especially smaller ones, into bankruptcy or make them takeover targets. Consumer fears about catching the virus on crowded planes could lead to reconfigured seating. Carriers may initially entice wary travelers with discounts, but if they can't fill up flights, they may resort to raising ticket prices.

Henry Harteveldt, president of Atmosphere Research Group, a travel analysis firm in San Francisco, said that carriers might continue to leave middle seats empty in coach "until they see demand exceed two-thirds of where it was before the pandemic." Now, he said, "You can be benevolent. It's easy to give away a product that you don't have any demand for."

To get through the next few months, airlines successfully lobbied for a huge federal rescue. But half of that money was intended to cover payroll and that will run out by the end of September. Few in the industry expect Congress or the public to tolerate another bailout. So, for now, airlines are preparing for a long, lonely fight for survival.

No amount of foresight could have prepared the industry for the pandemic.

Even Southwest Airlines, which reported its 47th consecutive year of profitability in January, expects to lose an average of \$30 million to \$35 million a day through June. American Airlines, the most indebted large company, is aiming to get its own losses down to \$50 million a day by the end of next month. Delta and United Airlines, which were riding high after several profitable years, are prepared for a full year with virtually no passenger revenue.

"It would be naïve to believe we or anyone for that matter can accurately predict the course of this crisis or the recovery," J. Scott Kirby, United's president and incoming chief executive, told investors this month. "When we say plan for the worst and hope for the best, however, we really mean it."

To stem the bleeding, airlines have made deep cuts to every imaginable expense, closing dozens of airport lounges that were once considered critical to attracting well-heeled travelers like investment bankers, freezing hiring and bonuses, slashing advertising and technology budgets and postponing cabin renovations. American is taking its entire fleet of 34 Boeing 757s and nine Airbus A330-300s out of service years ahead of schedule. Southwest more than halved an order for the troubled Boeing 737 Max.

And they've drastically cut their schedules, by as much 90 percent. Airlines could slash more flights, but have not for a multitude of reasons. Schedules are often set weeks in advance and many flight costs, including those for cabin crews and pilots, are fixed. In addition, the federal stimulus passed in March requires that airlines continue minimum service, and there are costs associated with parking aircraft, too. Still, even with few passengers, airlines are earning some money from the cargo they carry in the bellies of their planes.

Desperate to preserve cash, the airlines have also aggressively discouraged customers from seeking refunds, offering vouchers for future travel instead and attracting the ire of lawmakers. Legally, passengers are entitled to refunds for canceled flights and, at a hearing last week, Senator Richard Blumenthal, Democrat of Connecticut, described the practice of pushing vouchers instead as "misleading and sometimes deceptive." Nicholas Calio, chief executive of the industry trade group Airlines for America, said that refunding all tickets could lead to bankruptcy.

The industry has leaned on employees for savings, too, getting more than 100,000 to voluntarily accept fewer hours, lower pay or early retirement. Payrolls have largely been spared the ax, for now, because Congress set aside \$25 billion to pay workers through September as long as airlines refrain from imposing furloughs or pay cuts. But some airlines have already tested those limits, and executives have signaled that layoffs will come when those protections expire.

Southwest's chief executive, Gary Kelly, last month warned employees that if a dramatic rebound doesn't materialize by July, the airline could shrink. It wasn't a prediction, he said in a recorded message, but a recognition that the timing of the recovery is out of the company's hands.

"Our goal is to thrive," he said. "The imperative here is to survive."

There's little indication that a recovery is coming soon. Most industry analysts and executives expect years to pass before airlines fly as many passengers as they did before the pandemic. Even then, a rebound may come in fits and starts, propelled by medical advancements, an economic rebound and shifts in the public's tolerance for risk.

Take China, for example. The number of domestic flights there started to recover in mid-February, but plateaued in early March at just over 40 percent of levels before the outbreak, according to the International Air Transport Association, a global industry group.

Poll after poll has shown that the vast majority of people are likely to wait on the sidelines for quite some time. According to one recent survey by the Democracy Fund + U.C.L.A. Nationscape Project, 60 percent of people would "definitely or probably" not fly even if stay-at-home orders were lifted on the advice of public health officials.

"The airlines certainly need to get back into business but they're going to be facing a public that's going to be scared to travel," Mr. Harteveltdt said. "I think a lot of people all over the world are going to be wrestling with fear and trust."

Business travel may recover sooner, at least according to a survey of the members of the Global Business Travel Association that found that a majority of travel managers expect trips to restart in the coming months. Yet Mr. Kelly, of Southwest, told the PBS NewsHour that work travel would probably be depressed for years.

With so much out of their hands, airlines have focused instead on what they can control.

Since early March, the industry has steadily escalated efforts to convince passengers that planes are not flying petri dishes. Last week, United and Delta started requiring masks for passengers. On Monday, American and Southwest will do the same.

On Thursday, Frontier Airlines became the first U.S. company to announce that it would turn away passengers or crew members with a temperature of 100.4 degrees Fahrenheit or higher starting June 1. On Saturday, Airlines for America said its members, which include the major airlines, were calling on the federal government to take the temperatures of all travelers during the expanded security checks introduced after the Sept. 11 attacks.

That event was once the industry's defining crisis, a shock so severe that it took years for passengers to return and fundamentally changed flying. The current pandemic could do the same.

"If you think about everything that came out of 9/11, with T.S.A. and Homeland Security and new public agencies, could there be a new public health agency coming out that requires a new passport to travel?" Delta's chief executive, Ed Bastian, said last month, referring to the Transportation Security Administration. "I don't know. But we'll be on the forefront of all those advances."

After spending the past decade consolidating, paying down debt, investing in planes and technology, and finding new ways to make money through fees and credit cards, the industry was in better shape than ever.

Now the airlines are triaging. Even as they slim down to preserve cash, they are finding ways to make what little money they can. Many have put otherwise unneeded planes to use transporting cargo, including medical supplies, taking advantage of a spike in freight prices.

And after passenger volumes fell in March and much of April, there are some signs that the industry has hit bottom. But there wasn't much lower to go: The number of people screened by the T.S.A. in mid-April was down to about 4 percent of last year's levels. By Friday, screenings were back up to about 8 percent.

But the good news doesn't even amount to a glass half full. United's Mr. Kirby said this month that the airline was seeing a spike in searches for 2021 spring break travel, more than it saw at this time last year. But those won't turn into bookings until the virus "is sufficiently contained," he warned.

And next spring is still almost a year away. The question is whether the industry can hang on.

**DUE TO MY ISOLATION,
I FINISHED 3 BOOKS
YESTERDAY.
AND BELIEVE ME, THAT'S
A LOT OF COLORING**

**Hormel made their first
batch of SPAM in 1937.
The company just
announced that due to
hoarding by consumers,
that are going to make a
second batch**

Delta to have 7,000 more pilots than it needs this fall

By Reuters May 14, 2020

Delta Air Lines, with more than 14,000 pilots on its roster, expects to have 7,000 more than it needs in the fall as the coronavirus pandemic weighs on its operations, according to a memo to flight operations employees seen by Reuters.



The memo follows Delta's announcement earlier on Thursday that it would no longer fly Boeing's wide-body 777 aircraft and some of the other older, high-maintenance jets, as the US carrier looks to cut costs amid a steep fall in bookings.

"I recognize that is an alarming number so it's important to know that our intent is to align staffing for what we need over the long term," John Laughter, SVP of flight operations, said in the May 14 memo, first reported by Reuters.

Laughter said that by the third quarter of 2021, the airline would have between 2,500 and 3,500 pilots more than needed to fly its schedule, even accounting for pilots who will reach mandatory retirement age between now and next summer.

Delta's move to retire 18 Boeing 777 jets, along with its MD-90 planes, by the end of the year would result in second-quarter non-cash impairment charges of \$1.4 billion to \$1.7 billion, before tax, the airline said.

It also decided to close its pilot base at Cincinnati/Northern Kentucky International Airport, saying it is difficult to drive operational efficiency there in this environment, according to the memo.

When international demand returns, Delta plans to use Airbus' more fuel-efficient and cost-effective A330 and A350-900 wide-body planes for long-haul flying, it said.

Delta to retire Boeing 777 aircraft fleet to rein in costs

By Reuters May 14, 2020

Delta Air Lines said on Thursday it would no longer fly Boeing Company's wide-body 777 aircraft and some of the other older high-maintenance jets, as the U.S. carrier looks to cut costs amid a steep fall in bookings due to travel restrictions around the world.

The spread of the novel coronavirus has virtually brought airports around the globe to a standstill, leaving airlines to take drastic steps to make savings.

The move to retire 18 Boeing 777 jets, along with the MD-90 planes, by the end of the year would result in second-quarter non-cash impairment charges of \$1.4 billion to \$1.7 billion, before tax, the airline said. (<https://bit.ly/2T3VIKa>)

Delta said it would use Airbus SE's more fuel-efficient and cost-effective A330 and A350-900 wide-body planes for long-haul flying when international demand returns.

"Our principal financial goal for 2020 is to reduce our cash burn to zero by the end of the year, which will mean, for the next two to three years, a smaller network, fleet and operation in response to substantially reduced customer demand," Chief Executive Officer Ed Bastian said.

What happens when pilots don't get their flying hours?

Paul Sillers, CNN • Published 9th April 2020

The coronavirus pandemic has grounded most of the world's airplanes for the immediate future.

But when aviation eventually reboots, pilots will need to be up to speed.

That doesn't just mean polishing their Ray-Bans and dusting off their navy-blue blazers. It means brushing up on flight-deck skills and ensuring they keep within the boundaries of aviation's stringent safety regulations.

And that is presenting a looming challenge as pilots remain housebound.

"Pilots require frequent training and 'recency' to be able to fly," says Brian Strutton of the British Airline Pilots Association, or BALPA, which represents the interests of all UK pilots.

"Recency" means complying with regulations that stipulate a pilot must have successfully carried out three takeoffs and landings -- one of which using the cockpit's autoland facility -- within the previous 90 days.

To qualify for flying both at daytime and night-time, commercial pilots also need to perform three night-time take-offs and landings within the 90 days, which are harder because the pilot has less visual cues. This covers the three daytime take-offs and landings as well.

But there are other annual checks, as well.

These include the License Proficiency Check, which a pilot would have to do every year to keep their pilot's license valid. Also, the airline that the pilot flies for will have to perform an Operational Proficiency Check every six months.

"Most of these checks could be conducted in what is known as a 'D level' simulator," says Adam Twidell, an experienced pilot and CEO of PrivateFly, a booking platform for on-demand jets.

These are the most realistic and offer the highest definition and lifelike responses -- just like flying the real thing.

Simulators are also important to help pilots keep their skills sharp. While much can be practiced using computer games such as [Microsoft Flight Simulator](#), there is no substitute when it comes to ratings, training and certifications. Pilots need to access real, full-scale flight simulators.

But for that to happen, simulators need to be available. In the UK, for example, many facilities offering simulators are closed.

There is also the issue of the availability of instructors and examiners to conduct checks. A co-pilot also needs to be present.

"There's going to be a significant backlog of available simulator slots. When airlines do want to get back to normal operations they won't be able to do it instantly," Twidell tells CNN Travel.

Expense is an issue, too. Simulator time costs around \$300 to \$400 an hour, and that's without the necessary associated personnel. It's all an enormous undertaking.

Additionally, there are regular fire and smoke training requirements, where pilots have to go into a smoke-filled aircraft and evacuate it. There are also first aid courses and crew resource management training, which involves assessing how crew members work together as a team.

Combine the complexity of the different types of training and certifications that flight crew might have to catch up on if the grounding persists for a prolonged period with the fact that the majority of the world's 290,000-plus active pilots are sitting at home, and the scale of the imminent problem becomes all too apparent.

Pushing the boundaries

To help alleviate the pressure accumulating from the potential expiration of the pilots' medical certificates and ratings (additional elements of the pilot's license that allows them to fly specific types of aircraft), time extensions are being granted worldwide by regulatory authorities.

Across Europe, the EU Aviation Safety Agency, or EASA, has extended the deadlines for certain requirements on condition that each airline comes up with a detailed pilot training plan that the agency will assess. If it's a credible plan, an extension could be granted.

In the United States, the Federal Aviation Administration's assistant chief counsel for enforcement, Naomi Tsuda, says that, due to the extraordinary circumstances related to the pandemic, the FAA will not take legal action against pilots in cases of noncompliance with medical certificate duration standards if their certificate expires between March 31 and June 30, 2020.

"The FAA will reevaluate this decision as circumstances unfold, to determine whether an extension or other action is needed to address this pandemic-related challenge," said Tsuda in an FAA Notice of Enforcement Policy.

In the UK, the Civil Aviation Authority, in line with EASA guidance (while the UK is still in the EU), has exempted all operators, aircrew, instructors and examiners engaged in commercial air transport from the normal validity periods for licenses, certificates and ratings that expire before October 31, 2020.

Deferring the expiry of licenses and certificates is certainly helpful. But all of this is incredibly stressful for the airlines' workforces.

Staffing issues

The world's longest and largest twin-engine airliner, the Boeing 777-9X, has completed its first test flight from Boeing's wide-body factory near Seattle.

"Over 40 airlines have grounded their entire fleets, including airlines like EasyJet, and the majority of others have grounded 80-90% -- it's just unheard of. That gives you an idea as to how many pilots are not flying aircraft," says Sam Sprules, managing director at pilot recruitment agency AeroProfessional.

Sprules tells CNN that a lot of flight crew are either grounded on minimal pay or being asked to take unpaid leave for the next couple of months.

In some countries, airlines are operating from the furlough or pay subsidy schemes, and in worst case scenarios crew are being terminated.

"Recruiting of flight crew has pretty much dried up at the moment while airlines are rightly focusing on trying to consolidate their finances just to survive," he says.

This is a colossal body-blow to an industry that was booming before the Covid-19 crisis took hold. However, Sprules also says that a small minority of aviation businesses are taking an optimistic approach, believing that recovery will be sooner rather than later.

"What they want to do is keep their recruitment moving to capitalize on the fact that there are a lot of skilled crew in the market right now."

Face-to-face interviews are now replaced with online tools such as Microsoft Office Teams or Skype. Airlines can build up pools of candidates so that as soon as the sector is back into recovery mode and restrictions start to subside they can jump into action.

"We are doing that with a few of our clients -- conducting applicant gathering and documentation screening and getting candidates to a point where we can go no further, until things start to move again," says Sprules.

"You start forgetting things"

So besides using computer simulators, how can pilots stuck at home keep their cockpit skills honed?

Karlene Petitt, a US-based Boeing 777 pilot and author of "Normalization of Deviance: A Threat to Aviation Safety," tells CNN that pilots could use this time of grounding for educational improvement.

She says that in an age where certain aspects of the flight deck are automated, pilots need to know, procedurally, how to set up the flight deck, which buttons to push and which checklists to read.

"You start forgetting things if you don't use them," she says. "And much of what we, as pilots, do is cognitive based. If you can keep that alive, then you're not going to lose proficiency.

"It would be nice if the airlines made available online training tools that we had during initial training or during initial type rating, so we could go and maintain proficiency while at home, until we get back into the sky."

Carriers could also have the ability to track and see which of their pilots are actually utilizing those tools, says Petitt, adding that even a home-made low-tech approach could be beneficial too:

In the past, when Petitt was "out of the cockpit" for a couple of years in the days before online pilot training was an option, she made flashcards and what she calls a "paper trainer," a sort of wall poster, to practice cockpit procedures at home.

"We did this years ago. You just physically move and touch the button because the motion of actually touching where you would be touching in the airplane helps to instill it into memory."

The well-being factor

Joji Waites, flight safety specialist at BALPA, tells CNN that his organization is ensuring that the few crew that are still flying (on cargo, medical, repatriation, and a few scheduled services) are equipped with protective kits where necessary, and checking that aircraft are properly cleaned.

"For those that are not flying -- those that are furloughed -- the shift is towards well-being," says Waites.

Beyond the practicalities of brushing up procedural skills, pilots need to keep their minds in good shape too.

Flight crew are used to quite a structured way of working and are conditioned to knowing what is coming up in the next month in terms of their flight schedules.

Waites says that BALPA has been sharing, with its members, mental health and well-being tips from the MIND Charity and from Public Health England.

"There are specific resources available," says Waites. "And there is a requirement coming out later this year in August for airlines to have a peer support network program staffed by pilots for pilots for them to raise, confidentially, concerns of well-being and mental health."

Many airlines already have these in place ahead of when the regulation comes out, pointing pilots towards those facilities within their airlines where they can share concerns, by "having people to talk to about their anxieties and what they are going through."

"Pilots are not used to sitting around," says Waites. "We're thinking ahead to the time when things hopefully resume and scheduled flights start up."

Obstacles and Opportunities for the Aviation Industry

With air travel in turmoil during the pandemic, businesses pivot toward new avenues

By Christine Negroni The New York Times



The coronavirus outbreak has upended commercial aviation, with consequences that are not fully realized. The airline trade group, International Air Transport Association, anticipates that the world's air carriers will see this year's revenues drop by more than half and a number of industry watchers predict that it will be years before air travel returns to 2019 levels.

The crisis has created both hurdles and opportunities for entrepreneurs offering new products or services.

"Timing is often out of our control, but our ability to be nimble and keep pivoting, that is essential," said Marie Forleo, the owner of an online business training program and the author of the book "Everything Is Figureoutable."

Sometimes even that is not enough, as Heather Howley, the owner of Independent Helicopters, is learning. Her charter air service was thriving for nearly a dozen years, providing aerial inspection and mapping services in New Windsor, N.Y., a rapidly developing area about 60 miles north of New York City. But when drones started making inroads into that business several years ago, Ms. Howley looked elsewhere to keep her company aloft.

"We fill in in situations where a drone can't go," said Ms. Howley, the business's chief pilot. "We do football games, baseball games." At the same time, she increased her focus on flight training and offered the ground portion of it online. But with large events canceled and flight schools deemed nonessential, the coronavirus pandemic threatens Ms. Howley's business in spite of her flexibility.

Fast Forward At the end of March, Ms. Howley was worried about how she would survive if the economy shut down for more than a month and projected that even after business resumes, it would be slow.

"We may see another drop in students even after we get back to work," she said. "We're still supporting the utility company, but they're not paying us at the moment since none of their staff is in the office to cut the checks. It's a vicious cycle."

The opposite has happened to Arthur Kreitenberg, a physician and inventor, and his son Elliot. In 2013, the duo bet that airlines would be eager to buy a product that disinfects planes. After the Ebola virus outbreak in 2014, Virgin America (now part of Alaska Airlines) gave the Kreitenbergs access to its airliners so they could create the GermFalcon, a device that kills germs in airplane cabins using ultraviolet light.

Better to be busy than to be busy worrying

Life isn't about waiting for the storm to pass. It's about learning how to

“Airlines play a direct role in the way disease is spread around the world,” the younger Mr. Kreitenberg said, a claim supported by a 2015 U.S. National Security Strategy that cited the growth in intercontinental air travel as a factor in the global spread of dangerous pathogens.

But the Kreitenbergs misjudged the market; no airlines were interested. Instead, they turned their attention to disinfecting hospitals.

“People dismissed us as Chicken Little, but in the last couple of months there’s been a change of heart” in the aviation industry, the younger Mr. Kreitenberg said.

An entrepreneur can turn a crisis to an advantage by “focusing first what you can give and not what you can get,” Ms. Forleo said. In early March, Mr. Kreitenberg offered the free use of GermFalcon and a similar device for airports to help the air travel industry with the pandemic. Mr. Kreitenberg said he was in touch with nearly every U.S. airline. Seattle’s secondary airport at Paine Field is now a customer and an investor. Alaska Airlines evaluated the device but opted to use a different kind of disinfection technique, a spokeswoman said in late April.

Aviation, with its emphasis on safety, can be a challenging environment for new ideas.

“Regulations have taken risk-taking away, and not even swashbuckling risk, but even a way of looking at the future as something you can construct,” said Saras Sarasvathy, a professor at the University of Virginia Darden School of Business. As a result, many beneficial innovations may never be realized, Professor Sarasvathy said.

Luke Miles, co-founder and creative director of the London-based industrial design firm New Territory, came up with a novel idea for how to make airplane seats more comfortable. But he recognized that having to get government approval for an entirely new seat design would be an expensive and time-consuming problem, so he found a workaround. Last fall, he unveiled Interspace, a set of panels embedded in the upholstery of seat backs that already meet government regulations. During flight, a traveler can unfold the panels, lean into them and sleep.

“Sometimes, it is not about grand moves and everything has to change,” Mr. Miles said. “Here’s where we could enter carefully in a considered way and have more success.”

Mr. Miles, whose company has done design work for Airbus, Aeromexico and Virgin Atlantic, said his experience and connections with airlines contributed to the final product. This collaboration with potential customers is critical.

In his book “Upstream: The Quest to Solve Problems Before They Happen,” the author Dan Heath calls this “surrounding a problem.”

“When you have a complex problem, there is usually no one person or entity who has all the answers,” he said in an interview. “You have a situation where people only see a facet of the problem, and it’s only by assembling the different facets you can come to appreciate the whole and solve for the whole.”

But the Kreitenbergs had no experience in aviation and few contacts, only Elliot Kreitenberg’s evangelism for his father’s invention.

**I miss the 90’s when bread was still good for you,
And no one knew what kale was.**

“All we could do was say, ‘We’re using this technology that works in hospitals, and we built it so it fits on an airplane,’” he said.

Stan Malicki, a Polish businessman, faced a similar problem generating buzz for his invention, a system that moves airplanes on an electric track, instead of using engine thrust. The company, Aircraft Towing Systems, claimed U.S. carriers could save millions of gallons of fuel each year while reducing their carbon emissions. But on its own, the company couldn’t get traction until the State of Oklahoma got involved.

“Thrust is a terrible way to move airplanes. It’s great in the air, but terrible on the ground,” said Vince Howie, who saw the idea’s value and could do something about it as director of aerospace and defense with the Oklahoma Department of Commerce.

Mr. Howie persuaded Mr. Malicki to move from Europe to Oklahoma, joining the state’s substantial aviation network, which includes two of the world’s largest aircraft maintenance stations, Tinker Air Force Base and American Airlines. A.T.S. contracted with Oklahoma State University to help develop the prototype, and Mr. Howie became the chief executive at the end of last year.

“It is a collaboration of 10 people with different ideas, and of course everybody we talk to, I always want to hear the negatives,” Mr. Howie said. “I want to hear the negatives so we can put a mitigation or design changes as needed.”

Because good ideas do not thrive on their own, Professor Sarasvathy said, entrepreneurs should remain open to the ideas of their potential customers and investors.

Ideas are the products the Florida-based aviation consultant Tricia Fantinato was selling to airports and aerospace companies until the coronavirus brought an abrupt halt to funding for many projects.

“This going to be the new normal, so we have to be prepared,” she said she planned to tell them, adding that she was there to advise them during the crisis.

“Aviation is an industry that is crippled right now,” Ms. Forleo said. “But any industry, no matter how complex, is made of humans. In helping folks — that’s where all creative possibilities lie.”

<https://www.nytimes.com/2020/04/29/business/smallbusiness/aviation-coronavirus-impact.html>

Prediction: There will be a minor baby boom in 9 months, and then one day in 2033, we shall witness the rise of THE QUARANTEENS.



On the Line During a Pandemic from a Delta Line Pilot

Anonymous Letter to Delta Golden Wings



I'm writing this letter to all the old hats out there. These are some of my observations as an active airline pilot flying during the Covid 19 pandemic.

All airline pilots will sometime in their career weather a storm or rather storms that they can tell their grandkids about. This particular storm is like no other. Just to put it into perspective, if an airline the size of United or Delta airlines was to become the only one remaining, That airline could cover all of the travel in the United States, and still have to downsize under the current conditions. It is an ugly situation at best. Unfortunately, the airlines are a reflection of our economy and the hardships that the average American is going through. This is not a pandemic of the rich, poor or of the middle class. This is a far reaching event that will somehow and someday touch every human on the planet. Eventually if left unchecked this will *adversely* affect every American and every global citizen out there.

I recently returned to flying after two and a half months of medical leave due to a hip replacement. My last trip prior to surgery was the first three days in February. The last leg was an oversold red eye from Portland Oregon. That was the world that I left. I followed the initial outbreak of the pandemic from the comfort of my house, hearing reports of very bleak tales from friends who were actively flying.

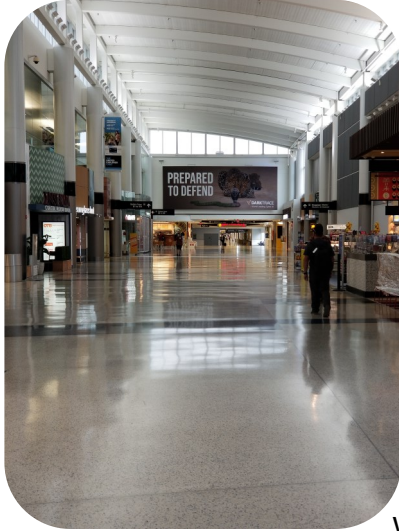
When I walked back into the airline environment last week, the changes I had been warned about were very hard to comprehend. It felt like I had walked into a sci-fi/horror movie in which most of the population had been plucked from the earth. The changes started at the employee parking lot. Normally when pulling into the checkpoint at the parking lot, you hand your ID to a security guard who swipes it across a reader to allow you access. Now due to social distancing, the employee must stop the car, get out and swipe their own badge. While this is not a big task or a painful one, it is just reflective of social changes that this pandemic is causing.

Finding a parking spot can be difficult, especially around a shift change. Due to voluntary leaves of absence, over a third of our workforce of ninety thousand, for the first time in my six years in the Atlanta base, finding a parking space was not a problem.

The next noticeable difference was at the employee bus stop. Our employee bus stops happen to be a place where security screening of employees is conducted. This includes an x-ray machine and a metal detector. Now in addition to this screening, employees must also have their temperature taken via a thermal scanner. If an employee has a fever, they are denied access to the bus and sent home. Their supervisor is notified as well. Once you are cleared to continue, you head out to the bus. Due to social distancing, only nineteen employees are allowed on the bus at one time, so if you are unfortunate to have a check in during a shift change, extra time is required to get to operations. As the bus left the parking lot pulled onto airport property, the sheer downsizing of our operations became evident.

All of our T gates in ATL were empty and the jet bridges had been pulled flush with the building. Atlanta operations have been consolidated to concourse A and B with a handful of international flights departing out of the E concourse. For those who haven't been through Atlanta in recent times, Delta operated out of T, A, B, C, half of D, E and half of F concourses. As I walked into ops, I was stunned by the lack of pilots that are normally there. The black chair recliners that normally are full of tired commuting pilots were empty. There were a few pilots working on the company computers. Normally, you have to wait for a computer station to open up but that is no longer the case. The tables that usually have company propaganda and newsletters have all been re-designated with containers of hand sanitizer and surgical mask. After signing in for my trip, I ventured upstairs to the gate level.





On any given day, the terminal is usually packed so navigating to your gate is a human obstacle course. Buying a cup of coffee, or a sandwich to go would normally be abandoned due to long lines of passengers. Those lines don't exist anymore and have been replaced mostly by crew members. The only refreshments on the aircraft is water and little bags of Cheez-its. Coffee and soda are unavailable on the airplane so now crew members are forced to buy their own before boarding the aircraft. There are very few food venues open but the ones that are open are more than adequate due to the few people in the terminal.

As I walked to my gate, it was straight and steady, absent of the zigzagging due to the normal overcrowding of outgrown concourses. The few passengers in the terminal are generally wearing protective mask and rubber gloves. You can sense the fear of our society by what little of the public is actually traveling. Almost all of the gate

agents are wearing mask, and at the time of this writing, all employees have been directed to wear mask as the six foot social distancing can't always be maintained. I assume that this is a legal requirement so that neither employees or passengers can sue the airline should they become infected.

When you board the airplane and head to the flight deck, the first visual check is to see if the cockpit sanitation kit is on the center console. If it isn't, it is usually in one of the galley carts. The kit consist of rubber gloves, a heavy duty disinfectant cloth and several little Purell hand wipe packets. Before you start building your nest in your appropriate seat, you need to put the rubber gloves on, open a sanitizer wipe, and start wiping off anything you might touch when you sit down, such as armrest, headrest and the yoke.

Once in your seat, you have to use the heavy-duty sanitizer cloth and go over each and every switch and its associated panel. It is a tedious exercise and generally after you are done, the realization occurs that you have missed one or two items as you operationally reach for the missed item. As your fellow crew member joins you on the flight deck, pleasantries and greetings are exchanged but with the absence of a traditional handshake. You take notice of anything that looks out of place with your new best friend. Do they look well? Any sniffles? Coughing? The one obvious symptom of this virus, is that everyone either needs a haircut or they are sporting a hideous self or spousal administered cut.

Once the operation begins, things kind of get down to a normal flow. With CRM, we try to brief all contingencies including all known threats. Normally, this would include issues with the aircraft, airport, weather and any personal limitations that may affect the safety of flight. The one thing has to be noted and briefed is mental distractions due to personal concerns regarding the airline. Our crew resources just published their anticipated headcount for November. Needless to say, there will be furloughs and downgrades. I am flying with copilot who likely will not be flying for Delta next year. It is very likely that I will not be a captain next year. All of these things weigh on any normal individual, but the importance of staying in the moment cannot be over emphasized.

Boarding is much quicker as you are only boarding 20 to 30 people on an 180 passenger jet. Also boarding the aircraft is reversed now with the back of the aircraft boarded first, working up to the front of the plane. There is no longer a struggle to find overhead space so everyone just plops down in an expedited manner.

Everything works pretty much the way it has in the past as far as completing checklist and coordinating with the ground crew for push back. On taxi out, things are quicker due to the lack of traffic so you have to make sure you get your second engine started with adequate warm up time if you are doing a single-engine taxi. Launch is quick and usually you can do a rolling take off as there is not the usual "traffic down field" holding requirement. The other thing that has to be considered is doing a reduced climb thrust setting in addition to a reduced takeoff thrust due to the



light aircraft weight especially if you have a low altitude level off. With the climb rates of these empty airplanes, it would be easy to blow through an assigned altitude. I love having 757 performance on the 737 but unfortunately, good aircraft performance is now directly proportional to poor economic performance.

Climb out and cruise are the same with the exception of climbing directly to your altitude. There isn't a lot of traffic so those interim level offs are not required. ATC is also giving a lot of direct routing as well. The absence of radio chatter can be a little unnerving as well. There are random calls from aircraft asking if ATC is still there.

Fuel flow at cruise is noticeably lower. A fully loaded 737-900 can only climb to about 35000 feet and burns between 3200-3500 pounds per engine per hour. On one of my recent legs, we were at FL400 and the fuel flow was 2100 pounds per engine. Again, good aircraft performance is equating to poor financial performance.

Descent is more or less the same except for the fact that often you are taken off the arrival much earlier and farther from the airport. Without the previous traffic levels, the spacing requirements are pretty much null and void so flights are cleared from a hundred miles out to a close in fix on the approach.

Landing clearance is generally given much sooner, usually upon check in with the tower. After landing, taxi clearance is given from the tower bypassing the ground controller. At airports that are dominated by competitors, many of their airplanes are in semi storage. Those aircraft have their engines, ports, vents and windows taped over. Delta has moved most of their airplanes to storage facilities, so Atlanta airport and Delta hubs are different than the other airports I have seen.

Once parked and shutdown, the walk to the curb begins. During these times, it is a lonely walk, devoid of people. The following picture was taken at Detroit. *(Ed - Picture missing)* It was taken at 6 pm. Three months ago, the airport would have been packed. Now it is a ghost town. Shuttle pickups are now at the curbside where there is little or nonexistent traffic. No longer is the usual honking or trilling of police whistles to move cars on. The automated public announcements advising traffic of loading and unloading only, echo like stadium speakers as there aren't any objects to either block or absorb the sound.

Due to social distancing requirements, only four passengers/crew members are allowed to ride on a shuttle. Everyone is wearing a mask, and some crew members are opting to wear gloves. In my opinion, this is our highest exposure to the virus. Personally, I am using hand sanitizer wipes to disinfect my seating area. The ride to and from the hotels, especially a downtown layover, is much faster due to the absence of traffic.



Once you arrive at the hotel, the noticeable absence of guests strikes you. Most hotels are closed and the few that are open are housing multiple airline crews from different airlines. All restaurants, bars and sundry shops are closed. Like our gate agents and the rest of the general public, hotel staff are donning mask. As you are given your key, you are given a sheet of paper that list the limited items available from room service. Generally there is also a list of the local restaurants that are open for takeout only.

Once you are in your room, you will notice the absence of personal amenities. There is not a coffee maker, microwave or hair dryer. The first step that I personally do when I enter my room is to take a hand sanitizer and wipe off all the things I might touch. This includes the TV remote, the night stand, bathroom counter, light switches, door knob, phone handset and lamps. The process takes several minutes and wipes to do it correctly. The other important thing that is now closed in the hotel is the gym. Any exercise has to be either walking, running or calisthenics. For obvious reasons, I can no longer run for exercise so walking is now my “thing”. The most noticeable difference when walking outside of the hotel is the absence of pedestrian and auto traffic. As you walk, any on coming pedestrians will often steer clear of you sometimes crossing the street to avoid potential human contact. It as if the whole human race has become infectious lepers.

When it comes to mealtime, if you don't want to indulge in the overpriced, limited room service menu the other option is takeout. The local restaurants usually have a website to place an order along with the requirement to pay via credit card. Cash is now frowned upon and often not accepted. When you go to pick up your order, generally you are not allowed inside the establishment, so an employee meets you at the front door and hands you your order. Dinner is now a solo event that is conducted in the privacy of your hotel room. There is no camaraderie over a beer and a burger at the end of the day. Basically, all the enjoyable social aspects of the job have been shelved for the time being.

We had an early departure the next morning. There wasn't a lot of choices for breakfast. Certainly not at the hotel and limited at the airport. We know the old saying, “nothing is for certain except death and taxes”. I think that you could probably add to that “somewhere there is a Starbucks that is open”. So breakfast was a Pikes Place coffee along with a blueberry muffin. Again, the concourse was a ghost town. We had a whopping 22 paying passengers and about 6 dead heading crew members. Again, an uneventful flight full of unrestricted climbs and descents with a whole lot of directs.

Once again, this is just but a brief description of my observations. I sincerely hope the world wakes up from this pandemic and that public fear dissipates soon. If people are too afraid of dying, they will stop living. If that happens, the failure of the airlines will be the least of our worries. Ultimately, if you choose to believe, our fate is tied to the will and the plan that God has for us things seem easier. If you choose not to believe that, then all fate would be is the consequences of a random universe. Either way you believe, it still comes down to one thing. We have absolutely no control over the current events or the impact of them.

When I got home this morning, it was glorious. Clear skies, light winds and a perfectly comfortable temperature. The birds were singing loudly. I sat outside on the back deck and took it all in. At least we can still enjoy the little things. I dedicate this to all you old hats and the trials and tribulations that you experienced in your careers. In a relatively short time, I too will be an old hat.

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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)

Here Are The Top Six Issues Facing The Revamped Airline Industry

Ted Reed Senior Contributor Forbes

The U.S. airline industry has found itself in the middle of every 21st century crisis – the Sept. 11 terrorist attacks, an oil price shock, a recession – and has been reshaped by each.

Now the coronavirus crisis is effecting even more change.

The airline industry will of course survive. It is not the newspaper industry; it has a sustainable business model and no one has found a replacement. Zoom is a substitute for a phone call, not for a personal meeting.

Still, airlines are weathering a severe storm. Here are the six top trends in the industry as the crisis enters its fourth month since the Centers for Disease Control began screening for passengers from Wuhan at three U.S. airports: JFK, LAX, and San Francisco International on January 17.

1. Passenger Numbers Have Declined Sharply.

Perhaps the most immediate number in the airline industry is the one posted every morning by the Transportation Security Administration: the number of people who cleared security the previous day at U.S. airports. The number includes airport employees and airline crew.

On Sunday, the total was 253,807, the highest number since March 24, but still just 9.7% of the total that passed through security on the same day a year ago.

In general, the clearance number and percentage have been rising from the low of 87,534 on April 14. That was about 4% of the total on the same date a year earlier.

The number provides a clear indication of how far the airline industry must come to provide even a semblance of normalcy.

2. Airlines Will Sharply Reduce Employee Counts.

In a letter to employees on May 14, as Delta announced the retirement of its Boeing 777 fleet, CEO Ed Bastian wrote: “Our principal financial goal for 2020 is to reduce our cash burn to zero by the end of the year, which will mean, for the next two to three years, a smaller network, fleet and operation in response to substantially reduced customer demand.”

The CARES Act provided \$25 billion in grants for airlines to pay employees through Sept. 30, but it seems likely on the next day, Oct. 1, tens of thousands of airline employees will lose their jobs.

3. Airlines Are Still Trying to Figure Out the New Rules

Empty middle seats? Require passenger to keep masks on? Take passenger temperatures?

The questions haven't been answered. Market forces are likely to determine whether middle seats will be empty. The TSA has said it does not want to take passenger temperatures.

As for passenger face masks, as of today, all passengers, visitors and workers at the Pittsburgh International Airport are required to wear them. The four major airlines all require passengers to wear face masks to board, but not necessarily throughout the flight.

In a memo to pilots last week, American Airlines said, “Once on board and off the gate, the face covering policy will become more lenient. The flight attendant’s role is informational, not enforcement, with respect to the face covering policy.” Rather, flight attendants should seek “to defuse the situation,” the airline said.

Unions for pilots and flight attendants have urged that the Federal Aviation Administration or Congress or the Centers for Disease Control to implement consistent mask requirements for passengers, but so far none have acted.

4. Cargo Has Become More Important to Passenger Airlines.

Every day brings a new story of passenger airlines adding cargo capacity. For instance, on May 12, American said it had its cargo schedule to provide 140 weekly flights to 15 cities in Asia Pacific, Europe and the Caribbean, up from 80 flights a week earlier. last week.

New American cargo flights include daily DFW-Hong Kong and weekly DFW-Beijing, DFW-Chicago-Paris; Chicago-London; and Philadelphia to Rome, San Juan, P.R., and Zurich.

While cargo accounted for less than 2% of first quarter revenue at American, Delta and United, Bastian answered a question on Delta's first quarter earnings call for media, saying "In the short term, it's more than 2% of current revenues."

Delta is "flying a lot of cargo missions, as well as carrying freight, medical supplies out of China [and] working with cargo carriers," Bastian said.

Theoretically, new entrants could open up the market for cargo, resulting in lower costs for shippers.

5. Boeing and Airbus Are Less Powerful.

The vast influence that Boeing and Airbus held over the airline industry has been reduced by the surplus of aircraft. It is reasonable to think that the cost of aircraft will diminish in the post-pandemic airline industry.

The shift of Boeing's place in the industry is extraordinary and is reflected in the share price decline to about \$128 today from about \$441 in March 2019. Meanwhile, Airbus CEO Guillaume Faury has said repeatedly that survival is at stake. Airbus is "bleeding" cash, he said.

In Leeham News and Analysis today, Managing Editor Scott Hamilton wrote: "There is no way the governments will allow Airbus to fail. But this doesn't mean the next few years won't be incredibly painful."

As for Boeing, Hamilton wrote, "Oddly, one can argue that Boeing is in a better position than Airbus. Why? Boeing has strong defense revenues coming in. Airbus' defense unit is much smaller. This OEM is more dependent upon commercial revenues than Boeing."

6. Long-haul Dreams Have Been Pulled Back.

The U.S. airline industry was already hub-centric, but at least in the short term the role of hubs seems even stronger because less traffic will support fewer direct flights, especially some spectacularly ambitious direct long-haul flights added in the past year.

Last November, Qantas flew an experimental research flight between London and Sydney, traversing 11,060 miles in 19 hours and 19 minutes. Qantas said it was also considering Sydney-New York. Qantas CEO Alan Joyce described the efforts as challenging "the last frontier" of commercial aviation.

On May 5, in a call with reporters, Joyce scaled back the plan. "There is huge potential," he said. "But the time is not right now."

Consider the Ramifications of THIS Information

Submitted by RUPA Member Bob Langevin

Airlines Reacting to the Pandemic.....

Just astounding. I suspect military pilot retention will increase.

The world economic outlook----

- Virgin fires more than 3000 people including 600 Pilots.
- Finnair returns 12 planes and lays off 2,400 people.
- Ryanair grounds 113 planes and gets rid of 900 pilots for the moment, 450 more in the coming months.
- Norwegian completely stops its long-haul activity!!! The 787s are returned to the lessors.
- SAS returns 14 planes and fires 520 pilots... The Scandinavian states are studying a plan to liquidate Norwegian and SAS to rebuild a new company from their ashes.
- Etihad cancels 18 orders for A350, grounds 10 A380 and 10 Boeing 787. Lays off 720 staff.
- Emirate grounds 38 A380s and cancels all orders for the Boeing 777x (150 aircraft, the largest order for this type). They "invite" all employees over 56 to retire.
- Wizzair returns 32 A320s and lays off 1,200 people, including 200 pilots, another wave of 430 layoffs planned in the coming months. Remaining employees will see their wages reduced by 30%.
- IAG (British Airways' parent company) abandons the takeover of Air Europa (and will pay €40 million compensation for that).
- IAG (Iberia) grounds 56 planes.
- IAG (British Airways) grounds 34 planes. Everyone over 58 to retire.
- Luxair reduces its fleet by 50% (and associated redundancies).
- CSA abolishes its long-haul sector and keeps only 5 medium-haul aircraft.
- Eurowings goes into bankruptcy.
- Brussels Airlines reduces its fleet by 50% (and associated redundancies).
- Lufthansa plans to ground 72 aircraft (in two installments).
- Hop! is studying the possibility of reducing fleet and staff by 50%.

Additional info:

Currently 60 new aircraft stored at Airbus with no buyers in sight (order cancellations) including 18 A350s.

They forecast a minimum of 8,000 grounded planes by September. With an average of 5.8 crews per plane (medium and long haul combined), that would make more than 90,000 unemployed pilots worldwide.

The air transport industry is on life support!

Bob

RUPA Pass Travel Report June 2020

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Daydreaming about where to travel when it's safe to do so?

Then this is for you!

Hello Fellow aviators,



I don't know about you, but instead of fretting that I can't travel, I'm using this quarantine time to imagine where I'd like to go as soon as it's safe to do so. I'm making a list and checking it twice!

There are two useful links that I want to make you aware of. Each January both the NY Times and Fodors comes out with a similarly sounding list of their favorite places to travel for the upcoming year.

The NY Times list is called "52 Places to Go in 2020." And Fodor's is called "Fodors Travel GO list for 2020." Google each of the articles for details of each destination with photos. You can also google previous years' articles for more.

The lists change each year and they tend to focus on both classic destinations and what they feel are hidden gems. Both lists are highly subjective, yet still interesting for the most part.

I have gripes about both lists. It seems that some of the NY Times destinations are listed because of the food in the city. It's almost as if the travel writers got a promotion from their previous tour of duty as restaurant reviewers.

Fodor's weak spot to me seems to be that what appeals to them is new change in a city, regardless of how inconsequential it may be. For example, one of the big draws for them to Addis Ababa, Ethiopia is its new airport. Nice, but I hope to spend as little time as possible there. In another city it was the new light rail system (I'm not going to fly 4,000 miles because a city has a new light rail). But overall there are some interesting places to consider from both their lists. Occasionally there is some overlap. Last year they both listed Senegal in West Africa but for very different reasons. One, for the food, and the other for the music and nightlife.

Fodors also has a handy annual list of Places to NO go in 2020. These annual no go lists are usually because of tourist saturation (Barcelona, Spain, Angkor Wat, Cambodia and others) or harm to the environment (The coral reefs) or danger (The Matterhorn is now killing almost as many people as Everest)

Editor GeorgE Here's a link to Fedor's NO List 2020: <https://www.fodors.com/news/photos/fodors-no-list-2020>

Here are GO lists from both publications for 2020:

Fodors

U.S. & Canada GO List

1. Athens, Georgia
2. Baltimore, Maryland
3. Newfoundland, Canada
4. Palm Springs, California
5. Portland, Maine
6. Queens, New York
7. South Walton, Florida
8. Sun Valley, Idaho
9. Vancouver Island, Canada

South America GO List

1. Easter Island, Chile
2. Humahuaca, Argentina
3. Jose Ignacio, Uruguay
4. Medellin, Colombia
5. Paracas, Peru
6. Rio de Janeiro, Brazil
7. Sucre, Bolivia

Europe GO List

1. Aeolian Islands, Italy
2. Albania
3. Andalusia, Spain
4. Athens, Greece
5. Brittany, France
6. Bucharest, Romania
7. Faroe Islands
8. Galway, Ireland
9. Struve Geodetic Arc

Mexico, Central America and the Caribbean GO list

1. Aruba, Caribbean
2. Montserrat, Caribbean
3. Valladolid, Yucatán, Mexico
4. Bahamas, Caribbean
5. San José, Costa Rica
6. Guatemala
7. St. Barth's, Caribbean

Asia GO List

1. Hoi An, Vietnam
2. Macau, China
3. Uzbekistan
4. Jaisalmer, Rajasthan, India
5. Raja Ampat, Indonesia
6. Luang Prabang, Laos
7. Tokyo, Japan

Middle East GO list

1. Accra, Ghana
2. Luanda, Angola
3. Rwanda
4. Wadi Rum, Jordan
5. Beirut, Lebanon
6. Masai Mara, Kenya
7. The Skeleton Coast, Namibia
8. Ethiopia
9. Ras Al Khaimah, UAE
10. Tunisia

South America GO List

1. Easter Island, Chile
2. Medellín, Colombia
3. Sucre, Bolivia
4. Humahuaca, Argentina
5. Paracas, Peru
6. José Ignacio, Uruguay
7. Rio de Janeiro, Brazil

Australia and the Pacific GO List

1. Bora Bora, French Polynesia (Tahiti)
2. Brisbane Australia
3. Christchurch New Zealand

The New York Times 52 Places to Go in 2020

1. Washington
2. British Virgin Islands
3. Rurrenabaque, Bolivia
4. Greenland
5. Kimberley Region, Australia
6. Paso Robles, Calif.
7. Sicily
8. Salzburg, Austria
9. Tokyo
10. Caesarea, Israel
11. National Parks, China
12. Lesotho
13. Colorado Springs
14. Krakow, Poland
15. Jodhpur, India
16. Western Sweden
17. Egypt
18. La Paz, Mexico
19. Grand Isle, La.
20. Chow Kit, Kuala Lumpur, Malaysia
21. Jevnaker, Norway
22. The Bahamas
23. Kampot, Cambodia

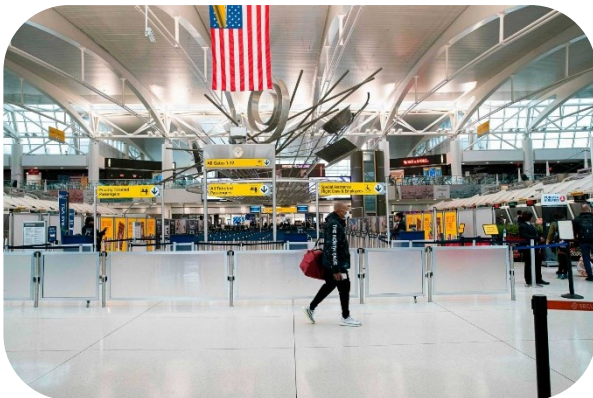
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24. Christchurch, New Zealand
 25. Asturias, Spain
 26. Haida Gwaii, British Columbia
 27. Austin, Texas
 28. Sabah, Malaysia
 29. Churchill, Manitoba
 30. Uganda
 31. Paris
 32. Lake District, England
 33. Tajikistan
 34. Antakya, Turkey
 35. Leipzig, Germany
 36. Lima, Peru
 37. Molise, Italy
 38. Copenhagen

39. Richmond, Va.
40. Mount Kenya
41. Minorca, Spain
42. Oberammergau, Germany
43. Plymouth, England
44. Atlantic Forest, Brazil
45. Belle-Île, France
46. Val d'Aran, Spain
47. Mongolia
48. Juliana Trail, Slovenia
49. Addis Ababa, Ethiopia
50. Transylvanian Alps, Romania
51. Urbino, Italy
52. Glacier National Park and Whitefish, Mont.

Be careful out there!

Pat

Will Travel Change After Coronavirus? Here's What Experts Have to Say



The experience might look and feel different once the world begins to reopen, but people still can count on the positive impact of travel.

By Eric Rosen travelandleisure.com

The outbreak of coronavirus and its rapid spread around the world have had an unprecedented impact on the travel industry. Though some airlines are still flying, including rescue flights to repatriate people to their home countries, many carriers have all but shut down for the time being. Hotels are laying off employees by the hundreds of thousands. After several ships were stuck at sea for weeks, many cruise lines have axed sailings through

the summer. Travelers are scrambling to cancel trips and get refunds or salvage future plans. In short, the travel industry has never faced panic, change, and disruption on this scale.

In search of insights about how coronavirus is likely to change the way we travel in the future, we talked to experts in the fields of aviation, hospitality, cruising, finance, and even epidemiology. While some provided predictions and projections, the one thing that almost all of them said to expect is a lot more uncertainty for some time to come.

Travelers will focus on health for themselves and others.

Dr. Nabarun Dasgupta, an infectious disease epidemiologist at the University of North Carolina, says the pandemic will force consumers to factor health concerns into their travel choices even more than before. He recommends checking verified apps like Outbreaks Near Me to take proper precautions before traveling to a new destination.

“I caution people against heading into active hot zones, even if you’re immune, because you don’t know what kind of lockdown you might be subject to if cases suddenly increase upon your return,” he said. “Many countries, and even some U.S. states, now have mandatory requirements for visitors to isolate for two weeks. This should be factored into travel planning.” Dr. Dasgupta also says, “If a coronavirus vaccine becomes available, depending on the safety profile, it would be worth considering even if you’re not venturing far from home.”

Finally, he says, people should start thinking about how their travel plans might impact the health conditions of the places they visit. “As much as we think about our own health when we travel, we should have compassion through realization that we may inadvertently bring the virus with us,” he said. “For isolated, highlight-reel destinations like Rapa Nui, this could be devastating.”

Air travel will restart slowly, domestically, and with social distancing.

Aviation expert Henry Harteveldt of Atmosphere Research Group expects the travel industry, much like the rest of the economy, to rebound in a staggered fashion as various cities, states, and regions confront different challenges. “You can expect airlines to begin with flights out of their most important hubs and cities where public health conditions are best and demand is strongest,” he said.

According to John Grant, a senior analyst with British aviation data and analytics firm OAG, “That may mean less choices for passengers as the number of airlines shrink and the number of frequencies operated reduce. Some city pairs, or routes, that have been operated with low frequency — say less than weekly — will perhaps be dropped altogether.” He expects passengers will also opt for more direct routings to avoid having to pass through extra airports on layovers.

“Once we get the proverbial all-clear,” says Harteveldt, “I anticipate public health officials will still encourage social distancing. Airlines might continue blocking middle seats or limiting the number of people in premium cabins. We may see flight attendants wearing masks and gloves and limiting onboard service.”

Airlines could require proof of good health before allowing passengers to fly, sort of like Etihad’s new trial kiosks in Abu Dhabi. “In terms of boarding, airlines might limit the number of people down the jet bridge at any given time,” says Harteveldt.

Still jittery from fast-moving travel bans and restrictions, mandatory quarantines, and State Department warnings, folks will likely want to stick close to home for a while. That’s also due, in part, to the economic impact on travelers’ wallets. According to Grant from OAG, “There is a piece of research already in China from Ctrip, a major travel company, claiming that 74 percent of Chinese nationals are keen on taking domestic flights in the very near future. But incomes have been hit and disposable wealth damaged, so how it will play out is another part of the whole ‘what if’ situation we face.”

Don’t expect to see major investments in new onboard seats or services from airlines either, said Harteveldt. “Airlines will focus on essentials. They will do anything that contributes to generating revenue or is a competitive necessity, but they will hold off on retrofitting their fleets with new seats if they have not already ordered them, opening new lounges, or refurbishing existing ones.”

That might have some people considering flying private for the first time, says Alex Wilcox, the CEO of private aviation firm JSX. “I think we are entering a two-year period where travelers won’t want to touch anything and will crave space. Crowd-free, hassle-free travel is the way of the future.” Little wonder, then, that private aviation firms like his have seen a dramatic increase in interest from both personal and corporate clients for private plane charters with social distancing measures in effect.

There will be great deals, if you’re brave enough to book them.

“In the short term, airlines will extend their fee waivers, making it easier for travelers to make and change their plans,” said Scott Keyes, founder of Scott’s Cheap Flights. “We’ve been living in the golden age of cheap flights, but the pandemic has exerted even more downward pressure on airfares.” He also notes the economic stress on everyday people and says that will make finding deals even more important to folks who hope to travel.

Harteveldt cautions about getting too enthusiastic about some of the deals we're seeing now, though. "We don't know how long this virus will manifest itself, or the decisions airlines will make even months from now. Look at [the] airline's refund and cancellation policies. If the rebooking options are acceptable to you, great. But I would encourage people to wait until we get closer to knowing when the U.S. might reenter more normal conditions before starting to book trips."

According to Gary Leff, founder of the loyalty blog View From the Wing, "There are going to be great deals – both with miles and cash – for quite some time because there will be empty seats and empty rooms that need to be filled." Be sure to double check your points and miles accounts, so you can jump on any bargains that crop up. "That will only last until good times return," said Leff. "When travel demand comes back fully...award seats will become scarce and rooms will be expensive."

Hotels and rentals face slow reopenings and depressed rates.

"There will be several phases to the rebound, and it is all about adapting to demand," said Robert Cole, a senior research analyst specializing in lodging and leisure travel for research firm Phocuswright. "In the immediate term, with social distancing and travel restrictions, hoteliers need to focus on the needs of their local community, assisting the medical community and local government to help with housing essential workers."

President and CEO of the American Hotel & Lodging Association, Chip Rogers, also expects the recovery to come in stages, starting with leisure travelers, followed by business and then group bookings. If all goes well, the AHLA projects the U.S. hotel industry will be back at 70 to 80 percent of what it was before coronavirus by this time next year. However, Roger says, "There will be fewer hotels in operation, and many fewer hotels in development." Travelers might also see hotels opening only a fraction of the rooms they have and looking for technological solutions to replace staff and save on cash.

During both 2019 and 2020 to date, hotel occupancy was at a 40-year high, according to Bjorn Hanson, a lodging industry consultant and former dean of NYU's Tisch Center for Hospitality, Tourism, and Sports Management. Even so, he says, room rates remained relatively cheap, and he does not expect that to change. "There will be room rate discounting to stimulate travel," he said. "During economic downturns, it normally takes hotel rates twice as long to recover to pre-downturn levels as it took them to fall to their lowest point," says Phocuswright's Cole. So, be on the lookout for deals for several months, if not years, to come.

Cole also says, "Travelers will likely consider staying in someone else's residence to be riskier than a hotel. Vacation rentals may be less negatively impacted, but hotels will be touting their cleaning standards and the dedication of their staff to ensuring guest safety and security. It will be much more difficult for Airbnb and other short-term rental groups to establish and enforce standards across thousands of independent hosts."

Rogers also points out that the rental market is made up of millions of individual owners who might decide to reenter the market at times of their own choosing. By contrast, he says, "Hotels will welcome back travelers the moment they are allowed to do so, and probably priced better than people have seen in years."

Cruise lines will work hard to clean up their image.

Paul Hackwell is a partner at TPG Capital and leads the firm's consumer investment practice. He says the cruise industry has faced challenges in the past, but always rebounds thanks to a loyal customer base and the value that cruise vacations provide travelers. "This is an industry where things happen — recession, wars, hurricanes, the Costa Concordia disaster — but cruises have always bounced back. It typically takes about a year, but we are going to be in a recession, so I think this will be a multiyear bounce back."

Though many sailings have been canceled for 2020, a lot of customers simply seem to be rebooking for 2021 and beyond at current fares. CruiseCompete.com has even logged a bump in new bookings for next year. Rudi Schreiner, the founder of AmaWaterways, says, “A lot of the people who are canceling cruises for 2020 are rebooking for 2021, so next year is already looking very good, and we just put our 2022 deployment together.”

The already stringent hygienic standards aboard cruise ships will become even more rigorous and visible. “Cruise lines will need to make the public very aware of procedures taken to contain onboard illness,” said Andrew Coggins, Jr., professor of management at Pace University’s Lubin School of Business. “They may also be required to expand their onboard medical capabilities and facilities. This would mean taking revenue space for medical space, but if pandemics become a way of life, that may increase the cruise industry’s resiliency.”

Hackwell says one of the other cruising issues highlighted by coronavirus was not being able to dock and disembark sick passengers. “People have always gotten sick on cruise ships — and planes, too, for that matter — but they are still usually allowed to disembark,” he said. “Cruise lines will have to work in concert with ports to make arrangements for scenarios if they have a passenger with a contagious disease, to get that person off the ship so they don’t become a potential carrier for the rest of the passengers, or put anyone at risk in the port.”

Travel agents will make a comeback.

Travel agents have become more niche in recent years, as the majority of consumers simply book travel themselves online. These days, many agents focus their practice on business and luxury accounts. Given the fast-changing nature of the crisis and the difficulties some travelers encountered getting home, however, more people will likely turn to agents for trip-planning purposes, simply to have an advocate in their corner if and when things go wrong.

Misty Belles, the managing director of global public relations for the Virtuoso network of luxury travel advisors, said, “Even people who didn’t originally book with a travel advisor turned to them for help” during the coronavirus outbreak. The network’s advisors could rely on Virtuoso’s crisis toolkit, which provided real-time updates from operators on the ground as well as the U.S. State Department and CDC. Agents were also able to navigate evolving airline and hotel cancellation policies more fluidly than the average consumer.

“In a post-COVID world, people will value advisors for their connections and guidance that go beyond destination and product expertise. Having a real-life person to assist [you] underscores the significance of human connection and the reassurance of knowing someone has your back,” said Belles.

But above all, we will travel again.

Despite the tragedy unfolding around the globe, with entire countries closed to the outside world, all the experts we spoke to had confidence that travel will eventually resume and be as rewarding as ever. While the experience might look and feel different once the world begins to reopen, people can count on the transformative and positive impact of travel to change their own lives and the destinations they visit for the better. We just hope that begins to happen again sooner rather than later.



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United Airlines Historical Foundation

Book Review *By Marvin Berryman DENTK Retired*

From time-to-time UAHF receives requests for information from its time UAHF archives. We do our best to assist and have provided photos for the book **“Top Secret Boeing”** by Bob Shaw.

The book is an account of the WWII deployment of a former United Air Lines Boeing 247-D and its role in the development of Airborne Radar.

The author has pieced together an almost complete record of an (ex) United Air Lines airplane.

The book traces the 247-D through its ownership by UAL/NAT, Pennsylvania Airlines, Pennsylvania-Central Airlines (PCA), Corporate owners, Wyoming Air Service, the Canadian Government and finally the RAF in England.

On August 10, 1940 Boeing 247-D NC13344 was sold to the Canadian Government and was designated CF-BTA RCAF (Royal Canadian Air Force) Serial Number 7655. The plane was originally assigned to the RCAF station at Trenton, Ontario to be used as a Navigation Trainer.

This is the story of the development and trials of Airborne Interception (AI), Air Surface Vessel (ASV), “blind bombing” and Auto Approach and Landing in the only Boeing 247 to see RAF service.

The plane arrived at Liverpool, England by ship on July 27, 1941 as a flying demonstrator for the first U.S. 10cm AI radar, built around the British Magnetron. So important was the Aircraft and its onboard equipment when fitted with the first X-band (3cm) radar that on July 10, 1942 it was declared “Top Secret” and given the designation DZ203/G. The “G” suffix indicated the requirement of an “armed guard” whenever “The Boeing” was on the ground.

In January 1945 the B247 made the first “Unassisted Approach and Blind Landing” using a combination of U.S. Autopilot and Instrument Landing System (ILS) with British Radar Systems which gave distance to touchdown, controlled orbiting and homing to the airfield.

During landing tests at Defford, England Group Capt. McDonald recalled: *“The Boeing was thus the first aircraft ever to fly on an automatic orbit of the airfield. On one occasion the pilot orbited the airfield and landed off the orbit entirely on automatic control ... and in complete darkness.”*

The 216-page soft-cover book is published by Defford Airfield Heritage Group - email to: dahg@springlea1.freeserve.co.uk website: <http://deffordairfieldheritagegroup.wordpress.com>.

The book is available in the U.S. from Amazon.com, on E-bay, and by mail order from www.aviation-bookshop.com and sales@air-britain.co.uk

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



The Boeing 247-D - DZ203 “Automatic Landing” team at Defford, England in 1945. Eighth & ninth from left are Wing Commander F. C. Griffiths and Group Captain J.A. McDonald

Valuable Information at the Tip of a Finger

By Tara Parker-Pope/The New York Times



A tiny fingertip device can give you valuable information about your health during a bout of Covid-19 or any respiratory illness.

After working for 10 days at Bellevue Hospital in New York, Dr. Richard Levitan decided to share what he had learned about Covid-19. Too many patients were showing up at the hospital with perilously low oxygen levels, putting them at risk for severe complications and death. But a simple home gadget called a pulse oximeter could help alert patients to seek help sooner, he said.

“In the hospital, when I’m trying to decide who I send home, a big part of the criteria is ‘What is your oxygen? What is your pulse?’” said Dr. Levitan from his home in New Hampshire, where he just finished self-quarantine as a precaution. “With a pulse oximeter and a thermometer, Americans can be prepared and be diagnosed and treated before they get really, really sick.”

Health officials are divided on whether home monitoring with a pulse oximeter should be recommended on a widespread basis during Covid-19. Studies of reliability show mixed results, and there’s little guidance on how to choose one. But many doctors are advising patients to get one, making it the go-to gadget of the pandemic. We’ve answered common questions about the device, how it works and what to do with the information it gives you.

What is a pulse oximeter? A pulse oximeter is a small device that looks sort of like a chip clip or a big clothes pin. You place your finger snugly inside (most require nail side up), and within seconds it lights up with numbers indicating your blood oxygen level and heart rate. Most healthy people will get an oxygen reading around 95 to 98 percent. Some people with existing health conditions may have a lower normal reading. You should check in with your doctor if the number falls to 92 or lower. The device will also show your heart rate. A normal resting heart rate for adults ranges from about 60 to 100 beats per minute, although athletes with a higher cardiovascular fitness will have a lower pulse.

Pro tip: One of the things to remember about reading a pulse oximeter is that many of them are designed to be read by someone facing you, not the person wearing it. The first time I tried my home device, it looked like my oxygen level was an alarming 86, but then I realized I was reading it upside down. (It was 98.)

How does a pulse oximeter work? When you insert your finger into a pulse oximeter, it beams different wavelengths of light through your finger (you won’t feel a thing). It’s targeting hemoglobin, a protein molecule in your blood that carries oxygen. Hemoglobin absorbs different amounts and wavelengths of light depending on the level of oxygen it’s carrying. Your pulse oximeter will give you a numerical reading — a percentage that indicates the level of oxygen saturation in your blood. If you’ve been to a doctor in the past 20 years, you’ve experienced pulse oximetry.

The device works better with warmer hands than cold hands. And because oxygen levels can fluctuate, consider taking measurements a few times a day. Also try it in different positions, such as while lying flat on your back or while walking. Keep notes to share with your doctor if needed.

Does it matter what finger I use? Most health technicians will place the device on the index fingers, but a study of 37 volunteers found that the highest reading came from the third finger on the dominant hand. A close second was the dominant thumb. So if you are right-handed, use the right middle finger. If you are left-handed, use the left middle finger. The difference between fingers is small, so if you prefer the index finger, that’s fine.

Do long nails or nail polish make a difference? Yes. Dark nail polish can affect accuracy of the reading. Very long nails would make it difficult to insert your finger properly in the clip.

What happens if my oxygen level falls? What is the treatment? If your number dips to 92 or lower, you should check in with your doctor. But don't panic.

The good news is that it's a lot easier to bolster an oxygen level that is just starting to drop than one that is dangerously low. When Dr. Anna Marie Chang, an emergency room physician in Philadelphia, tested positive for coronavirus in mid-March, she felt lousy but was reassured by daily checks that showed normal oxygen levels. Dr. Chang, an associate professor of emergency medicine and director of clinical research for Thomas Jefferson University, even started feeling better but kept up her daily monitoring with her pulse oximeter. One morning she felt severely fatigued and saw that her oxygen level had dropped to 88 percent. "I texted my colleagues and said, 'I think it's time to go in,'" she said. Once admitted, she was placed on oxygen with a mask. She spent her days resting in the prone position (on her stomach) because the position opens up the lungs and is more comfortable. "I was there for four days and never needed to be intubated," Dr. Chang said. "It was just supplemental oxygen."

Dr. Levitan noted that patients with Covid-19 can experience a potentially dangerous drop in oxygen saturation without having obvious breathing problems. Without a pulse oximeter, they might never know it or get very used to how they feel, despite very low oxygen levels. By the time they go to the hospital feeling shortness of breath, their oxygen levels would have dropped significantly, and they could have very advanced Covid pneumonia.

"They are still talking, thinking clearly, and not in obvious distress," Dr. Levitan said. "If the level of oxygen became this low all of sudden, these patients would be unconscious, having seizures, or otherwise affected. What that means to me is there is a period of days where they were going silently down and they didn't know it."

Is there a risk to monitoring oxygen levels at home? It's possible that a home monitor could give a faulty reading or be used incorrectly, prompting a patient to seek care unnecessarily. If you or someone in your home shows a very low reading, you may want to test your device on a healthy person to confirm that it is working correctly and discuss it with your doctor.

And home monitoring should not give you a false sense of security. Don't ignore physical symptoms even if your oxygen level is fine. You should still call a doctor if you have severe shortness of breath, a high fever, confusion or any other concerning symptom. The benefit of monitoring is that it potentially can flag a decline in your respiratory health before you feel it. And if you feel really lousy — as many Covid patients do for a few weeks — seeing a normal oxygen level can relieve some of the stress of the illness.

Are home devices accurate? Which one should I buy? When Dr. Chang needed a home monitor, she called friends and told them to pick one up from Target. "I literally said to my friend, 'Just find me one,'" Dr. Chang said. "It's fairly straightforward technology."

The research data on home monitors has been mixed, but they tend to be accurate within a few percentage points. In drugstores you can find monitors in the \$20 to \$50 range, while some sell online for \$200 or more. Paying a higher price doesn't guarantee a better monitor.

Wirecutter, a New York Times Company that reviews and recommends products, suggests starting with the Food and Drug Administration's 510(k) Premarket Notification Database and searching for "oximeter."

Given that pulse oximeters are in high demand, you may not find a model listed in the F.D.A. database right now and will have to settle for what you can find. One way to check how it's performing is to take your pulse manually and compare the result to the rate shown on the device. Remember, when you use a monitor, it's the trend that matters, not a single reading. "Consumer models are very reliable," Dr. Levitan said.

Experts advise sticking with the finger clip technology for now. Newer wearable devices and camera-based apps use a different technology to measure oxygen saturation, and so far most of these products appear to be unreliable. A 2019 study in the American Journal of Emergency Medicine tested three iPhone apps that offered pulse oximetry function, but they all fell dangerously short of the mark. The apps were “inaccurate” and “had limited to no ability to accurately detect hypoxia,” the authors concluded.

If you can't find a pulse oximeter right away, you can probably find one that can be delivered in a few weeks or month. If you get sick and don't have a home pulse oximeter, don't panic. Most people do fine without them. You also can also borrow one from a friend (they are easily sanitized) or talk to your doctor about getting your oxygen levels checked at an urgent care center.



Living Longer, and Better

By Nicholas Bakalar/The New York Times

Everyone has heard the advice: Don't smoke. Maintain a healthy weight. Exercise regularly. Use alcohol in moderation.

Now researchers have created a method for estimating how many extra years of healthy living might be gained by following those admonitions.

Their analysis, in JAMA Internal Medicine, followed 116,043 people ages 40 to 75 over an average of 13 years, gathering data on those four healthy behaviors. They scored the participants from 0 to 2 for the degree of adherence to each.

For example, a body mass index below 25 gets 2 points, 25 to 30 1 point and over 30 a zero. In this way, each person got a total score from 0 to 8.

The higher the score, the more years a person lived without chronic illness. Compared with a score of zero, a score of 8 was associated with 9.9 extra disease-free years for men and 9.4 years for women.

The researchers also created 16 “lifestyle profiles,” ranging from no adherence to any of the four healthy habits all the way up to total adherence to each. They found that the four profiles with the highest number of disease-free years included a B.M.I. of less than 25 and at least two of these three healthy behaviors: never smoking, sufficient physical activity and moderate alcohol consumption.

“Nothing is guaranteed,” said the lead author, Solja T. Nyberg, a postdoctoral researcher at the University of Helsinki, “but these results give some insight into the effects of several lifestyle choices.”

<https://www.nytimes.com/2020/04/15/well/live/living-longer-and-better.html>



Drinking and Alzheimer's

By Nicholas Bakalar/The New York Times

Moderate alcohol consumption is associated with reduced levels of beta amyloid, the protein that forms the brain plaques of Alzheimer's disease, a new study suggests.

Korean researchers studied 414 men and women, average age 71, who were free of dementia or alcohol-related disorders. All underwent physical exams, tests of mental acuity, and PET and M.R.I. scans. They were carefully interviewed about their drinking habits.

The study, in PLOS Medicine, measured drinking in “standard drinks” — 12 ounces of beer, five ounces of wine, or one-and-a-half ounces of hard liquor. Compared with abstainers, those who drank one to 13 standard drinks a week had a 66 percent lower rate of beta amyloid deposits in their brains.

The results applied only to those who drank moderately for decades, and not to those who recently began drinking moderately or drank more than 13 drinks a week.

The study controlled for age, sex, education, socioeconomic status, body mass index, vascular health and many other factors.

Dr. Dong Young Lee, the senior author and a professor of psychiatry at Seoul National University College of Medicine, cautioned that this was an observational study that looked at people at one point in time, and does not prove cause and effect.

Still, he said, “In people without dementia and without alcohol abuse or dependency, moderate drinking appears to be helpful as far as brain health is concerned.”

The Right Diet Can Be the Right Rx For Many Patients

By Dhruv Khullar/The New York Times

Congestive heart failure is a disease notoriously difficult to treat. The condition, which affects more than 6 million Americans, results from the heart's inability to pump blood to the rest of the body, leading to fluid buildup in the lungs.

The mainstay of treatment is medication that removes the excess fluid, but striking the right balance is challenging and often thrown off by something as simple as the wrong meal. (Heart failure hospitalizations tend to spike after major holidays.) Too much fluid and patients are gasping for air. Too little, they're dehydrated and lightheaded. Either way, they're back in the hospital.

As a physician who cares for hundreds of patients with heart failure every year, I'm frequently humbled when, despite my best efforts, patients' shuttle between hospital and home.

I track the emergence of new drugs and telemedicine programs that promise to break the cycle, but recent research suggests that doctors like me should consider a tastier and potentially more cost-effective treatment: food.

Despite widespread recognition that diet is a primary driver of illness in the United States - two-thirds of Americans are overweight and obesity-related illnesses consume nearly 10 percent of U.S. gross domestic product our health-care system hasn't traditionally done enough to intervene.

Too often, nutrition counseling at the doctor's office has consisted of little more than advice to eat less and move more - followed by a physician offering a stern look and higher dose of insulin at the next visit. But that's starting to change amid mounting evidence that crafting the right diet for patients can improve outcomes and reduce costs.

A study last year found that patients who received medically tailored meals experienced 50 percent fewer hospitalizations and 72 percent fewer admissions to skilled nursing facilities. "Putting the right meal together can be really complicated," said Seth A. Berkowitz, the study's lead author and an assistant professor at UNC School of Medicine. "If you have heart failure or kidney disease, if you're living with a disability and it's hard to go out and get food, these meals can help make sure you get the nutrition you need."

LETTERS

ROGER NELSON

Thanks for keeping the news coming. Well we all know there isn't much going on. So far in 2020 we have had 5 cruises cancelled by the cruise company. So there goes our year. We have rebooked two in 2021.

We spent the month of July 2019 in Maui. It had been several years since we had been there and didn't realize how crowded it had become. Still nice to set under the shade tree and watch the waves.

Soon to be 81 years old so am in the high risk category for the C-19 we are staying at home with no travel planned. Our health is good with no problems.

Take care until next year,

Roger & Ann Nelson

CURT TAYLOR - Houghton Lake, Michigan

22 years since setting the parking brake on the 400 at age 60.



Decided to stop flying the Stearman and Luscombe also this year. Thankfully I am still in good health. Taking vitamin K2 (the widow maker preventer) as suggested on RETUP. It seems to remove calcium from other areas besides arteries. I have no more back issues since taking K2.

Decided to leave the United insurance plan as many retirees have and am now a Humana client. Same coverage and less expensive.

In 2003 we purchased a campground in Houghton Lake, Michigan which keeps us busy during the summer and we spend the winters in Florida.

Haven't travelled by airline for many years but use the motorhome if we get the urge to travel. Not a good year for the country or UAL. Hoping things will get back to normal soon.

Look forward to the magazine each month.

Curt 60-98

R.T.LAWSON - Huntington N.Y.

July 17, 2019 my wife Barbara passed away. She was at home and we were all with her. The end was peaceful and if she had lived one more month (8/17/19) we would have been married for 62 years. My daughter, Lynn, put together a lovely memorial service and the church was standing room only. Some of my good friends from "New York Skyscrapers" were in attendance. It was a beautiful send off.

Update on my health, In June of 2017 I was diagnosed with stage 4 bladder cancer. The VA is working very hard to control it. I have had chemo, immuno and radiation therapies with limited success. Last year the FDA approved a new drug, Balversa (very expensive) for my type of cancer. The VA went right to work and got it for me and it is working.

The side effects can be a little rough, so I am on and off it. They are trying to figure out the most effective schedule. The VA has been nothing but great. If anyone wants more info give me a call (RUPA phonebook). My daughter and son live near by and keep a sharp eye on me.

Still miss the laugh filled old days and I am very grateful for all that RUPA does.

Low Level Lawson

65-96 EWR JFK CLE LGA

April 15, 2020


Hi Cleve,

I am writing this for my dear husband, Hugh McIntyre who passed away from Alzheimer's disease over 6 yrs. ago. I still miss his sweet smile & funny jokes. When returning home from a trip, he most always had a funny story to share. He always saw humor in everyday life & that made life so interesting.

It's been six weeks since our govern ordered everyone to stay home because of the coronavirus! I usually go out every 7-10 days to re-supply groceries. It's been good because I'm using the food we already have in the freezer(s), & pantry. I'm thankful I've frozen home-made soups, pie fillings, canned fresh peaches & applesauce last summer, & my son & I have made a ton of jam's & jellies. Little did I know how much it would come in handy!

We live on 5 acres so there's always plenty to do, which I'm very thankful for. We have two acres that are fenced and the remainder we let the deer come & graze. They look longingly into our property to the beautiful roses & other plants we have.

I'm doing my exercise classes on line from the gym I go to. I never dreamed



This would happen in a hundred years! I'm thankful that it's available. I also watch online my church sermons, it was a little weird watching Easter service online. That was a first for me!

My son, Aaron lives with me & is alot of company. ~~to me~~. He inherited his dad's quick wit & he always keeps me laughing. How blessed I am to be healthy, have no worries & know that God has it all in control! I can rest peacefully in that!

Thank you, Cleve & all the crew who amazingly put this magazine together every month. I enjoy reading this magazine from cover to cover. May the good Lord bless each one with good health & God's peace.

Sincerely,
Norma McIntyre



First it was cloth wings.



Then wings that whirled.



Wings with winglets.



Now back to cloth as Marnie and I sail into our 24th year of retirement.

No flying anymore, but still sailing cycling paddling and pedaling.

JADIP "Just Another Day In Paradise"

Lew JFK, ORD, SFO, mostly CLE

JACK RODERICK

Here's my letter for my May birthday.

I can't believe I made it to 86. Here I am cooped up at home so as not to get or give the Covid-19. Not much fun and I miss the sports on TV. Otherwise Nan and I are doing OK; usual old age ailments (eyes, A-fib, etc.)

I got a eye infection in March and could not see out of my left eye. Was sent immediately to the eye clinic where I get my MDG shots every 6 weeks. The doctor took care of it and I had to see him every day for over a week so he could check it. Putting drops in it daily for a month, it worked out OK and now I can see out of it as before. Scared me. I was lucky not to lose sight in that eye.

The rest of the family are fine (3 kids & 9 grandkids). We don't do vacations any more other than visit the kids. I still work at the Air Classics Museum at the Aurora, IL airport in Sugar Grove, IL. I also belong to a number of veteran's organizations that keep me busy: VVA, VFW, Am. Legion, Fox Valley Vets Breakfast Club.

I really miss my CLE Crazies and wish I lived closer so I could attend their get togethers. They are a great bunch of guys and I hated to move.

Don't do any flying any more-miss it. After 12 years as a navy pilot (1956-1968. VN, etc.) and 32 with United I feel lucky to have done it.

My best to all and especially the RUPA crew for their good work and dedication.

Jack

EWR

CLE,

ORD



Jack & Rotor

CARL EBERLE

Things have changed for me and my family and the world since the pandemic has taken over. I had been keeping quite busy between my volunteer activities, travel, and recreation.

Bonnie and I flew to Seattle on the third of March for a quick visit with my son Andy, his wife and 2 year old son. Normally flights to Seattle really heavy but this time about 40 empty seats.

Flew to L.A. on the 6th (another wide open flight), to be in position for a Princess cruise departing San Pedro on the 7th. We were going to have dinner with my son Eric and his son but he was wise enough to say "lets skip it this time".

On the 7th we went to the cruise terminal at about noon and they weren't checking in yet..... "an operational" problem. We were walked, as a group, to an unused terminal building to wait for the problem to be worked out. At about 1900 they announced that the cruise had been cancelled. Princess treated us well with a full refund for the cancelled cruise and a credit to use for a future cruise. At the time we were disappointed but after a couple of days we were very grateful that we dodged that bullet.

On the next day we flew back to ORD from Orange County on yet another wide open United flight.

Until the pandemic I was still flying with Bob Helfferich in his Cardinal for Angel Flights and Pilots & Paws transporting people, dogs, and cats. Also still appearing at the United B-727 in the Museum of Science and Industry. The 727 exhibit is scheduled for a major makeover this summer, funded by United and Boeing. I am still on the board of UAPRF that provides assistance to survivors of United (and also Continental now).

Carl ORD mostly 1968-2005

TED OSINSKI—Palm Beach Gardens, FL

<https://clipperpioneers.com/>

With permission

50 Years+ since my first PAN AM B-747 flight at Roswell.

Thumbing through logbook, memories of analog days when we hand flew aircraft. "Seat of the pants flying" was the norm.

Digital era introduction of programmed flight automation and operation. Results. B-737 MAX, Air France 447 Airbus 330 RIO/CDG, Asiana 414 B-777 SEL/SFO and others, has all but negated situational awareness, training, and seat of the pants proficiency, resulting in these unnecessary tragedies.

Simulators were not available when we first flew the B-747 at Roswell. All training and check rides flown in the actual aircraft.

An interesting observation was noticed. Many pilots had difficulty tracking the tail of the ADF needle on non-precision approaches.

With the introduction of Inertial Navigation I spent some time into operation of the system.

My ATP check ride 02/12/70 B-747 N738PA. with Johnny Walker, Chief Pilot Training, and Larry Tapper, FAA Designee, went well including tracking tail of the needle on ADF non precision approach, splitting the center line of runway.

Needless to say, upon completion of approach, Johnny Walker took controls and said, "No one has split runway center line to date what's up?" Reply with a smile "Will show how I track the needle when I receive a thumbs up".

With their blessing, I fessed up. Studying Inertial, I noticed function "Track and Ground Speed". Being former navigator, applied magnetic variation to inbound magnetic heading for ADF approach, which gave True Track on INS. Selected and tracked during approach resulting in splitting runway.

Needless to say, all others that followed were not allowed to use INS track.

Shortly afterward, FAA eliminated required demonstration of non-precision approaches to published minimums allowing line operations only to circling minimums in our ops specification.

Last command flight with UAL 04/13/94 B-747-400 SEL/ORD 174UA, all automated. Only requirement pilot must manually take off. Auto Pilot engaged, select programmed SEL/ORD flight plan, Insert. Auto Land ORD. Must disengage and manually taxi to gate.

Not looking to forward to single pilot operation, followed by drone operation!!!!!!!!!!!!!!

Fortunate to to be product of excellent training by great airlines of earlier days.

"Gone But Never Forgotten".

Enjoying retirement in Florida 'till final flight west.

Cheers,

Ted

BILL BRASHEAR - Dawsonville, GA

First, I would like to thank all the staff at RUPA for all that you do. Your efforts have made retirement a much easier lifestyle by keeping everyone informed. I know that letters are a major portion of the publication and I enjoy reading all that respond however, I have not been a very large contributor over the years, I think this is my third letter. No excuse just the fact.

One of the mixed emotions for me is reading of all those that have flown west. The ones that I have known personally provides a lot of sadness but at the same time it brings back many fond memories that I have had the opportunity to share with the individual.

Recently, this has hit home as Hal Stepinsky, our ALPA negotiator, flew west. He served the United Pilot Group for 35 years in that capacity and I had the pleasure of working with him in various capacities for much of that time. Every pilot has benefitted from Hal's service!

Then a month ago, April 20th, Deke Clark made the journey west. Deke was known by many at United. I had the pleasure of working with Deke on the Negotiating Committee for the 81 and the 85 negotiations.

During the 85 negotiations the Committee rented condos in Chicago as we were spending so much time there it was much cheaper and more convenient for the Committee. Deke & I

were roommates for that period and became great friends.

It really didn't matter how bad things were looking, Deke could always manage a smile which made life easier for everyone. Deke & I managed to be in the first class for the 777 and had the very pleasant experience of having my nephew, Steve Brashear as the instructor, we all had a great time.

After Deke retired, he participated in a unique adventure, teaching the Whooping Cranes to migrate. This was a major commitment as he stayed with the birds from birth until making the trip south from Canada to Florida along their original migration route. This included teaching the Cranes to fly formation on the ultralight Trike, which Deke had to learn to fly, and then to lead them south. The migration route happens to pass over my home in Georgia and I often hear and see them passing over on the way North or South.

Shortly after one of these trips, Deke had a stroke while at home alone. The recovery was long and left Deke with limited use of his right arm and difficulty with speech, although his mind and sense of humor remained.

Deke passed while in Mexico with his partner and friend of 29 years Rebecca who had made Deke's life more comfortable after his stroke.

Please include Deke on the Flown west list even though he wasn't a member of RUPA. He also served the United Pilots very well with his contributions through ALPA service.

Betty & I are still in Georgia and doing well for our age, I turned 80 this year, time doesn't slow down but speeds up as we age. I am still trying to learn the ins and outs of golf but have only been able to master the 19th hole. I have had a hip and a knee replaced but unfortunately neither have worked as advertised. I have hopes of getting them repaired, seeing a new Doc later in the month.

We rarely travel by air anymore but there are some nice vacation spots within a day's drive, so that's been our plan for several years.

W.C. (Bill) Brashear
2348 Burt Creek Rd
Dawsonville GA 30534
706 265 4129
Wcbjr747@msn.com

GEORGE COX - Colorado Springs, CO

On 13 May 2020, my bride and I Non-Rev'd RSW-COS. Here is a bit of info about the changing pattern of flying today.

Reservation: A few days prior, checking loads RSW-COS showed one result: RSW-IAH-DEN-COS. 0645 DEP – 1309 ARR. Two of the three legs looked good: RSW-IAH and DEN-COS but IAH-DEN was minus 90. As the date got closer, the IAH-DEN load dropped to minus 40, then minus 6.

Pre coronavirus, we could do this trip in two legs. RSW-IAH-DEN or seasonally RSW-DEN-COS. The extra leg didn't surprise me but I thought there would have been more options so I looked up the legs separately.

I found there was also an IAH-DEN flight at 1559 connecting to a later DEN-COS flight with plenty of seats. I selected the original flight EmployeeRes offered and changed the last two legs. Now it was a 0645 DEP & 1955 ARR. It was going to be a long day, but what the heck, we had United Club access. But, were they open?

Check-In: We had one bag to check at RSW. The kiosks were closed but the agent took it. He was quite friendly and the process was uneventful.

After flying this trip several times over the last seven years we instinctively headed toward "C" Concourse. "C" Concourse was closed, and UA was temporarily flying out of "B". No big deal.

"B" Concourse had two lines into security; Pre-Check/Employee/Crew and other. My bride didn't get Pre-Check this time and I did so we took different lines. Social distancing was hit & miss. My bride's line moved more quickly and she actually got through before me. (Murphy's law).



"C" Concourse at RSW closed

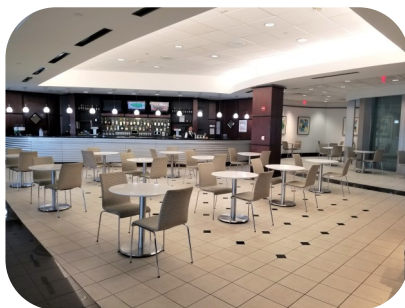


At the gate, I presented my self-made "We're Here" card and sat down.

RSW Boarding: Although our boarding pass had a boarding group number, an announcement was made that we would board by rows, back to front, five rows at a time. Of course there was the standard early boarding call for Global, vets, parents with small children, disabilities, etc. It was organized and no crowding around waiting for your group number. Face coverings were required and the whole boarding process was uneventful. Once at our seats, we wiped down our area, just like we used to do in the cockpit before building our nest but a bit more thoroughly.

RSW-IAH: Entering the A319 we were given a packet of Purell. There wasn't a lot of crowding and we took our Y+ seats with the center seat open. The safety announcement was a bit different as the cabin crew didn't demonstrate the O2 mask operation. The service was a bit different as well. No coffee, ice, or cups but small bottled water and canned drinks. Small packaged snacks as well. Crew wore masks. The most extraordinary thing was at the gate and the seatbelt sign was turned off. We were pre-briefed that deplaning would be front to rear by rows and when the seatbelt chime went off the only folks that stood up were the ones in the rows called. We were in row 10 and as I looked aft everyone was in their seats. Amazing!

IAH Stopover: Since we changed our IAH-DEN leg to a later, less crowded flight, we had several hours to explore IAH. Of the five United



Empty IAH United Club



IAH United Club

Clubs and the Polaris Lounge at IAH, only the United Club in "E" Concourse was open. The club was virtually empty with less than ten guests. The staff was wonderful. Coffee was only available from the bar and all food was in individual packets. In the

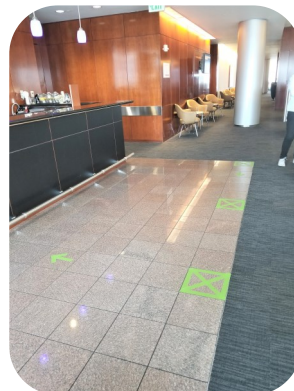
restroom, the Dyson *Airblade* hand dryers were shut off. While we were there, the Club let guests bring in their own food although there were limited restaurants open. The airport was eerily empty. I did a live video on Facebook and here is the link if one is interested.

<https://www.facebook.com/george.cox.7946/videos/10157621739932515>

IAH Boarding: Pretty much the same as RSW except this flight was rather full. We each had an exit row window seats and the center seats were occupied in both our rows. I do recall, while in the gate area, the agents did mention to some pax that only center seats were left. I don't know if these were for seat change requests or non-revs. In any case, boarding was uneventful.

IAH-DEN: Uneventful flight except I apparently did not have the correct software plug-in on my computer to watch a movie. It was hard to see from our seats, but I believe a couple of FC seats were unoccupied, probably blocked. Deplaning was organized. Again, folks did not stand until their row was called.

DEN Stopover: Our connection gave us about 90 min and on the way to the gate we passed the only open United Club. Since the United app already showed a seat assignment, we stopped in. Again, very few people and there were social distancing markings on the floor.



DEN United Club. Social distancing floor marks at the bar

I ran into retired -400 pilot I'd flown with several times and the time flew by.

DEN-COS: It was a totally full RJ and an uneventful :16 flight. It's good to be home.

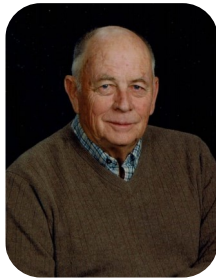
George E



Full Express Flight DEN- COS

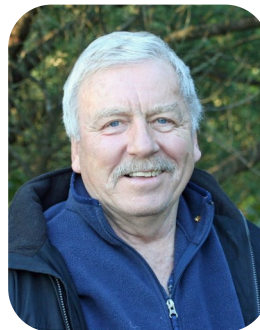
IN MEMORIAM

James Scherer



James Edward Scherer went to be with his heavenly Father on March 6, 2020. He was the son of the late Alfred and Gladys Scherer and was born in Olney, IL on April 24, 1933. He graduated from Richland High School in Olney. He then attended the University of Illinois graduating in 1954. He joined the air force after graduation where he served for 12 years. In 1966 he joined United Airlines as a pilot. During that period, he married Evelyn Halsted and together they had 3 children, Keith, Craig and Terri. He was active in Calvary Baptist Church where he was treasurer for many years. He loved to garden and to build things, like the treehouse he built for his children. It had three balconies, stairs, rope ladder and a toboggan slide. His first marriage ended, and in 1992 he married Karen Thomason of Gurnee, IL. He was an avid gardener and soon taught Karen the love of gardening too. They created 9 various gardens on their property in Antioch, IL. He also loved camping and they went on many wonderful trips and adventures. He retired as a Captain with United Airlines in 1993. They joined the Windy City Ramblers camping club in the late 90's and enjoyed many years meeting at various campgrounds with the other members. He and Karen were avid sports fans, especially when they attended the Illini football games. Jim never tired of his favorite food "chocolate" and would only eat oatmeal if it was baked in a cookie! He is survived by his wife Karen, his children, Keith, Craig (Cheryl) and Terri (Mark) Bernstein, step-children, Scott (Carol), Shawn (Jan), Kelly (Dave) Thomason. Grandchildren, Kelsey (Nick) Miller, Andrew Scherer, Sam Scherer, Patrick Scherer, Jacob Bernstein, Ella Bernstein, Annie Thomason, Andrew (Ann) Thomason, Nolan (Kayla) Thomason, Cassi (Alex) Benedict, Gordie Kelch, Nathan Kelch, Rich (Morgan) Forster, Sarah (Cory) Foren, Michael (Alexys) Schenk. 10 great grandchildren, Aurora, Paige, Jase, Jackson, Cole, Eddie, Marianna, Sammy, Otis and Mason.

DeWitt "Deke" Allen Clark



Deke Allen passed April 20, 2020. He was born in Vergennes, Vermont on September 11, 1937.

Deke flew for United Airlines for 33 years, his last airplane being the Boeing 777. He flew the inaugural flight on the 777 from Heathrow

Airport to Dulles.

When he retired, he volunteered with Operation Migration to help establish a second migratory route for the Whooping Cranes, an endangered species. He learned to fly the trike and became a master at it.

Deke was one of the first humans to fly in formation with Whooping Cranes and when he joined Operation Migration to help



save them from extinction, he contributed more to the team than just volunteer assistance. He brought calm when there was stress, devotion when the team was on the edge, laughter when celebrating and friendship to last a lifetime. The cenotaph to Deke Clark's life are the Whooping Cranes that migrate along the eastern flyway, the first in over one hundred years.

He is survived by his partner and friend of 29 years, Rebecca, his children Kevin, Scott and Cobi, grandchildren and great grandchildren.

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

Jerome E. Smith



Jerry "slipped the surly bonds of earth" to fly west on April 17, 2020. In spite of his lengthy struggle with COPD, he left to begin his next adventure with a heart full of gratitude for having been blessed with a full life well lived. Born and raised in Owensboro, KY, upon graduation from Brescia

College, he completed U.S. Naval Officer Candidate School. From there he took to the skies with his squadron, for seven years serving aboard the carriers Forrestal, Ranger and Constellation, with tours in both Vietnam and the Mediterranean. The majority of his time was in the Vigilante, the only Mach 2 bomber to serve aboard a Navy carrier.

Transitioning to UAL, his 33 year career began on the 727, subsequently flying the 737, DC-10, 757, 767, retiring as captain on the 747. Initially based at JFK, we met there where I was a 'stewardess' also JFK based. Both transferring to Seattle, we married and with a spirit of adventure as seniority beckoned, moves to LAX, CLE and DEN followed. He even managed to toss in commutes to ORD, SFO and TDY in Hong Kong.

Jerry was elected to ALPA's local council in Cleveland in 1979 as the base opened and remained active on the MEC, as well as on several committees over the years. Not exactly shy, he made some waves during the strike era and had me checking on a regular basis to be sure he was still employed. His favorite baseball cap is still hanging in the closet - it reads "5000 told ferris NO!" (Capitalization correct on the hat! :-). To add to the adventures that abounded, he also served as a TCA at the training center in the 1990s.

Upon retirement in 1999, he announced that he was 'putting snow in his rearview mirror' - which translated to 'winters in Arizona!' Settling back in Seattle post retirement, he enjoyed golf, fishing and best of all, time with family and friends. Till the very end, you wanted him on your trivia team! After years of

getting to know the world from 35,000 feet, exploring roads less traveled throughout the western U.S. and into Canada fulfilled our love of travel. A 17,000 mile road trip across the country to Maine & Nova Scotia, from July of last year till returning to Phoenix at the end of October, filled his soul with laughter and fun memories he enjoyed during his last few months on earth.

Missing him from the bottom of our hearts, are myself, Marybeth, our daughter Erin (Devraj) of New York City & Maine, our son Quinn (Tracy) of Seattle. Four grandkids, Asha & Nisha; Myla & Bryce, are all pretty sure he hung the moon and the feeling was absolutely mutual. Extended family in Kentucky, the Pacific Northwest, India and friends and family scattered throughout the country likely smile as they remember the character that he was. We hope that memory of him is paid forward with an act of kindness toward a stranger or simply a word of encouragement to someone who is struggling in these uncertain times.



William M. Lindfors



William M. Lindfors was born on July 24th 1933 to Swedish immigrant parents, Edla and Matt Lindfors.

Matt was the editor for the Swedish press in Vancouver BC Canada.

In William's (Bill) late teens, he went to Sweden with his mother, and later joined the Swedish Air Force as a fighter pilot during the cold war.



Later he married his sweetheart Carin Mattiasson who lived in the farm country of northern Sweden. Later, they moved with their two children Rene'e and Robert to Stockholm Sweden, where William worked as a pilot for Scandinavian airlines (SAS).

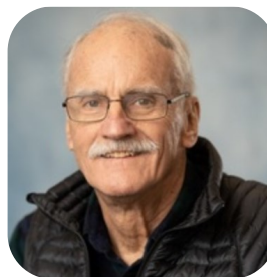
In 1967 William moved to Seattle, WA where William landed a new job at United Airlines, and his family joined him there a year later. A few years later he attained the rank of captain, and also taught other pilots to fly the 747 before retiring.

William and his first wife, Carin, had a wonderful life in their home in Kirkland, WA overlooking Lake Washington and the Olympics Mountains, they traveled extensively and had an exciting life. Sadly, Carin passed away on January 13, 1994.

Later, William remarried Hae Nan, they lived in Hawaii, Palm Desert, and Las Vegas, however when William became ill he moved to Winnemucca, Nevada with daughter Rene'e and son-in-law Martin Ulstein. They were his caretakers to the very end of his life. William loved Winnemucca and all the wonderful people. He loved birdwatching and sightseeing.

William Lindfors was a devout Christian and loved the Lord. William passed away in peace with his daughter and son-in-law by his side on March 20, 2020 at 6:50am. He was loved by many and will be missed by many. He was a kind generous man and was always helping other people. Psalm 23.

Dennis "Denny" Dwight Dillon



Dennis, born in Kansas in 1939, died April 23, 2020. He was valedictorian of Evergreen Colorado, High School's class of 23 seniors. Dennis was a pioneer Air Force Academy cadet, graduating with the third class in 1961. In

addition to achieving academically, Dennis was a shining example of the "whole man concept" used for his selection as a cadet. He was a member of the Dodo and Talon staffs, the Foreign Language Club, the Forensic Association, and the Model Engineering Club. Reflecting his love of skiing and upbringing in Colorado, he participated in the Hockey Club, the Ski Club, and the Mountaineering Club.

Dennis was in Pilot Training at Reese Air Force Base, Texas. His biggest concern was getting his six-foot, six frame into the T-37 and T-33. Overcoming this obstacle and some early cases of "morning sickness," he graduated in 1962 and was assigned to McGuire Air Force Base in New Jersey. While at Reese, he was introduced to Cindy Law. (Dennis married Cindy in 1964).

He flew Douglas C-118/DC6B aircraft on cargo and passenger Military Air Transport Service missions world-wide. Following active duty, Dennis spent a lifetime in commercial aviation, joining United Airlines in August 1965. During his career, he flew Boeing 737, 727, and 777s and Douglas DC7 and DC8s.

A natural leader, Dennis served in the Air Line Pilots' Association as SFO First Officer Rep during the most interesting of times of 1985! He was the SFO System Schedule Chairman and later the MEC SSC.

While flying in London in 1993 on TDY, he was whisked away back to the US to recommend and implement how a new operation was to begin. It was called "The Shuttle". Dennis spent two years in United's corporate headquarters from 1996 to 1998 in Chicago as Director of Flight Crew Resources after Gerald Greenwald recruited him. Dennis flew his last year as Captain on the -777 until his retirement in 1999.

Cindy and Dennis were married for 55 years. They were longtime residents of Palo Alto, California. They and their daughters, Kimberly and Kristen spent many family hours together. They traveled often to enjoy days skiing, sailing, and the beaches of Maui. They camped in the Sierras and enjoyed cultural exchanges by renting homes in Europe. A great father, Dennis adjusted his flight schedules to be able coach his daughter's soccer teams during practice and Saturday games. Cindy and Dennis loved theater and the University of Stanford sports – particularly women's basketball and volleyball.

Dennis died from complications of myelodysplastic syndrome (MDS) which he developed in 2016. He fought a courageous battle and was active and vibrant until his condition became unresponsive to medical treatment. His death was sudden but peaceful, with Cindy at his side.

In addition to wife Cindy, Dennis is survived by daughter Kimberly Dillon of Verbier, Switzerland; daughter Kristen Dillon (husband Paul Blackburn) of Hood River, Oregon; granddaughters Althea and Rosalie; and sister Sharon (Galen) McDonald of Mullinville, Kansas. Extended family has held an online celebration-of-life ceremony. Donations may be made in Denny's name to the MDS Foundation or the Second Harvest Food Bank of Silicon Valley, California.

*Flight is freedom in its purest form,
To dance with the clouds that follow a storm.*

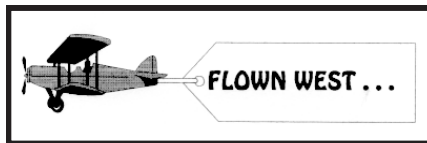
*To roll and glide, to wheel and spin,
To feel the joy that swells within.*

*To leave the earth with its troubles and fly,
and know the warmth of a clear spring sky.*

*Then back to earth at the end of the day,
Released from the tensions which melted away.*

*Should my end come while I am in flight,
On the brightest day or the darkest night,
Spare me your pity and shrug off the pain,
Secure in the knowledge that I'd do it again.*

Joe Onofrio



*Ellis D. Van Alstine	Nov. 28, 2019
James E. Scherer	Mar. 06, 2020
*Marvin Meyer	Mar. 12, 2020
William “Bill” Lindfors	Mar. 20, 2020
Jerome “Jerry” Smith	Apr. 17, 2020
DeWitt “Deke” Clark	Apr. 20, 2020
Dennis D. Dillon	Apr. 23, 2020
*John M. Lake	May 02, 2020
*Joseph Murphy	May 03, 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



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

California

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

Colorado

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

Florida

JAX Area: Florida First Coasters (1st Tues. 1300 hrs)—*Loc TBD*—Guests Welcome, Jim Peterson 970-201-6149
N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736
Sarasota Sunsetters (2nd Tuesday, Jan, Mar, May, Sep, Nov)—*Geckos Bar & Grill*—941-807-6727
S.E. Florida Treasure Coast Sunbirds (2nd Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829
The Ham Wilson S.E. Florida Gold Coast (2nd Thursday)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill*—727-787-5550

Hawaii

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

Illinois

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

Nevada

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

New York

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

Ohio

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

Oregon

Oregon Coasters (1st Wednesday, 12:00)—Call for monthly restaurant in Florence, Larry 541-999-1979
The Columbia River Geezers (2nd Tuesday 11:00)—*California Pizza Kitchen, Clackamas Town Center* 503-659-0760
Call Steve Barry, 503-679-9951
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville*—541-245-6896

Texas

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

Washington

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

Washington D.C.

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