
rupanews



Journal of the Retired United Pilots Association



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How to pay your RUPA dues
Go to our website www.rupa.org and pay your dues there with your credit card
or send a check to RUPA PO Box 757 Stowe, VT 05672-0757

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In this Issue

About the Cover . . . B-787 in the setting sun. (ual.com)

President's Letter . . . John touches on several subjects, including notable recent events; some unfortunate and some exciting.

Vice President's Letter . . . An entertaining story about "The Taupe Uniform" finding its way from the cockpit to the golf course, unless it's at the cleaners.

From the Editor's Desk . . . Based on feedback, editor *George E* has been experimenting with the magazine's font type, font size, justification and other variables to get you the best possible reading experience. Maybe you've seen some subtle differences in the last two issue.

R & I Report . . . Bob's TCAS sounded "Scam Alert, Scam Alert" to a scam directed toward UA folks and explains what you should look out for. He also addresses an email from a RUPA member concerning Aetna and finishes his report with some good tips for Veterans.

Travel Report . . . Our intrepid traveler, Pat Palazzolo, says his crystal ball for future travel is IMC but does the best he can to interpret some recent UAL travel news.

RUPA Cruise Update . . . Rich Bouska gives an update on the RUPA Cruise.

Flashback . . . Magazine covers of the *RUPANEWS* from 10 & 20 years ago. Are you signed up for the digital *RUPANEWS*? If so, simply click on the cover and you'll link to the whole issue. If not, send an email to rupasectr@rupa.org and say you also want the digital version.

Luncheons . . . Luncheons are still mostly grounded because of the Coronavirus but we do have some luncheon reports with member updates. I love the retro photos that are sent in as well. Also, the Ham Wilson SE Florida Gold Coast group seems to have broken the ice, so to speak, for the first in-person luncheon report that I've received recently. Thanks RUPA Luncheon Coordinators!

Articles . . . We have your regular infusion of industry and UAL related articles. And of course, medical and health related subjects. There are two articles that provide a perspective of the current pandemic / quarantine measures to historical events. One is first hand by a RUPA member.



There I was . . . This is new section to share all those great "war stories". Don "Wolf Man" Wolfe planted the seed with his FRA Bar story in the May *RUPANEWS*. This month we have several interesting reads. I know there are many more out there. Let the stories begin! Digital Subscribers click [here](#) to send yours.

Letters . . . More great letters to let you catch up with RUPA folks. Keep those emails and photos coming. Ruparians love the photos. Also, include you city & state with your email.

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

Monthly Social Calendar . . . Physical luncheons are still pretty much still in a holding pattern with some EFCs becoming available. The Ham Wilson SE Florida Gold Coast group made it to their luncheon spot, Galuppi's.

DC-10 1971 - 2000 Friend Ship Logo 1971 - 1974



President's Letter



Where do I start? Since the beginning of the year, we have experienced one of the worst pandemics in over one hundred years. Covid-19 has shaken this nation to the core. I am convinced the world will recover from this horrendous virus. And, at the time of this writing, our country is experiencing the after effects as a result of the unfortunate death of George Floyd. We are reeling and hopefully our nation can recover to settle the differences we all are experiencing.

On an aviation related note, I have never been more enthralled in watching the launch of SpaceX and the two NASA astronauts to the International Space Station. This was the first crewed spaceflight to take off from US soil since 2011. And, this was the first ever crewed mission for SpaceX and first time a privately developed spacecraft launched humans into Earth's orbit. NASA and SpaceX were able to keep the livestream rolling at least until SpaceX's Crew Dragon, carrying astronauts Bob Behnken and Doug Hurley, docked with the International Space Station. SpaceX is an American manufacturer and space transportation services company headquartered in CA and was funded in 2002 by Elon Musk. Its goal is to reduce space transportation costs and to enable colonization of Mars. If you are a space frontier junkie as I am, you must have enjoyed the launch and subsequent docking with the International Space Station.

Although there has been a devastation in the airline industry with Covid-19, United will add expanded flying with the July schedule in Asia, Europe and South America. Destinations include Brussels, Buenos Aires, Delhi, Dublin, Hong Kong, Lima, Munich, Seoul, Singapore, Tokyo Haneda and Zurich. The 787-9 and 787-10 will fly nearly 94% of the flights in July.

As a takeaway, I would like to pass on some of the highlights of a recent interview Scott Kirby, the new CEO as of May 20, had with CNBC. Oscar Munoz will become the Chairman of the Board. Kirby indicated that he will do everything in his power to bounce back more quickly than any of our competitors once the virus is defeated and demand begins to recover. He indicated that he is confident United will get through this crisis. Greg Hart is set to take the lead on the big picture issues and has been the COO. Jon Roitman, currently the Senior VP of Airport and Network Operations, will become the Senior VP and Chief Operations Officer. And, there are other senior executive position changes. He detailed that there was a moderate improvement in demand. United will use bigger airplanes to promote social distancing and has led the industry in safety restrictions during this crisis. They will attempt to notify customers if a flight is over 70% full. This will give the passengers an opportunity to rebook if they feel too confined. Although, 97% of passengers have elected to stay. Kirby contends that United will come out of this as a more efficient airline and the emphasis will be on safety and hygiene. He indicates that people are very anxious to travel. Regardless, there will not be a major change in the pricing structure. Demand is improving and United will see a dramatic increase in the 3rd and 4th quarters. There will be testing for passengers prior to flights but he could not elaborate more on the details. Regarding the bailout for the airlines, Kirby indicated there is the requirement to keep everyone employed until Sept 30. He feels the government has been effective in helping the airlines. He explains, however, there will be some hard decisions to make after Sept 30. He wants employees to work less hours during this recovery. He expects 30% of the jobs will be going away. He anticipates he will have to work with the unions to avoid furloughs and work fewer hours. In conclusion, most people thought this was a very good interview as Kirby was very insightful, honest and positive about the future of United Airlines.

We in the RUPA community are mourning the passing of Larry Wright recently. He was a former president of RUPA and current board member. Jon Rowbottom indicates he was a wonderful statesman for RUPA and inspired him to join the leadership team. Larry was a key player each year at the Fleet Week UAL Family Days at the MOC. Our condolences go out to Pat Wright, his wife, and hope for the best for their family. God speed Larry.

“The quality not the longevity, of one’s life is what is important.” With that I shall sign off for this month. Hopefully, our monthly RUPA luncheons will be back in swing and we, once again, can enjoy the camaraderie we all are so accustomed to.

Welcome New Members:

Wendell Meise, Key Largo, FL
Raymond Hayes, Spouse Trisha, IAH, Humble, TX
Dave Dusel, Spouse Lynne, CHIDD, Elgin, IL
Leonard Jackson, Naples, FL
Julie Tizard, Newport, OR
Joe Bulmer, Spouse Mary Schow, EWR, Greenfield Center, NY
Leon Miller, Denver, CO
Brian McCann, ORD, Oak Park, IL
Bob Buehler, SFO, San Diego, CA
Michael Grant, DCA, Norwell, MA



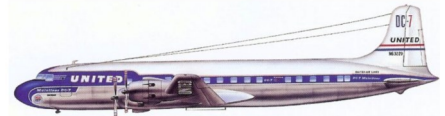
RUPA History

The Retired United Pilots Association was formed in Oct 1963.

The DC-6 was still in service at United.

The 1st President was William “Bill” Kennedy.

He is honored on the [Wall of Honor](#) at the Smithsonian Air and Space Museum.



How to pay your RUPA dues:

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

Or send a check to

RUPA
PO Box 757
Stowe, VT 05672-0757

Vice President's Letter

The Taupe Uniform



Ok, I'll admit it. When UA announced the new "taupe" pilot uniform, I had to look up the word in order to figure out what color it was. In Ohio we would have called it "tan", but in Chicago it was "taupe". This was 1980.

Recently, UAL has hinted that there will be a huge furlough in a few months. Like most of you, I've been there, done that, and there ain't no T shirt. Being furloughed is a big deal and a significant life event. Those of you that have been furloughed know exactly what I mean. We wouldn't wish it upon anyone especially a fellow United pilot.

In the spring of 1981, new hire classmate Jim Prier and I stood in the hallway just outside a packed hotel banquet room near Chicago's O'Hare airport. Dick Ferris was addressing the pilots of Council 12. The topics included the poor economic condition of UA and the need for reductions in various areas. The reductions included everything from 3 pilot airplanes to pay and too many pilots on the property. Jim and I were listening to the presentation on speakers placed in the crowded hallway when Ferris said; "I'm like the Fram Oil man. You can pay me now, or you can pay me later." We would end up paying UA then and then again and again even in to retirement.

I was wearing the taupe uniform on my last trip prior to being furloughed in June exactly 39 years ago. The uniform pants and London Fog overcoat would come in handy at my next job as a charter pilot at Ohio Aviation, the Beechcraft Dealer in Dayton. Like every other pilot that's been furloughed, I knew there would be lean times ahead but I was happy to have a job. Anyone that was willing to hire us took advantage of the fact that we'd return to the airline as soon as possible. My \$18,000 starting salary proved the point. Fortunately I could earn a little more money on the weekends by flying the A-7 in the Ohio Air Guard. For the next 3 years there was no such thing as a day off. There were just days that I didn't fly.

Air Guard pals Richard Jameson and Barry Butler were furloughed for 7 years beginning in 1971. They kept us updated on the airline and offered encouragement to all of the furloughed guys in the squadron. It really helped to have those guys offering advice and wisdom from their 7 year unpaid vacation from UA in the 70's.

Towards the end of summer in 1981 I went to Wichita to attend the King Air School at the Beechcraft factory. I got on the hotel van at the airport and sat across from a guy wearing a taupe London Fog coat exactly like the rain coat I was wearing. It was UA Jim Ballard. Jim had been hired by Ohio Aviation too. He was going to be a salesman in Cleveland and was also flying in the Ohio Air Guard in the C-130. We joked about our new financial status and the need to wear that ugly brown overcoat. Jim would become famous for his quick wit and dry sense of humor at Beech. One day in particular the Big Boss was wound up with a rant about the "be no's" on our expense reports. When the Boss hit one of the more sensitive topics, Jim interrupted him with a smile and said; "Can we expense that if we don't eat?" The room erupted in laughter and the expense rant ended. Excellent work Jimbo!

One day I was in Elkhart Indiana with a King Air spending the day in the pilot lounge at the FBO. Those of you that have flown corporate or charter know the drill. The day is spent between the pilot lounge and the local restaurant while waiting for the passengers to return.

I was kicked back in a Lazyboy chair watching CNN news with the other transient pilots. We all wondered how a TV channel could survive by providing the news 24/7. Little did we know that in the future there would be numerous channels offering 24/7 news. I looked across my raised shoes and noticed a Rockwell Turbo Commander pulling up outside. The pilot got out wearing a taupe London Fog. It was my old friend Ed Wevik from Chicago! Ed and I had a good visit that day. We agreed that we weren't making much money, but there was huge value in flying passengers in a turboprop during the daylight hours. Flying an old recip. engine airplane at night hauling freight and car parts was not a good deal. We'd already checked that box prior to being hired in 1978 and didn't want to do it again.

Various parts of that taupe uniform would show up from time to time throughout the furlough and great conversations with fellow pilots would ensue. The taupe pants would continue their useful life in the 1990's when I entered my "Country Club Phase" at Silverado C.C. in Napa, Ca. One day I was standing on the #1 Tee with UA's Dwight Daley, Jim Clark, and Joe Messina along with 4 other pilots from various airlines. Dwight nudged me, looked around the group at the slacks and whispered; "AMR, DAL 80's, and UAL blue and taupe." After that, the joke was that we couldn't play golf because our uniform pants were at the cleaners. There are many more good stories about that taupe uniform that carry well past the summer of 1985. That's when Ferris hired about 300 contract pilots and gave them a new blue uniform. That would become our new uniform too. There were interesting and challenging times ahead.

In closing I'll mention that in late June and early July many of us dig out the sectional charts, fuel up the airplanes and plan the annual trip to Johnson Creek Idaho. The grass runway there is located in a wide canyon and is one of the most beautiful runways in the world. There are numerous non-paved runways throughout the Frank Church Wilderness which offer remote hiking and fishing nearby. There's no formal UAL Fly-In, but while strolling the flight line you will find many fellow UA pilots camping there. General aviation flight restrictions are changing daily due to Covid 19 so it remains to be seen how many of us will be flying to the backcountry this year. I'd like to wear a pair of those taupe uniform pants up there this year, but they're still at the cleaners. Looks like I'll need to dig out a pair of the blue ones.

That's it from the cheap seats.

Take Care and Fly Safe!

Wm

L to R:

**Mike Todd
Don Gwinn
Tom Trees
Don Wolfe "wm"
Wayne Mooneyham**



From the Editor's Desk



This is my third issue as editor and I'm still having fun! I feel like I'm drinking from the proverbial fire hose but I'm swallowing as fast as I can so it's a lower case "fun". With a bit more experience under my belt it will be an upper case "FUN". But for now, fun is fun.

A lot of RUPA folks have been watching my back and providing guidance and I totally appreciate that. Thank you RUPA Officers, Board Members, Committee Chairs and Luncheon Coordinators.

Also, thanks to the membership who have been providing feedback as well. This team effort can do nothing but continue make the *RUPANEWS* a great publication.

Membership Feedback:

Clarification in the May Issue: Eagle-eyed Ed Davis noticed the dates on the DC-8-61 (Page 3), were listed as 1959-1970 and he flew the "-61" in 1979-80. Good catch! I neglected to mention the dates are livery years, not equipment service years. The service years for that plane, per the United Airlines Historical Foundation website (www.uahf.org), were 1959-1991. I've corrected the format in this issue. Thanks to Ed for bringing it to my attention.

Magazine Layout: I've received feedback asking about magazine formatting, justification, font, etc. Foremost, I want what is easiest for the membership to read, and that will vary on many factors:

How do you read the *RUPANEWS*: Hard copy or digital?

If digital, what size screen: Phone, tablet, or a full sized computer screen?

Should articles be single column or double column?

Should articles be left justified (left margin flush) or full justified (left and right margins flush)?

What type font is better: Serif or sans serif (without serif)?

What size font is best?

Here's a brief magazine layout rundown: (Probably more than you wanted to know but . . .)

Column width: All single column except the "Letters" and "In Memoriam" sections, which are double column. Which reads better for you? Email me your thoughts.

Justification: Typically I left justify but in the May and June issues I used full justified the two-column sections. In this issue I mixed the two-column sections. The "Letters" section is left justified and the "In Memoriam" section is full justified. Which reads better for you? Email me feed back.

Font style: Studies indicate sans serif is easier to read on screens. I use the following fonts:

For most text - Sans serif font: Arial style, 12 point.

Titles - Serif font: Mostly Times New Roman but occasionally others for variety, 14-18 pt.

Font Size: Optimum size varies between display mediums but I like to use a minimum of 12 pt.

Let me know your thoughts. *RUPANEWS* is your magazine and I want you to enjoy it. Keep in mind though, that optimum formats vary between print and digital mediums and some items are strictly personal preference. There are tradeoffs but I'll do what I can to enhance your reading enjoyment.

Editor George E

R & I REPORT

Bob Engelman

SCAM ALERT



This is an issue that was written about in the Retired United Airlines Employee Association (RUAEA) newsletter.

It has to do with scammers trying to masquerade as one of us, usually a RUPA officer, to get people to purchase gift cards and send them. They may say "Are you available" and/or "RUPA needs to contribute to". Some have links they would just love you to click on so they can install malware on your computer.

This is timely since we're starting to see these again, and I've gotten emails and calls from some of our members who have received these, and they had my name attached.

I just saw an article in my local paper warning that scammers have temporarily suspended operations because of COVID-19. One of the biggest operations, in India, had been shut down by a lockdown there. Now that they're up and running we'll probably see an increase in this type of scam, so please be extra careful.

RUPA will never, repeat never, ask anyone for money, or for gift cards. And don't click on any link in an enote or text like this.

From the RUAEA article on this –

"Do not respond to any questionable email. If possible contact your Microsoft support, Apple support etc. and ask if they can track the sender.

Do not open any attachments.


Do call the person involved if you have doubts about any email, voicemail, text message.

Remember, our board members are listed in the back of every newsletter on the RUAEA contact page. So phone numbers and email addresses are available to many. Anyone who sees that page can send a scam email. Our members are caring, generous people. These thieves are not."

More of Bob's report on the next page > > > > > >

Below is an actual Scam email similar to what Bob's article describes:

Hope you are doing well---Diane Dodd Hall

 Diane Dodd Hall <ddodddhall@hotmail.com>
To ggonzlez@ntlworld.com

I am sorry for bothering you with this mail, I need to get a google play gift card for my Niece, Its her birthday but I can't do this now because I'm currently traveling and i tried purchasing it online but unfortunately no luck with that. Can you help me get it from any convenience stores around you. I'll pay back as soon as I am back. Kindly let me know if you can handle this.

Thanks
Diane

Actual email I received:
I do have a Diane Dodd Hall in my contact list but a different address. Note that my name isn't even in the "To" box. (Red Flag)
Editor GeorgE



ANOTHER ISSUE WITH AETNA

This may come up for newly retired United pilots trying to decide on the new Aetna Medicare Advantage ESA PPO plan, or any of us during open enrollment.

I received this enote just a few days ago.

“Bob,

June 1, I retired. While waiting for my RUPA membership to process, I have a question. As I enroll in Retiree Medicare Medical (I'm 65), I see two choices, Aetna Medicare Indemnity PPO and Aetna Medicare Adv ESA PPO. I thought UAL offered only 1 program for pilot retiree medical? Reading through the material at the YSA site doesn't reveal much difference, nor a premium. A call to YSA was no help either. Can you shed some light on the choices I have?”

I gave our new member the specific phone number for our Aetna plan, Your Benefits Resource (YBR), and as a last resort, the email address for the UAL MEC R & I people, who have been a terrific help to us for a long time.

That's where he got the answer, from R & I Chairman Fred Greene, and was nice enough to copy me.

“Bob,

I heard back from Fred Greene, UAL MEC R&I Chair. He believes the Indemnity plan is the international plan and/or special circumstances plan and had been used when the Medicare Advantage plan wouldn't pay for a pilot's disabled child's health care that previously been covered.

I raised the question because when I went to enroll in early June the choice defaulted to the Indemnity plan, not the ESA PPO I expected. Given 300-400 pilots retire this year, I'd have thought the default would be the ESA PPO. I probably should stop thinking.”

It seems crazy that the special circumstances plan was the default for him, or even why it came up at all since it does not apply to his family's needs. This is just another example of the confusion and hassles so many of us have had since United forced us into the new plan, so be aware of this one.

Important Aetna Phone Numbers

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

FOR VETERANS

US DEPARTMENT OF
VETERANS AFFAIRS



How to Qualify for Social Security Disability Benefits at The Same Time as VA Disability

If you are a veteran who is unable to work because of an injury or a medical condition, you may qualify for disability benefits. If your disability was caused by an injury or condition that resulted from your military service, you may be able to receive VA benefits. You might be able to qualify for Social Security Disability benefits as well. Both programs are operated by government agencies, but they have different requirements and follow a different approval process.

VA Benefits

The Veterans Administration (VA) oversees VA disability. To qualify for VA benefits, your disability must have been related to your military service. As an example, you suffered a back injury as a paratrooper and that injury will affect you for years to come. The VA will review your military records and medical records to determine the severity of your condition. You will be given a compensability rating.

Your rating will correlate with how much you will receive in monthly benefits. You might have a compensability rating of 10 percent and still receive benefits. Of course, a rating of 100 percent will result in more compensation. To receive VA disability, you don't have to be completely disabled. The VA will not take other medical problems, such as chronic conditions such as asthma or diabetes, into consideration when determining if you are disabled.

SSDI

Social Security Disability Insurance (SSDI) is a program that the Social Security Administration (SSA) oversees. To be approved for SSDI, you must be completely disabled – meaning you are unable to work for at least a year or have a condition that will result in your death. The SSA will review all your conditions. As an example, the VA might give you a compensability rating of 10 percent for a back injury, but the SSA will also consider your heart problems, diabetes, and other problems.

SSDI is not needs based, but you must have earned adequate credits to qualify. That means you must have worked – on average – five years full-time out of the last 10 years. While your SSDI approval doesn't affect your VA approval and vice versa, a 100 percent compensability rating or being a Wounded Warrior can speed up the review of your claim. Just indicate such on your application. The SSA will consider all the records that the VA reviewed when they were considering your claim as well.

Applying for Benefits

To apply for VA benefits, you can go to VA's website or you can schedule an appointment with your local Veterans Service Officer. To apply for SSDI benefits, you can start the process online at or call 1-800-772-1213 if you have any questions regarding your application or eligibility requirements. You also have the option of applying in person at your local Social Security office. It usually takes between 3 and 5 months to hear back from the SSA regarding your claim. You are able to appeal if your claim is denied. Documentation is the key to a successful disability claim. When you are approved for Social Security disability benefits, you can now focus on the most important thing: your health.

Resource Links:

If you are an on-line *RUPANEWS* subscriber, then you simply click the links below.

To subscribe to the *RUPANEWS* on-line, send an email to rupasectr@rupa.org

Vets Helping Heroes: <https://www.vetshelpingheroes.org/>

U.S. Department of Veterans Affairs: <https://www.va.gov>

SSDI: Explained: <https://www.disabilitybenefitscenter.org/glossary/social-security-disability-insurance-SSDI>

Wounded Warriors Explained: <https://www.disabilitybenefitscenter.org/how-to/disability-benefits-wounded-warriors>

Compensation: <https://www.benefits.va.gov/compensation/apply.asp>

Apply Here: <https://www.ssa.gov/applyfordisability/>

Bob Engelman

RUPA R & I

July 2020 RUPANEWS



11

RUPA Pass Travel Report July 2020

Captain Pat Palazzolo
rupapasstravel@rupa.org

Employee Travel Center (ETC)
+1 (877) 825-3729
etc@united.com



Dipping our toes back in the water.

Hello fellow aviators,

This is being written on June 15, 2020, my crystal ball is a bit fuzzy looking out to the arrival date of the July issue of the RUPA Magazine. However I'm going to give this my best shot.

First of all, as of this date the Employee Travel Center phone number listed above is dead as a door nail because of Covid. But by the time you're reading this it may have sprung back to life.

Second as you may know, United has instituted a restriction on non-rev travel, allowing boarding of non-revs only when the final revenue load factor for a flight is less than 70%. The company said this restriction will be in place until "at least June 30th." So let's place bets on whether it's still in place by the time you read this.

United said: "One of the great benefits of working for the airline is being able to non-rev and being able to get on. Since May 19, when the policy was put in place, over 85% of the non-revs have been able to get on. That is actually a significant improvement from this time last year when it was only 53%. So the vast majority of our non-revs are getting on. Only 2 percent of our flights actually are restricted by the 70% threshold that we have. And you may ask, why put a policy in place for only 2% of the flights? Because that 2 percent, when that happened, is a meaningful impact to our customers. At a time when we're trying hard to bring them back to flying with us, that's a trade-off we're making right now. But this policy is in place only through June 30, as of right now. I think as the traveling public gets more confident with some of the precautions that are in place, it will absolutely be a policy that will be under review."



Mechanic working from Home

My comments:

The 2% of the flights non-revs are not getting on are probably the most popular flights.

While some non-revs have been able to get on 85% of the flights now, while last year it was only 53%, please remember that last year we had 10 times more flights, so the percentage comparison can be a bit misleading.

United has said they will be doubling the number of flights in July from June. That's good news, but remember that's going from a very small number of flights to just a small number.

I am hopeful our execs will realize how important this is to the employees and retirees and they will lift the restriction on June 30.

In June American Airlines and Delta Airlines are also restricting non-rev travel above a certain percent of load factor (At Delta it's 60%).

I had mentioned a couple of months ago that due to the limited number of United flights we may want to consider using ZED tickets on other airlines. But please keep in mind that other airlines have reduced their capacity significantly also. And some carriers have temporarily suspended operations. Copa and Brussels come to mind.

At some point United will start resembling a big airline again and our travel opportunities will be much better, but I hope I'm not bringing a walker with me by then. And until a vaccine is available I can guarantee you I will be wearing a mask and gloves when I'm traveling.

Cheerio mates,
Pat



Snowbird NOTAM

- The USPS will only forward magazines to your new address for 60 days.
- You must notify our Secretary/Treasurer when you head to your seasonal residence.
- Both addresses are kept in our database so it's easy to switch them.
- Don't forget to switch again when you leave.
- Email: rupasectr@rupa.org

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



RUPA Cruise

Rich Bouska

I inadvertently left this out of the June edition. My apologies to Rich and the cruise goers. *Editor GeorgE*



By now I'm sure everyone knows that the RUPA cruise to Alaska for this year has been cancelled.

First, Canada closed all ports to large cruise ships due to the Coronavirus, and that gave us the first clue that the cruise was probably going to be cancelled. U.S. maritime law, the Jones Act, does not allow foreign carriers to pick-up passengers in one U.S. port and drop them off at another U.S. port without stopping at a foreign port first. The requirement to include a distant

port is the reason that one-way Alaska cruises between Seattle and any Alaskan port are not legal for the foreign-flagged ships of the mainstream cruise lines. It is OK for those cruises to begin or end in a Canadian port because there is no restriction on transporting passengers between a foreign port and a U. S. port.

The second clue was when the cruise lines started reporting so many cases of Coronavirus and a pandemic was fully realized. It was then that the cruise companies started cancelling.

As of now, I believe Holland America has cancelled all cruises till the end of September of this year. Most cruise companies, including Holland, are offering some terrific incentives to book a future cruise with very liberal cancellation policies.

If you are interested in cruising when this is all over, check with your favorite cruise company now and see what they are offering, or contact Jerry Poulin at 508-829-3068 for the latest information.

I am interested if you have any suggestions for future cruises if and when it is safe to do so. Where would you like to go, for how many days, time of year, and river or ocean cruise? Just like the airlines, cruise lines are facing hard times with no bailout available. I'm sure you have all seen the acres and acres of airliners parked through-out the world. Unlike airplanes, cruise ships cannot be parked in the desert or even all of them tied-up to docks. Many are cruising offshore burning fuel, doing maintenance with full crews, only coming to port to refuel and restock food supplies. How many companies will still be around when this is all over?

If you have any suggestions about future cruising, drop me a line at rbouska1@comcast.net.

I'm here to help anyway I can.

Rich Bouska

**My husband and I
want to go on cruises
and decided we don't
want to have
children.**

**We will be telling
them tonight at
dinner.**

2020 passport stamps



Ruparians

Have any great UAL
memorabilia?

Include it in a photo of yourself
when you send in your "There I
was. . ." story or annual letter.

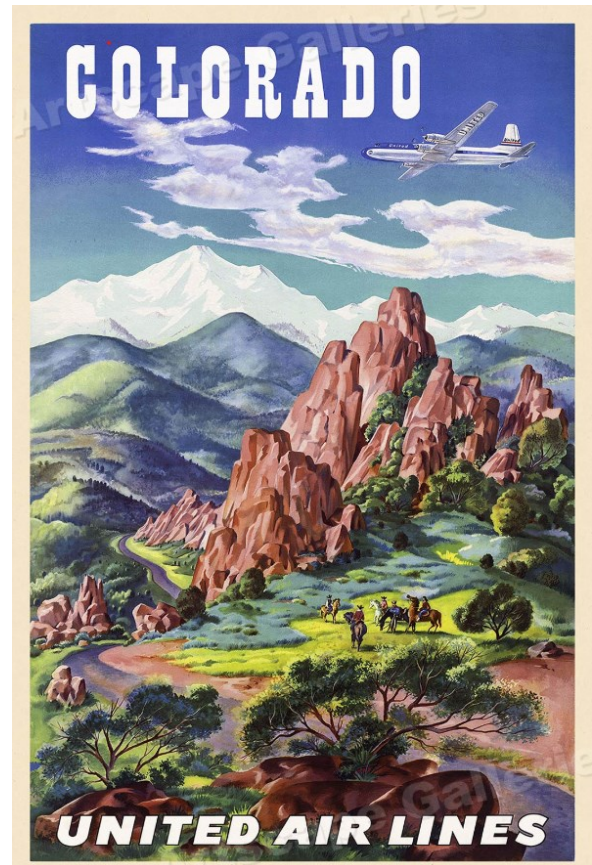
- A Blast from the past -

Do you want read earlier copies of
the *RUPANEWS* ?

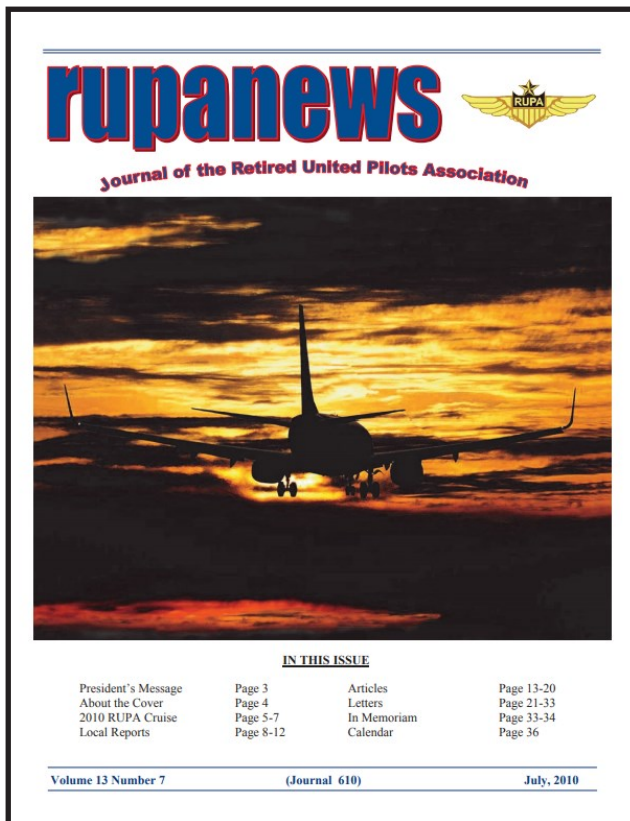
Check our on-line Archives.

Issues back to Feb 1999

www.rupa.org/rupa-news



10 years ago - July 2010



20 years ago - July 2000



LUNCHEONS

Columbia 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

Ham Wilson Gold Coast Luncheon

We held our first luncheon after the serious coronavirus issues began to reduce and business is starting to open up. Still it was obvious that many people do not plan to attend the luncheons until they feel comfortable and that's the way it should be.

In another pilot group, and also a church group which I am part of the committee to reopen live church services, some people have stated still are not comfortable and they will never be comfortable until a vaccine is approved and administered. Some people feel that's at least a year away at a minimum. It's going to be a while and even the first testing may not be successful even when it's completed.

Galluppis had almost no one in the dining room that day as it was a very slow day by their own admission and we were all distanced at one table as you can see. We had **Ham Oldham** who just turned 92 years old and perhaps the oldest person in our group and also **Beverly D'Amico** who was at Miami flight office and also the FOSR in different years.

I look forward to seeing as many of you as feel comfortable in the future months. Our next luncheon is scheduled for Thursday, July 9.

Jim Morehead



L-R: Beverly D'Amico, Ham Oldham, Jim Morehead

Big Island Stargazers

Due to shelter-in-place restrictions, May came and went without our monthly meeting...so here is another retro photo going back to our June, 2015 luncheon. Unfortunately, since that meeting two of our members have flown west: Captains **Robert Bounds** and **Bobby Michael**.

Currently members are enjoying the quiet island lifestyle as more businesses slowly begin to reopen.

Don Diedrick reports that his wife, **Jen**, is working from home and likes it--no long, early drive to work though she still starts work at 0600 as usual. Don keeps up with his yardwork, news, reading and on-line church services.

The Inter-island travel quarantine will be lifted on June 16th, but the quarantine for mainland and international tourists has been extended beyond June.

Our favorite restaurant, the Fish Hopper, has reopened for business with social distancing protocols in place, and we look forward to returning for our June 18th luncheon.

Stay healthy and safe. A hui hou kākou (until we meet again).

Linda Morley-Wells



Retro Photo June, 2015 Left to Right: Joan & Gerry Baldwin, Grace & Dick Slinn, Linda Morley-Wells & Walt Wells, Lauren & Bill Cochran, Linda & Robert Bounds, Bobby & Linda Michael, Don Diedrick

United Airlines Pilots Retirement Foundation

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

The Monterey Peninsula RUPA Lunch Bunch

After not meeting for three months because of Covid-19, we hope to have our RUPA lunch in July – if there is an interest! What protocols Edgar’s will require via the State and County Health Departments has not been stated, but I will forward that information when received with an email. How many of you are ready to venture out is the question, so feedback is needed and **RSVPs** will be important for planning and spacing!

This is the current June info from Edgar’s: **“Edgar’s from the Patio will remain open for lunch Thursday to Sunday from 11:00 am to 4:00 pm with counter service. Outdoor and limited inside seating will be available.”** Edgar’s is not open on Wednesdays so the day we meet would have to change, at least temporarily. (I would recommend Thursday or Friday.) Patio seating we have done in the past but it can be a bit breezy despite the glass surround. If there is an interest to meet, let me know by email.

The nation and our county has been dealing with tremendous issues involving family and friends and I hope all of you are well and safe.

Reminder that our website has a wealth of information at your fingertips. Important phone numbers and other websites are listed plus back issues of **RUPANEWS**, our eblasts, and other miscellaneous information – all is available at www.RUPA.org. If traveling, making a copy of the “Important Contacts” and “Links” page may be very useful when stranded at a hotel or ticket counter. Check-out the tabs on the left margin of our home page – explore and see what is available! There is more there than you know!



Staying positive!

Phyllis Cleveland



United: \$17 Billion in available liquidity by September 2020

By: AJOT / Jun 15 2020



United Airlines today announced that it expects to have total available liquidity of approximately \$17 billion at the end of the third quarter of 2020. This dollar amount reflects committed financing of \$5 billion to be secured by the airline's loyalty program, MileagePlus, that allows the airline to continue to operate, evolve, and grow the program, as well as \$4.5 billion expected to be available to United through the Coronavirus Aid, Relief, and Economic Security Act (the "CARES Act") Loan Program. The

company believes it has sufficient slots, gates and routes collateral available to meet the collateral coverage that may be required for the full \$4.5 billion available to the company under the Loan Program. This \$9.5 billion of additional liquidity will provide even more flexibility as the airline navigates the most disruptive financial crisis in the history of aviation.

Given the impact COVID-19 has had on travel demand, United has spent the past several months aggressively and proactively cutting costs. The airline has already reduced planned capital expenditures and operating and vendor expenditures, suspended raises and implemented an unpaid time off program for management and administrative employees, put a freeze on hiring, introduced voluntary leave and separation programs, reduced pay for all executives and cut its CEO and President's base salaries by 100%, among other cost-saving measures. United expects an average cash burn of approximately \$40 million per day in the second quarter of 2020 and to reduce its average cash burn to approximately \$30 million per day in the third quarter of 2020.

Goldman Sachs Lending Partners LLC, Barclays Bank PLC and Morgan Stanley Senior Funding, Inc. have committed to provide, and have agreed to arrange the syndication of, the MileagePlus financing through a term loan facility, which is expected to close, subject to standard conditions precedent, by the end of July 2020. Goldman Sachs Lending Partners LLC will act as the sole structuring agent and lead left arranger for the transaction.

MileagePlus has more than 100 million members, over 100 program partners, and is an essential asset for United. The program has historically generated material and stable revenues and free cash flows, drives customer retention, and increases customer lifetime value. United continues to invest in making MileagePlus the top loyalty program for its members. Last year the airline announced that MileagePlus miles never expire and announced a partnership with CLEAR to offer free and discounted memberships to MileagePlus members. United also introduced PlusPoints, a new industry-leading upgrade benefit for Premier members.

**AS I watch this generation try to rewrite history,
One ting I'm sure of,
It will be misspelled and have no punctuation.**

In a Laundromat: Automatic Washing Machines: Remove all your clothes when the light goes out.

In a Restroom: Toilet out of order. Please use floor below.

In an office: After tea break, staff should empty the teapot and stand upside down on the draining board.

In department store: Bargain basement upstairs.

United Airlines Passengers Questioned About Health

By Ralph Ellis / WebMD Health News



United Airlines on Wednesday announced a new requirement for passengers: Before boarding the plane, they must agree to wear a face mask and complete a health assessment to confirm they've had no coronavirus symptoms in the preceding 14 days.

Passengers also have to confirm they haven't had close contact with anybody who tested positive for COVID-19 in the last 14 days, been diagnosed in the last 21 days and not been denied

boarding on another airline because of a medical screening in the last 14 days, according to a [United news release](#).

After reviewing the list of symptoms and requirements on the checklist, passengers will be able to get a boarding pass if they click "accept" on the airline app, at a check-in kiosk or through verbal confirmation with an agent.

United is the first of the major US airlines to implement a self-administered health screening or assessment, as airlines seek to both ensure safety on flights, and to reassure potential passengers who may be avoiding booking flights due to anxiety over the virus, according to [Business Insider](#).

Starting June 30, [Alaska Airlines](#) will require passengers to make a health agreement during check-in to verify that they haven't exhibited COVID-19 symptoms in the past 72 hours, didn't travel with someone who has symptoms and agree to bring and wear a mask.

One low-cost carrier, [Frontier Airlines](#), introduced health assessments for passengers more than two months ago.

United has partnered with The Cleveland Clinic to develop coronavirus safety procedures. Other cleaning and social distancing protocols include touchless check-in for baggage at select locations, sneeze guards, and mandatory face coverings for crew and customers on flights, United said.

"The health and safety of our customers and employees is our highest priority, and we have been working closely with trusted medical experts and partners to institute new practices and procedures to further protect those who work and travel with us," said Pat Baylis, United's Corporate Medical Director.



United Airlines creates 'internal travel restriction list' for fliers who won't wear masks

Cydney Henderson, *Contributing: Dawn Gilbertson* / USA TODAY Jun 15, 2020



United Airlines is doubling down on its mandatory mask policy.

The airline announced Monday that any passenger who refuses to comply with its mask requirement will be placed on an "internal travel restriction list," starting Thursday.

"Customers on this list will lose their travel privileges on United for a duration of time to be determined pending a comprehensive incident review," United Airlines said in a statement provided to USA TODAY.

United first implemented its mask policy for customers in early May to help prevent the spread of the coronavirus. The airline said its mask requirement will stay in place for "at least the next 60 days."

There are currently more than 2.1 million confirmed cases of COVID-19 in the U.S. and counting.

United flight attendants and other frontline employees such as pilots, customer service agents and ramp workers are also required to wear masks.

"Today's announcement is an unmistakable signal that we're prepared to take serious steps, if necessary, to protect our customers and crew," United's chief customer officer Toby Enqvist said in the statement.

According to the new policy, flight attendants will be required to ask passengers without face coverings to use a mask and will also offer one, if needed. If the passenger continues to refuse, the flight attendant will file a report of the incident, initiating a formal review process.

"Any final decision or actions regarding a customer's future flight benefits will not occur onboard but instead take place after the flight has reached its destination and the security team has investigated the incident," the airline added.

Flying during the pandemic? Get ready to fill out a preflight health checklist

Nervous about a packed plane? United to notify passengers facing 'full' flights, offer options

Last week, United said they will require passengers to fill out a preflight health checklist during check-in.

United's "Ready to Fly" checklist asks passengers to confirm, among other things, that they have not had COVID-19-related symptoms in the past 14 days; been diagnosed with the virus in the past 21 days; or had close contact with someone who has COVID-19 in the past 14 days.

And United isn't the only airline getting more serious about its requirement: American now says it "may also deny future travel for customers who refuse to wear a face covering," according to a news release.

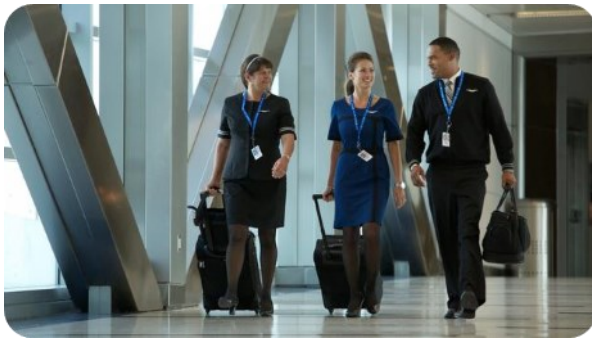
Delta, Southwest, Alaska, Frontier and JetBlue have all announced passenger mask requirements.

"U.S. airlines are very serious about requiring face coverings on their flights. Carriers are stepping up enforcement of face coverings and implementing substantial consequences for those who do not comply with the rules," said Airlines for America President and CEO Nicholas E. Calio in a statement Monday alongside United's newest policy. "Face coverings are one of several public health measures recommended by the CDC as an important layer of protection for passengers and customer-facing employees."

American cited the trade group in its news release: "American made this change after working in conjunction with Airlines for America on an industrywide response."

United plans to shutter three overseas flight attendant bases as international travel suffers

By Leslie Josephs / CNBC Jun 5, 2020



United Airlines plans to close three of its four foreign flight attendant bases in October as international air travel continues to struggle because of the coronavirus pandemic.

The Chicago-based airline will close bases in Hong Kong, Tokyo's Narita airport and Frankfurt, according to a company memo seen by CNBC. United said about 840 flight attendants work in the three bases that are closing.

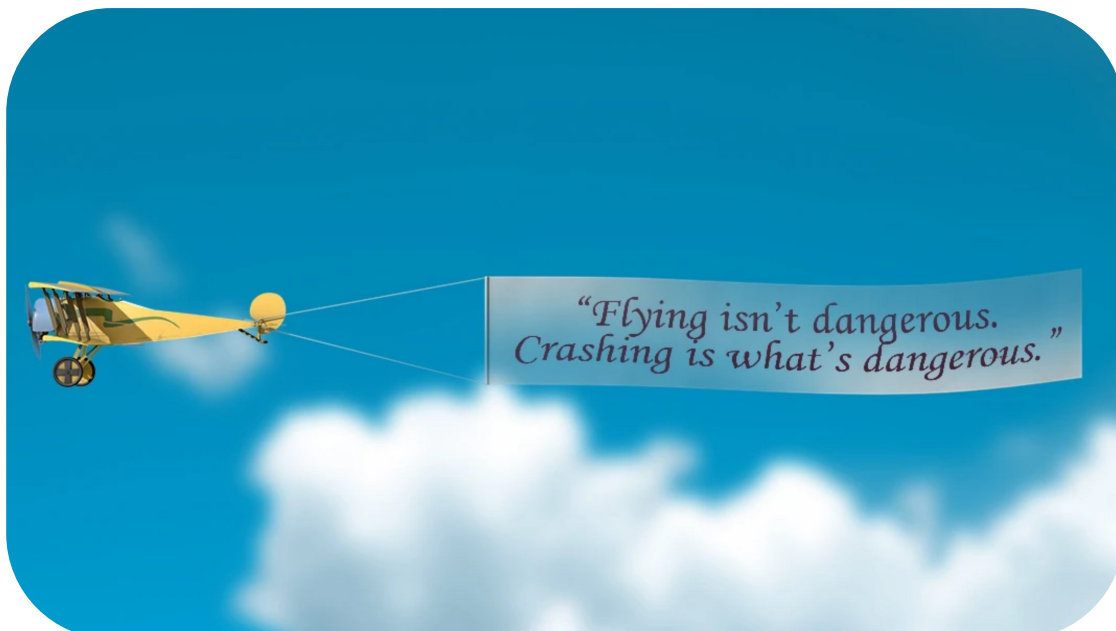
"This was certainly a very difficult decision to make, and we recognize that closing any base places a hardship on those who live near those locations," John Slater, United's senior vice president of inflight services, said in the memo. "In the current and future environment, we simply are not able to sustain an Inflight Base at these locations."

Flight attendants at those locations will be given the chance to transfer to U.S. bases, depending on work eligibility, the memo said.

United also has a flight attendant base for London's Heathrow Airport and a base for U.S. territory Guam.

"While no other base changes are anticipated [at] this time, we'll continue to evaluate the viability of all locations based on the network schedule, government travel restrictions and restoration of demand," said Slater.

The United chapter of the Association of Flight Attendants, which represents the airline's roughly 24,000 cabin crew members called the announcement "a shock for all of us" and said "it will create tremendous uncertainty."



United Airlines Passengers First to Experience a New LaGuardia Airport

United is first legacy carrier with full operations from LGA's transformed Terminal B



NEW YORK, June 12, 2020 /PRNewswire/ -- United customers traveling through New York-LaGuardia (LGA) this weekend will be the first of any legacy airline to enjoy the airport's new Terminal B experience, featuring brand-new, best-in-class Arrivals and Departures Hall. Whether their journey starts or ends at LGA, United passengers will see amenities including first-rate retail and dining choices as well as innovative lobby and baggage claim areas. The new building is part of the \$4 billion, 1.3-million-square-foot Terminal B redevelopment project operated by LaGuardia Gateway Partners (LGP). Images and video can be downloaded [here](#).

The new United Airline ticket counter in the Arrivals and Departures Hall at Terminal B at LaGuardia Airport opening on June 13, 2020.

"A world-class city like New York deserves a world-class airport, and we are proud to be the first legacy airline to experience the new LaGuardia including the Arrivals and Departures Hall and Terminal B gates - it's a spectacular facility," said David Kinzelman, the airline's vice president of domestic and international line stations. "LaGuardia is an important connection point each year for our customers traveling across the country and around the globe and we look forward to pairing our service with a truly elevated and state-of-the art airport experience."

"The opening of the first new Arrivals and Departure Hall is a major milestone in delivering on Governor Cuomo's vision for a brand new, world-class, 21st century LaGuardia Airport that the region deserves. We thank the contractors, subcontractors, and union construction workers who worked thorough the pandemic to deliver this extraordinary building on time and on budget. Today's opening should be a shining symbol of the region's potential for a strong economic recovery with the vitality of New York before COVID-19," said Rick Cotton, Executive Director, Port Authority of New York and New Jersey Executive Director.

The newly completed and highly contemporary Arrivals and Departures Hall connects directly to Terminal B and the eastern concourse gates via a pedestrian bridge built over the top of the original terminal. United's gates opened last June in the Terminal B eastern concourse along with a new United Club located after security near the airline's gates. The Club is a private, 10,500-square-foot space that features more than 200 seats – 30 percent larger than United's previous LGA Club. Along with a more spacious experience, the Club offers sweeping views of the tarmac while combining the sleek styles of New York City with the modern touches travelers desire.

"The success of creating a brand new Terminal B would not be possible without our airline partners, including United Airlines. The Eastern Concourse in the new Terminal B saw the opening of United's new gates and the United Club last June, offering passengers a place to relax before their flight and a premier guest experience," said Stewart Steeves, Chief Executive Officer of LaGuardia Gateway Partners. "Our guests are our top priority at LaGuardia Gateway Partners, and we're excited to continue our work with United Airlines in order to create an experience worthy of all passengers travelling to and from New York City."

**A dog accepts you as the boss.
A cat wants to see your resume.**

Air Traffic Won't Recover for at Least Three Years, S&P Says

By Anurag Kotoky / Bloomberg



The aviation industry's recovery from the coronavirus outbreak will be long and slow, with passenger numbers likely to stay below pre-pandemic levels through 2023, according to S&P Global Ratings, which warned of more rating downgrades for airports over the next few months.

Global air passenger numbers will drop as much as 55% this year, a far steeper slump than previously estimated, analysts including Tania Tsoneva and Julyana Yokota wrote in a report dated May 28. Any recovery will depend on factors including how governments ease travel

restrictions, people's willingness to fly again and the extent of economic damage from the outbreak, they said.

Some countries are gradually allowing flights to operate following lockdowns and restrictions on movement, but volumes remain low. Airports are struggling for business as demand for services such as dining and duty-free shopping essentially evaporated.

"Air travel will eventually return when current health and safety concerns have been meaningfully addressed by the industry and consumer confidence rebounds, supported by steady historical growth rates in air traffic of 4%-5% per year," the analysts said. "A more widespread adoption of remote working and virtual meetings could have a lingering impact on business travel, which has been the more lucrative passenger segment for the airlines."

S&P has already lowered its ratings on 11 airports since March and expects their financial strength to be eroded by the shutdowns, as well as an anemic recovery, capacity restructuring and greater counterparty risks of airlines.

"Airports will face increased exposure to volume risk and pressure on their aeronautical revenues, which generally represent over 50% of total revenues," S&P said. "Retail revenues, the share of which have risen in recent years to 45%-50% of most airports' revenue mix, will likely be even more heavily hit than

Update: U.S. and China conversation on passenger service continues

June 9, 2020 Flying Together

The Civil Aviation Authority of China revised its regulations regarding international service to China. In response, the Department of Transportation modified the position it took last week disallowing Chinese airlines to fly to the United States.

The latest is that DOT will now allow two roundtrip flights per week flown by Chinese carriers beginning June 16. The number is two because only United and Delta have announced plans to restart China service and accordingly each U.S. carrier would be able to operate one weekly flight. While this is a positive step in resuming flights, there are still many challenges to resolve and we look forward to resuming passenger service between the United States and China when the regulatory environment allows us to do so.

Capacity to China is still severely reduced. In the beginning of January, there were more than 300 flights per week between China and the United States.

Another delivery deferral threatens chances of comeback for Boeing 737 MAX



Leasing company SMBC Aviation Capital announced today (Wednesday, June 3) that it is deferring the deliveries of 68 Boeing 737 MAX aircraft.

According to the industry experts, the deferral of 68 737 MAX jets is another blow for Boeing, adding to a long list since the grounding of the aircraft last year after two successive crashes and more recently the COVID-19 outbreak.

The company is still formally planning on a return to flight this year for the fuel-efficient version of its bestselling narrow-body, but the fact that another client has decided to postpone deliveries will further hinder the aircraft's chance of bouncing back.

The Boeing 737 MAX is now standing at -281 orders net of cancellations for the year and the collapse of air travel related to the COVID-19 outbreak is set to last for years. SMBC deferred deliveries to 2025 at least – a reasonable timeframe to assess the long-term impact of the pandemic.

Boeing has long been overly optimistic regarding the future of the MAX. It is now clear that the pandemic is not the sole cause of the MAX's troubles, as companies such as Air Canada or Air Lease Corporation cancelled orders in massive proportions earlier this year without even directly invoking COVID-19 disruptions.

Airbus decided in the meantime to cut the production of its rival model, the A320neo, by 40%, more than for the A330 and A350 (-30% both). The collapse of oil prices since the OPEC-Russia spat also relativizes the importance of fuel-efficient engines, and an increasing number of airlines and leasing companies such as SMBC are attempting to slim down their fleets. All things considered, the Boeing 737 MAX appears like a target of choice in time of extreme uncertainty for airlines and leasing companies trying to cut dead weight.

<https://www.aviationpros.com/aircraft/commercial-airline/press-release/21140820/globaldata-another-delivery-deferral-threatens-chances-of-come-back-for-the-b737-max-says-globaldata>

Airbus: 2020 gross orders total 365 aircraft so far



Airbus' 2020 gross orders by May 31st totaled 365 aircraft and net orders stood at 299 aircraft. The Company registered zero cancellations in May and no new order.

During the month, 24 deliveries were achieved from the A220, A320 and A350 XWB aircraft families.

Business in May brings the overall total orders logged by Airbus since its creation to 20,407 commercial aircraft, which includes 642 A220s, 15,572 A320 Family aircraft, 1,819 A330s, 930 A350 XWBs, and 251 A380s.

In May, Airbus delivered two A220-300 to Air Canada and 18 A320 Family aircraft including the first A320neo to Wizz Air. For Airbus widebody aircraft, four A350 XWBs were provided in both A350-900 and A350-1000 configurations.

Airbus' backlog of aircraft remaining to be delivered as of 31st May stood at 7,621, comprising 527 A220s, 6,199 A320 Family aircraft (including 6,139 A320neo Family), 322 A330s (including 287 A330neo family), 564 A350 XWBs and nine A380s.

<https://www.eturbonews.com/573619/airbus-2020-gross-orders-total-365-aircraft-so-far/>

Airlines Plan More International Flights To China, Expecting Coronavirus Travel Restrictions To Be Eased

By Will Horton Senior Contributor / Forbes Aerospace & Defense



Beijing: A Chinese man wears a protective mask whilst walking in the Beijing Airport

Airlines plan to add international flights to China in June in anticipation of COVID-19 travel restrictions easing.

Asiana Airlines, Korean Air, Qatar Airways and United Airlines expect to soon serve multiple mainland Chinese cities with passenger services.

China since March has restricted international passenger flights, effectively limiting foreign airlines to having only one flight a week to all of mainland China. It has not yet announced any easing of the policy.

United Airlines earlier said it will “pencil in” a re-launch of passenger flights across four routes to three cities: Beijing, Chengdu and Shanghai.

“We continue to workout the feasibility of restarting passenger service to China,” United told employees in a memo. It has not given further updates since.

South Korea’s Asiana Airlines plans to resume 12 routes to China next month, adding to peer Korean Air’s re-launch in China.

Korean Air and Asiana’s planned destinations include Beijing and Shanghai. Beijing has even stricter international arrival rules that require incoming flights first land at a neighbouring airport to complete health checks outside of the capital.

Travel between China and South Korea could be eased under a broader policy. The two countries are developing a “Green Lane” to facilitate reciprocal travel for key business sectors. China requires a 14 day quarantine for all international arrivals. Visas issued prior to March have been temporarily suspended.

South Korea was one of China’s largest international markets for flights. Countries with fewer flights also expect restrictions to be eased.

Qatar Airways said it expects to serve Beijing, Guangzhou and Shanghai by the end of June.

Turkish Airlines plans to resume Shanghai in June and then add Beijing and Guangzhou in July, according to a preliminary plan posted by local media.

The so-called “Five One” rule was implemented when China’s local coronavirus cases were rapidly decreasing but residents returning from abroad created a new wave of imported cases.

The rule limits one airline to having only one flight a week between China and one foreign country from one foreign city to one Chinese city. It is also applicable to local airlines but excludes all cargo flights, even those on passenger aircraft.

The rule was across the board and did not differentiate for country size or market demand.

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

We operate first-ever UPR flight over Russia

By Matt Adams / Flying Together June 10, 2020



It's in Cyrillic, but this map gives you a good visual of the route Flight 2865 took, flying north of Alaska, across the East Siberian Sea, and over the Russian mainland

On June 3, Flight 2865 from ORD to HKG (Hong Kong) flew the first-ever user preferred route (UPR) flight path over Russian airspace in what is being lauded as an important step toward further reducing our fuel emissions, fuel costs and flight times on routes between the United States and Asia.

This momentous occasion was years in the making, following two decades of working with the Russian government to allow commercial aircraft to deviate from fixed flight paths over the country as needed based on flying conditions. These ad hoc routes (or UPRs) – otherwise known as free flight – enable us to slightly adjust our flying to ensure we're using the most economical path available.

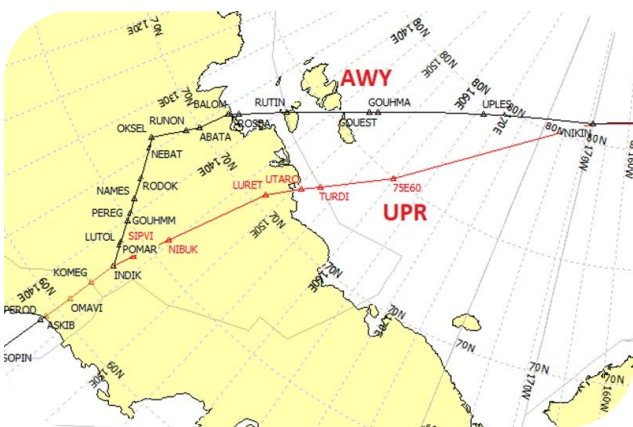
For the route that Flight 2865 used, we had the option to fly a UPR over the international waters of the East Siberian Sea in the nation's far northeastern region.

By making just a minor change in our routing over the water, we saved ourselves 30 nautical miles flown, which cut five minutes from the original flight time and reduced our fuel burn by 1,760 pounds. That equated to a 5,440-pound reduction in carbon emissions.

It's a greener, more cost-effective way of flying, and now that we've made headway, we envision being able to use UPRs over the same airspace on several other Asian routes from EWR, ORD and IAD. Over the course of a year, that alone would conservatively save us \$665,000 in direct fuel costs, 24,600,000 pounds of fuel, 7,000 minutes of flight time and 76,160,000 pounds of carbon emissions.

We're also looking to use a similar flight plan with UPRs on our SFO-DEL (Delhi) route. In addition to substantial fuel and cost savings, that move would help us counter some of the weather and geopolitical factors that negatively impact that flight's current route at certain times.

The man who helped push the Russian UPR project across the goal line was none other than International Air Traffic Systems Manager Gene Cameron, who pioneered the use of polar routes on flights from North America to Asia back in the 1990s. (And who recently celebrated 53 years with United!)



Example of a UPR as compared to a traditional, fixed route over Russian airspace

Joining Gene in making significant contributions leading up to this historic trip were:

- Chief Dispatcher Gen Schnee.
- Int'l Dispatch Ops Senior Mgr Fergus Flanagan.
- Chief Dispatcher Bill Flett.
- Flight Ops Senior Mgr Rob Galbraith and Edgar Vaynshteyn, who worked as our liaison with Russian air traffic control.
- Flt 2865 was managed Dispatcher Michael Gregg.
- Flt 2865 was Operated by
 - ORD B-777 Captain Robert Matherne.
 - ORD B-777 FO Jonathan Wendling.
 - ORD B-777 Captain Robert Shipner.
 - ORD Boeing 777 FO Charles Anderson.

Don't Avoid Your Doctor Any Longer

By Tomislav Mihaljevic & Gianrico Farrugia / The New York Times

More than 100,000 Americans have died from Covid-19. Beyond those deaths are other casualties of the pandemic — Americans seriously ill with other ailments who avoided care because they feared contracting the coronavirus at hospitals and clinics.

The toll from their deaths may be close to the toll from Covid-19. The trends are clear and concerning. Government orders to shelter in place and health care leaders' decisions to defer nonessential care successfully prevented the spread of the virus. But these policies — complicated by the loss of employer-provided health insurance as people lost their jobs — have had the unintended effect of delaying care for some of our sickest patients.

To prevent further harm, people with serious, complex and acute illnesses must now return to the doctor for care.

Across the country, we have seen sizable decreases in new cancer diagnoses (45 percent) and reports of heart attacks (38 percent) and strokes (30 percent). Visits to hospital emergency departments are down by as much as 40 percent, but measures of how sick emergency department patients are have risen by 20 percent, according to a Mayo Clinic study, suggesting how harmful the delay can be. Meanwhile, non-Covid-19 out-of-hospital deaths have increased, while in-hospital mortality has declined.

These statistics demonstrate that people with cancer are missing necessary screenings, and those with heart attack or stroke symptoms are staying home during the precious window of time when the damage is reversible. In fact, a recent poll by the American College of Emergency Physicians and Morning Consult found that 80 percent of Americans say they are concerned about contracting the coronavirus from visiting the emergency room.

Unfortunately, we've witnessed grievous outcomes as a result of these delays. Recently, a middle-aged patient with abdominal pain waited five days to come to a Mayo Clinic emergency department for help, before dying of a bowel obstruction. Similarly, a young woman delayed care for weeks out of a fear of Covid-19 before she was transferred to a Cleveland Clinic intensive care unit with undiagnosed leukemia. She died within weeks of her symptoms appearing. Both deaths were preventable.

The true cost of this epidemic will not be measured in dollars; it will be measured in human lives and human suffering. In the case of cancer alone, our calculations show we can expect a quarter of a million additional preventable deaths annually if normal care does not resume. Outcomes will be similar for those who forgo treatment for heart attacks and strokes.

Over the past 12 weeks, hospitals deferred nonessential care to prevent viral spread, conserve much-needed personal protective equipment and create capacity for an expected surge of Covid-19 patients. During that time, we also have adopted methods to care for all patients safely, including standard daily screenings for the staff and masking protocols for patients and the staff in the hospital and clinic. At this point, we are gradually returning to normal activities while also mitigating risk for both patients and staff members.

The Covid-19 crisis has changed the practice of medicine in fundamental ways in just a matter of months. Telemedicine, for instance, allowed us to pivot quickly from in-person care to virtual care. We have continued to provide necessary care to our patients while promoting social distancing, reducing the risk of viral spread and recognizing patients' fears.

Both Cleveland Clinic and Mayo Clinic have gone from providing thousands of virtual visits per month before the pandemic to hundreds of thousands now across a broad range of demographics and conditions. At Cleveland Clinic, 94 percent of diabetes patients were cared for virtually in April.



While virtual visits are here to stay, there are obvious limitations. There is no substitute for in-person care for those who are severely ill or require early interventions for life-threatening conditions. Those are the ones who — even in the midst of this pandemic — must seek the care they need.

Patients who need care at a clinic or hospital or doctor's office should know they have reduced the risk of Covid-19 through proven infection-control precautions under guidelines from the Centers for Disease Control and Prevention. We're taking unprecedented actions, such as restricting visiting hours, screening patient and caregiver temperatures at entrances, encouraging employees to work from home whenever possible, providing spaces that allow for social distancing, and requiring proper hand hygiene, cough etiquette and masking. All of these strategies are intended to significantly reduce risk while allowing for vital, high-quality care for our patients. The novel coronavirus will not go away soon, but its systemic side effects of fear and deferred care must.

We will continue to give vigilant attention to Covid-19 while urgently addressing the other deadly diseases that haven't taken a pause during the pandemic. For patients with medical conditions that require in-person care, please allow us to safely care for you — do not delay. Lives depend on it.

Tomislav Mihaljevic is the chief executive and president of the Cleveland Clinic. Gianrico Farrugia is chief executive and president of the Mayo Clinic.

People are still avoiding the doctor, and not just because they fear contagion.

The New York Times

While hospitals and doctors across the country say many patients are still shunning their services out of fear of the virus — especially with new cases spiking — Americans who lost their jobs or have a significant drop in income during the pandemic are now citing costs as the overriding reason they do not seek the health care they need.

"We are seeing the financial pressure hit," said Dr. Bijoy Telivala, a cancer specialist in Jacksonville, Fla. "This is a real worry."

Nearly half of all Americans say they or someone they live with has delayed care since the onslaught of the virus, according to a survey last month from the Kaiser Family Foundation. While most of those individuals expected to receive care within the next three months, about a third said they planned to wait longer or not seek it at all.

While the survey didn't ask people why they were putting off care, there is ample evidence that medical bills can be a powerful deterrent. "We know historically we have always seen large shares of people who have put off care for cost reasons," said Liz Hamel, the director of public opinion and survey research at Kaiser.

And, just as the Great Recession led people to seek less hospital care, the current downturn is likely to have a significant impact, said Sara Collins, an executive at the Commonwealth Fund, who studies access to care. "This is a major economic recession," she said. "It's going to have an effect on people's demand for health care."

I had my patience tested. I'm negative.

How an anti-inflammatory diet can help tame an autoimmune condition

By Casey Seidenberg / The Washington Post



An estimated 23.5 million Americans, including my husband, suffer from an autoimmune condition — and their numbers are growing, though researchers don't know why. You've likely heard of the most common autoimmune diseases — including type 1 diabetes, rheumatoid arthritis, multiple sclerosis, lupus, celiac disease, psoriasis, inflammatory bowel disease and Crohn's disease — but you might be unaware that there are more than 80 named but lesser-known types. Through working as a nutritionist and living with my husband, I've learned the importance of diet in battling these disorders.

What is an autoimmune disease? A healthy immune system can plainly distinguish between a foreign invader and its own body. When something inhibits the immune system's ability to decipher what is safe and what is dangerous to the body, the immune system can attack its own healthy cells and tissues believing that they are threatening. This self-attack is an autoimmune condition.

What causes an immune system to attack its own healthy cells is still largely unknown but, according to the National Institutes of Health, "There is a growing consensus that autoimmune diseases likely result from interactions between genetic and environmental factors." There are studies that show that certain genes can predispose a person to certain autoimmune diseases, and this is why many autoimmune diseases show up in one family, as they do in my husband's family where vasculitis, rheumatoid arthritis and alopecia all reside.

Yet simply having the gene doesn't guarantee someone will get the disease. The gene is like fire kindling; there must also be a spark — or an environmental trigger — for there to be a blaze. Known triggers are infections, exposure to environmental toxins, hidden allergens, or stress and lack of sleep. Autoimmune conditions are like embers of a fire that never fully burns out. After the initial blaze, they can flare up again and again. We try to keep my husband's condition tamped down through diet and exercise.

How a healthy lifestyle helps? Studies suggest that a healthy lifestyle can help keep the immune system balanced while less healthy situations can trigger the immune system to overreact. For instance, low vitamin D levels have been shown to be a risk factor for multiple sclerosis. Obesity has been linked to many autoimmune diseases, including MS, rheumatoid arthritis and psoriasis. Stress and anxiety have been shown to cause all kinds of autoimmune flares. On the other hand, anti-inflammatory dietary choices can lessen rheumatoid arthritis. Getting the right nutrients, maintaining a healthy weight, managing stress and sleeping regularly can help prevent an autoimmune flare.

"It is current knowledge that nutrition, the intestinal microbiota, the gut mucosal immune system, and autoimmune pathology are deeply intertwined," reads a 2014 study, entitled "Role of 'Western Diet' in Inflammatory Autoimmune Diseases" and published in the journal *Current Allergy and Asthma Reports*. In other words, what we eat, and the health of our digestive tract are directly connected to our autoimmune system. Other studies suggest that autoimmune issues can be managed by healing a damaged gut.

Think of the gut as the front line of defense in an army. It is the first location that foreign and potentially dangerous substances deeply interact with our bodies. This is likely why almost 70 percent of our immune system lies in and around our gut so that it can react when poisonous, dangerous, allergic or toxic things enter our systems.

Since the gut is so directly tied to the immune system and healing a damaged gut can potentially manage an autoimmune condition, it seems important to keep yours healthy. You can do this by cutting out foods that inflame the gut, limiting unnecessary medications that can alter the bacteria balance in the gut and consuming prebiotics (such as artichokes and asparagus), probiotics (such as kimchi and miso) and bone broth to build a healthy mix of bacteria.

Anti-inflammatory food choices. The following foods have been shown to cause inflammation so should be avoided if trying to balance the immune system and keep inflammation under control:

- Sugar
- Refined carbohydrates
- Trans-fats
- Omega 6 fatty acids
- Alcohol
- Processed foods and meat
- Caffeine
- Artificial sweeteners
- Food dyes.

The following foods have been shown to reduce inflammation:

- Leafy greens
- Fruits such as blueberries, strawberries and blackberries
- Fatty fish, high in omega 3 fatty acids
- Olive oil
- Avocados
- Nuts and seeds (if not allergic)
- Herbs and spices such as turmeric, cumin and garlic.
- Vitamin D has been shown to help prevent inflammation and autoimmunity.

When my husband was diagnosed, his doctors checked for underlying infections and allergies. When they didn't find a specific trigger, he went on a strict anti-inflammatory diet for eight weeks. He took fish oil, vitamin D, vitamin C and zinc, and he did yoga, exercised regularly and got a lot more sleep than he usually did. These actions helped his body heal and not long afterward he was back throwing a baseball with our boys feeling like his energetic self. He's only had one flare-up since, and it followed a few weeks of travel that affected his sleep patterns and stress levels. We will never know what sparked the wildfire, but we are forever thankful to know what tames it.

The Foods That May Lower Dementia Risk

By Nicholas Bakalar / The New York Times Updated May 26, 2020

Eating foods high in flavonoids — a group of nutrients found in many fruits and vegetables — may lower your risk for dementia, researchers report.

The study, in the *American Journal of Clinical Nutrition*, looked at 2,801 men and women who were 50 and older and free of dementia at the start. Over an average of 20 years of follow-up, researchers gathered diet information at five periodic health examinations; during that time, 193 of the participants developed Alzheimer's disease or other forms of dementia.

Compared with those in the 15th percentile or lower for flavonoid intake, those in the 60th or higher had a 42 to 68 percent lower risk for dementia, depending on the type of flavonoid consumed.

Intake of one type of flavonoid, anthocyanins, abundant in blueberries, strawberries and red wine, had the strongest association with lowered risk. Apples, pears, oranges, bananas and tea also contributed.

The study controlled for many health and behavioral characteristics, including how strongly participants adhered to the government's Dietary Guidelines for Americans, which in addition to fruits and vegetables emphasize whole grains, lean meats and other heart-healthy foods.

The senior author, Paul F. Jacques, a scientist with the Jean Mayer USDA Human Nutrition Research Center on Aging at Tufts University, said that the amount consumed by those who benefited the most was not large. Their monthly average was about seven half-cup servings of strawberries or blueberries, eight apples or pears, and 17 cups of tea.

"It doesn't take much," he said. "A couple of servings of berries a week, maybe an apple or two."

Effects of a Delayed Colonoscopy

By Nicholas Bakalar / The New York Times

Current guidelines recommend a colonoscopy starting at age 45 to 50, and then one every 10 years afterward if the results are negative. Those guidelines should still be followed, though for people at low risk for colon cancer, delays in colonoscopy screening may not dramatically affect cancer risk, a new study suggests.

The analysis, in *Annals of Internal Medicine*, included 165,887 men and women aged 50 to 66 who had a single negative colonoscopy. At 17 years after the initial test, compared with the general population, the group had a 72 percent lower rate of colon cancer and an 81 percent lower rate of death — not significantly different from results at 10 years and earlier.

But the finding pertains only to people with no polyps or other lesions, benign or malignant, at the first colonoscopy, and who are at low risk for colon cancer. It does not apply to anyone with a family history of colorectal cancer, inflammatory bowel conditions, or any other factors that increase colon cancer risk.

Most important, the finding depends on high-quality colonoscopy performed by a skilled endoscopist on a patient with adequate bowel preparation.

“It’s impossible to achieve zero risk,” said the lead author, Dr. Nastazja Dagny Pilonis, a researcher at the National Research Institute of Oncology in Warsaw. “But if you have a negative colonoscopy, and your bowel was adequately prepared, and your endoscopist was skilled, then you are at very low risk of colon cancer for at least 17 years.”



No, I asked for a BUTT light.

Daily Olive Oil for Heart Health

By Nicholas Bakalar / The New York Times 12 May 2020



Americans who ate at least one-and-a-half teaspoons of olive oil a day were at lower risk of heart disease than those who ate none.

Consuming just a half-tablespoon of olive oil a day is linked to a significant reduction in the risk for cardiovascular disease, researchers report.

Studies in Mediterranean countries have found beneficial effects for olive oil consumption, but this study, in the *Journal of the American College of Cardiology*, is the first to evaluate the association in Americans.

The scientists used health and diet data on 61,181 women and 31,797 men participating in two health studies beginning in 1990. Over 24 years of follow-up, there were 9,797 cases of cardiovascular disease.

After adjusting for age, ethnicity, alcohol intake, aspirin use, total energy intake and many dietary characteristics, they found that compared with people who used no olive oil, those who consumed at least one-and-a-half teaspoons (a half tablespoon) a day had a 14 percent lower risk for cardiovascular disease, and an 18 percent lower risk for coronary heart disease.

The lead author, Marta Guasch-Ferré, a research scientist at the Harvard T.H. Chan School of Public Health, said that the key here is that people substituted olive oil for unhealthy alternatives like animal fats and margarine. Other plant oils that contain unsaturated fats — safflower, corn and soybean, for example, but not palm or coconut oil, which contain saturated fats — might have the same beneficial effect if substituted for less healthy alternatives, she said. “It’s not just adding olive oil,” she said, “but consuming olive oil instead of harmful fats.”



United Airlines Historical Foundation

"Preserve the Past, Inspire the future"

www.uahf.org



The “displays” at the Denver Flight Center are “progressing”.

Top left: The “Logo Mural” is on display in the hall between the “C” bld and the new “G” bld.

Top right: The “hangar” is housed in the displays at the East end of the 2nd floor “B” building. Several other displays are also on the “campus”, as well as displays of “historic artifacts” in the “A” building West basement hall.

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

A Time for Perspective—Covid 19

Barry Evans / VillageNews.com May 1, 2020

Having perspective is good, but using it is better. I received what is written below from a friend. I do not know who wrote it, but I think it makes an excellent point relative to what is occurring now.

We probably all think that it's a mess out there now. Hard to discern between what's a real threat and what is just simple panic and hysteria. For a small amount of perspective at this moment, imagine you were born in 1900. Many would think that that was a pretty simple time of life.

Then on your 14th birthday, World War I starts, and ends on your 18th birthday. 22 million people perish in that war, including many of your friends who volunteered to defend freedom in Europe.

Later in the year, a Spanish Flu epidemic hits the planet and runs until your 20th birthday. 50 million people die from it in those two years. Yes, 50 million.

On your 29th birthday, the Great Depression begins. Unemployment hits 25%, the World GDP drops 27%. That runs until you are 38. The country nearly collapses along with the world economy. If you were lucky, you had a job that paid \$300 a year, a dollar a day.

When you turn 39, World War II starts. You aren't even over the hill yet, but don't try to catch your breath. If you lived in London, England or most of continental Europe, bombing of your neighborhood, or invasion of your country by foreign soldiers along with their tank and artillery was a daily event. Thousands of Canadian young men joined the army to defend liberty with their lives. Between your 39th and 45th birthday, 75 million people perish in the war.

At 50, the Korean War starts. 5 million perish.

At 55 the Vietnam War begins and doesn't end for 20 years. 4 million people perish in that conflict.

On your 62nd birthday there is the Cuban Missile Crisis, a tipping point in the Cold War. Life on our planet, as we know it, could have ended. Sensible leaders prevented that from happening.

In 2020, we have the COVID-19 pandemic. Thousands have died; it feels pretty dangerous; and it is. Now think of everyone on the planet born in 1900. How do you think they survived all of the above?

When you were a kid in 1965, you didn't think your 65-year-old grandparents understood how hard school was, and how mean that kid in your class was. Yet they survived through everything listed above. Perspective is an amazing art. Refined as time goes on, and very enlightening.

So, let's try and keep things in perspective. Let's be smart, we are all in this together. Let's help each other out, and we will get through all of this.

For *RUPANEWS* digital subscribers - here's a link to a short video:

<https://www.brut.media/us/news/if-you-were-born-in-1900--eeb5a2a9-8313-4516-ba40-f4fb3091eea2>

Would you like to receive the *RUPANEWS* by email?

If so, please send an email to our Secretary-Treasurer at:

rupasectr@rupa.org

And enjoy the color edition.



Thoughts on Quarantine & Masks

Tony Horne — RUPA Member

Editor's Note: I received this from RUPA Member, Anthony Horne, who spent some time as a child in London during WW2. Tony and I spoke as I wanted to get a bit more information on the story and I thank him for allowing editorial tweaks. It seemed appropriate to place it next to the previous article as it all boils down to perspective. *Editor George E*

As May 8th, the 75th anniversary of VE Day passed by, a few thoughts of some similarities between Covid 19 quarantine and living in London, as a young boy, during the bombings.

My Father joined the RAF in '39, and to take advantage of the occasional 24 & 48 hour passes, we stayed in London. When we did, we weren't always in the same house and, as my mum passed on to me, we were up to house #4 since bomb blasts and incendiary hits made the previous houses inhospitable. Several families lived in one house during this time.

As with coronavirus, there was always someone telling you what to do. In the case of one incendiary hit on our home, the local ARP warden (Air Raid Patrol) was shouting at my mum to put out the lights inside the house. I wish we could have but it was a fire started by the incendiary.

The move to house #4 was welcome as it came with a large garden, 25' x 40'. Because of the garden, we had an Anderson bomb shelter erected there and in the house, a Morrison shelter. It was a whole different meaning to today's *Shelter In Place*.

Another similarity that comes to mind with today's coronavirus precautions, were masks. We wore gas masks vs. the face masks for coronavirus protection. Unlike a simple cloth covering, it was full-faced device with a chemical filter on the lower end. Kids wore the Mickey Mouse gas masks. It was also full-faced but with large ears and nose just like a Mickey Mouse face. Not quite as frightening as the adult versions.

Tony

Links for digital subscribers:

<http://www.primaryhomeworkhelp.co.uk/war/shelters.htm>
<https://spartacus-educational.com/2WWandersonshelter.htm>
<https://www.youtube.com/watch?v=2s1RnRyKdT4>



Anderson Shelter



Morrison Shelter



Micky Mouse Mask

There I Was . . .

Bad decisions can make good stories.

There I Was . . . Flying a Trip in Madras

By Larry Cabeen

How about a “war” story. A long time ago (I suspect that all stories in this publication should start like this), I was a new 727 F/O at ORD. We (wife and kids) would spend two weeks each summer, at Myrtle Beach with three other, long-time friend, families.



I couldn't get the entire block of time off, so I had to jumpseat back for a three-day trip in the middle of the vacation. I was traveling light with only the clothes on my back (kaki slacks and a madras shirt).

Arriving the afternoon before my zero dark thirty morning departure, I went to the crew room to update my manual and check the mailbox. While there, the PA asked for any 727 F/O to check in with the crew desk. I walked over and asked what's up. They had a trip leaving in 30 minutes. Could I fly it? Of course, I was happy to get right to work, but I had no uniform! Go talk to Jim Blue in the flight office, they said. I am 6' 2" and Jim is about my height but much larger. He offered me his uniform, but that clearly wouldn't work. He had a hard time not laughing at my scarecrow look, and grumbled “Go cover the trip!” I grabbed my bag, walked to the gate, introduced myself to the crew, and flew the trip (a turn).

The crew desk dropped my three-day trip (and paid me for it), and the next morning I was on my way back to the beach. It was a lot of fun flying in civvies, but even more fun to be back at the beach!

I have been lucky in my life, and I still smile thinking about that summer.

Larry



There I Was . . . Mixture-ON, Slide-ARMED

By Rudiger Mazander - Naples, FL

Reading Don Wolfe's letter in the May issue of RUPANEWS was super entertaining and brought back some long-forgotten memories for me which I like to share.



Before coming to fly for United Airlines I was a Fighter Pilot in the Luftwaffe flying the F-104 Starfighter from 1961 through 1966 all over Europe and along the Iron Curtain for NATO.

My first assignment for United was at Washington, DC, National Airport as a DC-6 Second Officer. My job was to move the Fuel mixture levers to the 'on' position as the Captain brought the R 2800's bellowing to life. (If it was a rough start it was my fault). Then I proceeded to the cabin to hook up the door slide.



With almost a 1000 hours of flight time in the F-104 Starfighter under my belt I was not a happy camper!

So I looked around for some excitement and found at Andrews AFB a fighter outfit flying F-8 Crusaders. I believe it was a Marine Reserve squadron.

They said, "we love your qualification but cannot offer you a pilot slot because you are not a citizen, but you could sign up as an Airman and we guaranty a pilot slot within 3 years".

Such a deal!! "Nah," I said, "that would not be of interest to me."

It was not 4 months later that I got a call from Charley Schwob, the CO of the squadron. "Rudi, I got some great news. We got a slot for you and we can transition you into the F-8 whenever you are ready." I said, "What about the citizenship issue?" "Ahh , no problem. We got special dispensation from the Governor of Maryland for you." (I believe Spiro Agnew). This is 1967.

Well, I shared this great news with my wife, the beautiful Miss Christine, and she read me the Riot Act !!! Threatened to leave me and go back to her hometown, Vienna, Austria.



So... common sense prevailed, and I went back to moving the mixture levers to "on" and hooking up the door slide in the DC-6.

My less than stellar career with United then proceeded with 10 years as a S/O, 10 years as a F/O and 10 years as Captain in the friendly skies.

But I am not complaining ... life is good, and I am grateful to the Lord. Met many real good people along the way.

Cheers,

Rudi

It wasn't
meant to
be



There I Was . . . Anxiety Vanquished

By Gerry Baldwin

Once upon a time I was a DC-10 Second Officer awaiting a departure from Chicago Ohare to Los Angeles International. We had only about a fifty percent load factor with all passengers aboard awaiting departure. What would have been a routine flight on a fine weather day was interrupted when American Airlines canceled their parallel flight. They hurried their passengers over to our flight; and the newly arrived passengers filled our airplane to capacity.

We would have still had an on-time departure but for catering. We needed meals, soft drinks, and ice. At scheduled departure time, I grabbed the microphone and made the following announcement:

Ladies and gentlemen, as you can see, every seat is full. We are ready to go but the door is still open. The reason for that is that American Airlines canceled their Los Angeles flight and sent their passengers over to fill our airplane. We welcome all of you who have joined us, today; but the increased passenger load makes us short on meals, soft drinks, and ice. Our catering department is sending those things over; but this is a democracy.

So, let us vote. Those of you who want to wait for the provisions, please raise your hands and keep them up till the flight attendants can get a count. (When the lead flight attendant indicated to me that she had a count, I continued.)

Okay, we have a count. Now, those of you who want to go without the additional meals, soft drinks, and ice, please raise your hands...and keep them up till we can get your names.

A roar of laughter filled the cabin; everyone relaxed; the provisions arrived very shortly thereafter; and we headed to Los Angeles for an on-time arrival.

Gerry

There I Was . . . At the barber (Fake Story)

Barber: What'll it be today?

Me: Just a plane cut.

Barber: No problem



There I Was . . . But they ARE Needed For My Job

By George Cox



Collapsible Hiking Poles

Hong Kong was an awesome layover, but airport security was a bit different than other places. We had to go through security twice to get to the gate. Once to get into the airport concourse area, and again after we left the sterile area to go to Station Ops.

There were some fun shopping markets in HKG and, living in Colorado, I'd routinely bring back collapsible hiking poles for my friends. However, on one trip, Mr. HKG Screener had a problem with my hiking poles.

We went through the 1st security checkpoint as usual and then to Station Ops. After briefing, it was off to the 2nd security point and our gate. The other three pilots breezed through but my screener had a problem with my four poles.

The dialog went something like this:

Mr. HKG Screener: "I have to take these poles."

Me: "Really? Why?"

Mr. HKG Screener: "Because they are not allowed."

Me: Why? I always bring walking poles."

Mr. HKG Screener: "No, they are not allowed because they can be used as weapons."

Me: "Are you sure? There was no problem at the 1st security. Maybe you misunderstood."

Mr. HKG Screener: "No mistake. You cannot take them unless you need them for your job."

Back Story: The "Do you need them for your job" phrase must be a common security criteria because I heard something similar in SYD a couple of months prior. I was going through security and Mr. SYD Screener found a long-forgotten corkscrew in my toiletry kit. It was the same kit I used when my bride and I traveled, and it must have been there for 12 years and never raised an eyebrow. Anyway, Mr. SYD Screener's colleague, MS SYD Screener piped in: "The corkscrew is OK if it's job related, and he needs it to open wine for the passengers." I totally forgot pilots opened wine for the pax. LOL. Anyway, I digress. Back to HKG and needing the poles for my job.

Me: "I understand your point and that is a good rule but they ARE needed them for my job."



Mr. HKG Screener: "Oh really? Why?"

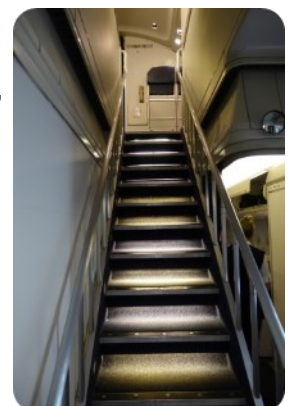
Me: As I whip out a 747-400 baseball card from my pocket. "I fly the 747 and the cockpit is upstairs. Only the most experienced pilots can fly the 747 and it takes years to get that experience. As you can see, I am an older person and the walking pole helps me climb the very steep stairs to the cockpit."

Mr. HKG Screener: "Ah, I see, but you have four poles. You must leave three."

Me: "Yes, you are very observant. I do have four poles and today is my day to carry the poles for the entire crew." Then, pointing to the rest of the crew, I added "There are the other three pilots, so I need four poles altogether."

Mr. HKG Screener: He glowers at me and replies "OK. I let you go this time, but not next time."

Me: "Xie xie ne." ('Thank you' in Mandarin - my Cantonese stinks.)



Stairs to 747 upper deck

George

There I Was . . . With the Wrong Number

By Gerry Baldwin

In early winter of 1992, I was vice chairman of the United Pilots' Master Executive Council, MEC, and a DC-10 first officer.

We had arrived at Dulles International Airport in Washington, DC, during a blizzard. We were scheduled for a long layover, downtown; but all ground transportation was stopped; so, we went to a field hotel.

Even as we could not go downtown, outbound crews could not return to the airport. Consequently, DC-10s were lined up as far as the eye could see.

I asked the others in my crew if they wanted to sit for an extended period in an airport hotel; or perhaps, they would like to have a short layover and take one of those idle airplanes early the next morning. They liked that idea.

I telephoned crew scheduling but only got a recording informing me that there was a snow emergency at Dulles; and I should call back another time.

As vice chairman of the MEC I had a number that rang directly through to the crew desk. I telephoned, explained the situation, and said that we would happily accept a reassignment to leave early the next morning. The crew scheduler said, "You said you were on the DC-10." I said, "That's right." He said, "You got the 727 desk;" and he hung up.

I turned to my fellow crewmembers and said, "He hung up on me."

I then said that I would be going to my room and that I would not be answering the telephone or calling anyone back.

Sure enough, when the crew desk realized the gravity of their situation, they saw the wisdom in moving us up. They attempted to do so. They called the captain; they called the second officer; I was strangely hard to reach. We took our regularly scheduled flight out late the following afternoon.

Gerry



**There's nothing like a
little tomato soup to sooth
the soul.**

Even if it's cold.

Over Ice.

With a celery stalk.

And vodka.

LETTERS

BILL EADS - Mesquite, NV

What a surprise to be alive.

And having fun at eighty one!

Perhaps that will be the beginning of a new poem I will write on my upcoming birthday...

In keeping with the "hangar flying" theme for annual letters (which I really enjoy) here's one from about 40 years ago.

We recently had a "haboob" go through our little city and the damage was quite extensive with over 100 trees blown down. This event reminded me of a 3 day trip I flew as a DEN 727 F/O in the early 80's.

The first layover was in BUF and both the Capt and S/O had 'food poisoning' the next morning - perhaps too many Buffalo wings? They both agreed to fly the first leg to ORD and then go on sick leave.

I met the reserve Capt. and S/O in ORD dispatch and both stated that they were very new in their positions. The Capt. would have made a 'poster model' for airline pilots as he was ramrod straight, calm, cool and collected! The S/O had just completed her IOE but seemed very competent. Both had been AF pilots.

As the Capt. and I looked at the flight plan to Tucson where we would layover, I noticed that we had minimal fuel remaining on arrival. The Capt. had discussed fuel with the Dispatcher and was told that the weather at TUS was, as usual, CAVU and with a full load of passengers adding fuel would require removing PAX and or bags. I don't believe we required an alternate but PHX was always available - right?? I agreed to accept the flight plan - the first 'red flag'?

Weather in the Chicago area was changing and we had several delays on taxi as the departure runway was changed twice. Some planes had to return to their gate to get more fuel. Obviously we used much more fuel on the ground than planned - the second 'red flag'?

Once off the ground and out of the ORD area everything seemed to be going very well - the Capt. was flying and doing a great job. About half way to destination we noticed that we were getting behind on each check point on the flight plan and the fuel remaining was not looking good. It was becoming obvious that the forecast winds aloft were considerably off and our headwinds were much stronger than expected. When the S/O got the TUS ATIS, she said "You're not going to believe this but the visibility at the airport is one-half a mile with BD and the runway in use requires a back course approach!" About that time we were switched to approach control and told that we could expect a holding clearance. The Captain told the S/O to check the PHX weather. After a short delay she said that PHX was currently closed due to visibility restrictions...

I looked at the Capt. and noticed a small trickle of perspiration just below his right sideburn... Another red flag?? When we entered a holding pattern our fuel was much less than the planned landing fuel. I asked approach what was our sequence and was told that we were number three and could expect only one or two turns in the hold. The first aircraft was an American Airlines 727 and he executed a missed approach and decided to divert to El Paso. The next airplane was a Mexicana DC-9 who was having lots of problems... The Capt. told me to request expedited handling due to low fuel. When I did so, the controller asked the usual question "are you declaring an emergency"? When I looked at the Captain, I saw a second trickle of sweat on his right cheek! He wiped his cheek and said with a smile, "Not yet"...

I remembered from my Navy days that Yuma had long runways and was available as an emergency field. I mentioned that to the Capt. and he asked the S/O to check on the weather there. We were on our third or fourth holding pattern when the controller told us to start a turn back to the field as we would follow Mexicana. We were only three miles behind the DC-9 and closing when the controller asked us to do a few S turns for spacing. During a turn to the left I reported to the Captain that I had the runway in sight! He did an amazing thing at that time - he said "You have the aircraft, you better make a good landing!"

About that time the DC-9 executed a go-around and we were cleared to land. As I started a right turn to the runway, it disappeared in the blowing sand. Now the Captain said, "I've got the runway, my plane!!" He rolled the plane to level and he made one of the better landings I've ever seen on the 727!

When we arrived at the gate, the Second Officer announced that we had eighteen hundred (1800) pounds of fuel remaining... The three of us had a few beers to celebrate that amazing trip. Interestingly enough, I never flew with either of those great airmen again!!

Bill

Jack Schrandt

This past year has been quite a roller coaster ride.

Last July I had a slight heart attack on the golf course, drove myself to the hospital, and after some delays, had a double bypass, which turned out fine and am doing well.

Then just a few weeks ago, I lost the love of my life, Leah Schulman. It was quite sudden and I'm still feeling lost. We traveled the world together for 34 years, hit all seven continents and some 70 - 80 countries. She was my confidant and best friend, and I miss her dearly.

Thank you to those friends who reached out with condolences.

Jack

ORD 1967-1996

So me and **my husband** were sitting on our couch watching TV yesterday. Suddenly, I hear that I got a **text** on my phone that I left in the kitchen. I go to the kitchen to check it, and it's a text from my husband: "**Please bring the chips on your way back**"



Joe Swenson - Littleton, Colorado

Greetings all! This, my 76th year, included one Gaither Gospel Alaska cruise, and a three day weekend with our granddaughter at our church retreat at the YMCA of the Rockies.

We were hoping to take a driving trip to visit Eileen's family in Atlanta but then the Wuhan corona virus attacked the world so that trip will have to wait until the fall.

We did join the ranks of the EV (electric vehicle) owners buying a Tesla Model 3 in September. I got the Long Range, Dual Motor (AWD) version. If you haven't driven one, read up on it, then go to your local dealership and try one out. You will love the technology and the acceleration is amazing (and I didn't get the Performance model). I also didn't get the Full Self Driving upgrade, though I could get it (for \$7,000) with just an over the air upgrade. It does come with Autopilot so it will keep the speed you set and stay in the lane on a well marked highway plus change lanes if you want it to. Another UAL Captain from our neighborhood has one and he sold me on it.

I had been noticing I was breathing heavier when I was running, due, I think to the pollution in the air, so I started looking at EV's. Then I read up on Tesla, drove a Model 3, and I was hooked!

We remain physically and spiritually active. However, in my training for my next Triathlon I was running my usual 6-7 mile course back in March and I twisted my knee. So now I'm doing PT trying to get back to where I can at least run a 5K (3.1 miles). Biking hasn't been affected and I'm hoping to get back to swimming soon since the gyms are finally re-opening.

Thanks to all of you that make the RUPA News such an interesting read! God bless you all,

Joe

JFKFO, LAXFO, CLEFO, DENFO, DENTK, DENFS, B-727, B-737, B-757/767, B-777

Ran out of toilet paper and now using lettuce leaves. Today was just the tip of the iceberg, tomorrow remains to be seen.

John Pinter

Another year has come and gone since I retired off the B-747 in 1999 out of Honolulu. I'm still strong (well almost) and the healthiest sick person you have ever seen. My lung cancer has come back, same type but unrelated to the last bout two years ago. The lymph was not involved so three sessions of Stereotactic radiation therapy should be all I need. However, through all the battery of tests (heart lungs etc.) I tested out better than normal. They keep adding a few years to my life each time they find cancer so if this keeps up, I could live to be 150 years old.

It was another active and exciting year. Our granddaughter whom I crow about in my annual letters won her division in the Optimist Tournament in Ohio and gained her a place in the championships held at Trump Doral Resort in Miami. There were 125 girls in her age group from 27 countries. She didn't win but it was impressive, and we made it a family vacation. No matter what your political bent is that is one of the finest resorts we ever stayed in.

Our granddaughter also got a full four-year golf scholarship at the University of Findlay in Ohio. She is a straight A student (member of the National Honor Society) and of course one of the top high school girl golfers in NE Ohio. When she visited the school, the coaches told her the priority was: God, Family, Grades then Golf. I told her Grandpa and Grandma were going to buy a camper and follow her to all her college tournaments, but she wasn't too happy with that... I don't know why.

Once again, this year my association with the QB's has provided me the opportunity to spend the weekend with the astronauts at the Kennedy Space Center. As always it was a fantastic experience. This is the third one I attended and there is never dull moment. This year we were given a tour of the SpaceX facility where two previously launched rockets that returned and landed back on earth were being refurbished. We also got to walk out on the launch pad for SpaceX which is the same pad that the Apollo missions were launched from and recently the manned mission to the space station. It's an exciting time to be involved in the space program. On a sad note however, one man I got to know and spend some time with was Al Warden who flew Apollo 15 to the

moon and died on March 18th about two months after our visit (he was 88 years old). At my QB meetings (virtual now) I always remember Al when we toast all those who have flown west.

We left early from Florida for Ohio to beat the spread of Covid-19. When we arrived, we decided to self-quarantined but the stay at home order came a few days later. I'm glad we came home when we did because all my toys are here in Ohio. I have to tell you; I'm putting my time to good use. First thing I do after the morning news is go to school. It's amazing what you can learn on YouTube. I learned some good and bad things, for example I watched a couple of videos on calculus but gave up and can't believe I got "B" in it in college (what the hell's a function). However, I now know just how to wash a car properly. Spent a small fortune on soap, waxes and pressure washers though. Of course, my car will never get dirty because I can't drive it anywhere.

I've also been doing some flying... in my simulator. Now that I can work from home I'm retired, go figure. I'm also playing golf in my golfing simulator and working on my skills. I'm so screwed up now I'll probably never be able to hit a ball again.

So, as you can see, I'm putting my time to good use. JoAnn is also putting her time to good use. She is learning how to avoid the room's I'm in. In reality though we both are doing good and so far, staying healthy, well, relatively in my case. Even though we are cooped up together we still have our "fireside" chats and a glass of wine in the evening to discuss our exciting day's events. However, the other morning the garbage man left a business card for Alcoholics Anonymous on the garbage can. Also, my wife caught me looking longingly through the window and in a great display of love opened the door and let me in.

So, my hopes and prayers are for all of us to be happy, stay healthy and make the best of a bad situation, so I can write to you again next year. AND A BIG THANK YOU to George Cox for stepping into Cleve's shoes. You're right George, those are big shoes, but I have the upmost faith in you. (Thanks John, *Editor GeorgeE*)

John Pinter

Larry Cabeen - Geneva, Illinois

Checking in during the Pandemic.

I hope this finds you doing as well as we are. Currently, in Illinois, the stay-at-home order is extended through May 30. Some businesses, State parks, golf courses are opening with strict social distancing guidelines. Face masks are now required in public places if social distancing of 6 ft. can't be maintained. Voila, the new normal, at least for awhile.

Being retired, the big disruption is socializing with friends/family. I suspect like us, you do a mixture of Zoom meetings, House party virtual gatherings and FaceTiming. Backyard happy hours and get togethers (w/safe social distancing, naturally) when the weather is warmer will be so welcome.

Pam and I have completed 2 out of 3 hand-cut, wooden puzzles that belonged to my dad. She is a volunteer (no-sew!) mask maker in our County. The group has already made more than 47,000 masks and will continue as long as there is a need.

I am busy on the school board dealing with the completion of this academic year, graduation and opening next school year. OK, I would understand if you think I picked a difficult job but, I'm giving back.

We try for a daily walk or Bike ride when the weather is nice. But wait, there's more! The long-awaited house projects are finally getting done. The kids will be happy to discover that they won't have as much stuff to sift through and throw out. All in all, we feel lucky, as I suppose you do, to have a pandemic partner (not how I usually refer to my wife) to get through this uncertain time. Lastly, I now have no excuse for not getting around to sending this letter to RUPA.

Here's our Covoind-19 experience.

While in Colorado to visit and ski with family in March, the Coronavirus started to take off. Within days of our arrival, my sister started to feel sick (she is a doctor) and, almost simultaneously, all the resorts closed. (We were grateful that we had been out there in Feb. for a fine visit and two wonderful weeks of skiing.) The next day, we hopped on a non-stop flight from Eagle/Vail to ORD, where we

self-quarantined for 14 days at home. A few days after our hasty retreat, my sister was tested and a week later received the news that she was positive and had the virus. She has subsequently recovered. I had symptoms and felt lousy for a week, Pam had a few symptoms that cycled through but not much else. So, did we have it? I think so, but no way to tell (no matter what anybody says) as we couldn't get tested. We know a handful of people who have contracted it. All are well, now. The 26-yr-old daughter of a woman Pam worked with, got it and was VERY sick. She recovered but with terrible scarring of the lungs and has profound shortness of breath. She is struggling in PT to regain her former self, if ever. No one is immune. This is a serious sickness. I don't want to read about any brothers flying west too soon.

But, never fear. . . you can just drink bleach and end it all right now! I'll only say one (more) thing about our current politics and that is that I'm reading that people around the world are pitying us. I understand. I am deeply saddened, and I pity us, too! I expect that the editor will pull this paragraph. It's good to be the editor.

(Alright if we are still housebound next year, I have a few more stories to relate. Stay safe out there!

Larry

Letters to the Editor

rupaeditor@rupa.org

Photos!

We love photos!

Include Photos!



Ron Den - Summit, NJ

Another birthday, this time the "Double Eight" in the middle of the pandemic hot spot of northern New Jersey.

Reading the March Rupanews, I very much enjoyed Dick Russell's letter of a bygone era at Capital in the late fifties. Dick was the Co-Pilot rep at New York when I was a newby Viscount copilot in Sept. of '57. Dick was always very generous in getting me started in the right direction. I also flew with Joe Hull, when Joe pulled out a copy of the Readers Digest describing his landing the DC-3 without ailerons in Roanoke. Joe's passing in a Viscount accident at Saginaw was just one of so many accidents in those days.

Going back a year to 1956, I saw and photographed my first Viscount at Narsarsuaq, Greenland (BW-1) as it was being ferried from the factory in England to Washington, DC. I had no idea that I would be flying that very aircraft (# 332) in November, 1957.

With our three grandsons learning at home during the virus shutdown, I've been giving them geography lessons via e-mail, sending them digital images (from color slides) taken during my time based at Pepperrell AFB in St. John's Newfoundland. It has also been an education for me.

Though I'd always realized that when flying a C-54 into the weather station Alert on Ellesmere Island (508 mi. to the pole), I was touching down at the most northern permanent habitation on earth. I never gave a second thought that Nord in northeastern Greenland being next closest (574 mi. to the pole) and Eureka weather station, also on Ellesmere Island, (692 mi. to the pole) being the third closest. In retrospect I guess that I can accurately say that in 1956 I landed many times at these three most northerly runways this side of the pole. All the runways were gravel, Alert 4400', Nord 6200' and Eureka 4000'. Nord was longer so that it could serve as an emergency strip for Thule.

Today, you can fly into Ice Station Barneo, about 60 miles from the pole. The station is only open for the month of April when ice conditions are suitable for landing heavy aircraft. A Swiss company reconstructs the runway every year in order to fly tourists, using

Antonov 74's, from Longyearbyen, Svalbard. A helicopter will get you to the pole (or you can ski if you want to save a few bucks). Not sure if they are offering an airline discount.

Flying the polar route today in a 777 is a lot more comfortable than relying on the Janitrol heaters in the "54" in the fifties (and the employee discount is not bad).

Cleve, thanks so much for keeping the RUPANEWS going for all these years. We all owe you a debt of gratitude.

Ron

Allan Anderson - Honolulu

This year marks my 20th year of retirement and my 80th trip around the Sun, so I thought it was an appropriate time to add a few words to the magazine. Since everyone is going through this COVID-19 catastrophe together, I will limit my comments to some differences here in Hawaii.

Since mid March the whole state has been in lockdown including all incoming passengers entering the state and all persons transiting between islands. A mandatory 14 day quarantine has been placed on all arrivals - both visitors and returning residents - with heavy fines and possible jail time. However, most of the time they are simply sent back from where they came. Although nothing is open except essential stores and clinics, I have been able to continue swimming by going straight to the beach and returning home afterwards. Most Kamaaina (locals) have been observing all of the CDC guidelines fairly well, so Mary Ann and I have been able to stay free of the dreaded Virus. Since we live in a hi-rise condo, our most dangerous locales are the elevators.

We are a "hugging" society, so it has taken some adapting to the six foot distance requirement.

Once again, thank you all for the work you do for our organization. We hope everyone has weathered the disaster well and all remain healthy.

As Dennis the Menace said: "Can't we go out to eat in a restaurant - I'm getting tired of eating groceries."

Allan

IN MEMORIAM

Donald “Larry” Wright



Donald “Larry” Wright passed away May 26, 2020 at his vacation home in Oregon.

He was a native Californian, born in Orange, May 31, 1935 and a graduate of Orange High School, Orange Coast College, and Long Beach State University.

While still in high school, he enlisted in the Marines serving at Los Alamitos. After graduation from college, he began active duty and while at Platoon Leaders Class at Quantico, he decided aviation was for him.

He went through Naval Flight Training in Pensacola and was designated a Naval Aviator in 1958.

In 1961, after a tour in Oppama, Japan, he was assigned as flight instructor in Pensacola, (first as primary and later helicopter instructor) where he met and married his wife, Patricia.

In Aug. of 1965, he was deployed to Vietnam with Marine Observation Squadron Six (VMO 6), one of the first helicopter squadrons sent from Camp Pendleton.

After his return from Vietnam, and quite by accident, he had the opportunity to seek employment with United and began training at Denver in Jan 1968. From his San Francisco domicile, he flew the DC-6, B737, B727, DC-8, B757, and B767 until his retirement as a Captain in 1995. His favorite was the B737 and he loved attending the annual “Guppy” picnics in Sonoma.

During his United years he remained in the Marine Reserves and was Commanding Officer of Marine Reserve Heavy Helicopter Squadron 769 (HMH 769) at NAS Alameda, California. He retired from the reserves as a Colonel in 1990.

After retiring from flying, he was never idle. He was a past president of the [Retired United Pilots Association](#) (RUPA), was serving on the Board of the [United Airlines Retired Pilots Foundation](#) and was the area representative for a local group of retired pilots until his passing.

One of his favorite pastimes was to attend his high school reunions.

He was also very active in planning reunions for his Marine Corps units. He was an integral member of a committee to install a VMO-6 Memorial Monument at the [National Marine Corps Museum](#) at Triangle, VA, that was designed by his son Wayne, and installed in May 2012.

He spent countless hours supporting his wife’s volunteer projects and never turned down an opportunity to spend time with his grandchildren.

His favorite place was his tree ranch in Fox, Oregon where he maintained acres of trees near the Malheur National Forest and where he spent his last days.

At their home in Los Altos, he maintained an orchard of apricots, plums, pears, and apples; making sure that all fruit was dried, canned, jammed and enjoyed through the year.

He is survived by his wife of 59 years, Patricia, two sons, a daughter-in-law, and two grandchildren.

Interment was held at the [Northern California Veterans Cemetery](#) in Igo, CA.

Memorial gifts may be made to the [United Airlines Retired Pilots Foundation](#), [Semper Fi Fund](#) or a charity of your choice.

DC-8-71 1967 - 1991
White with Rainbow Scheme 1974 - 1993



Dr. Francis Robert "Bud" Schwartz



Dr. Francis Robert "Bud" Schwartz passed away peacefully at Dominican Hospital in Santa Cruz on June 3, 2020, after complications from a recent surgery.

Bud was born in Hazelton, PA, on June 17, 1924, to George A. Schwartz, generous and respected businessman of Lehigh, PA, and Agnes (Buckland) Schwartz. Bud graduated from Lehigh High School circa 1941 and enlisted in the U.S. Naval Reserve (USNR) in 1942.

Upon matriculation at the College of the Holy Cross (Worcester, MA), Bud served as a USNR midshipman and earned his commission as an Ensign, USNR, upon graduation from Holy Cross in 1943.

After graduating from the Thomas Jefferson Medical College (Philadelphia, PA) in 1948 and subsequent completion of his internship at St. Vincent Hospital (New York, NY), Bud was promoted to Lieutenant Junior Grade and served as a flight surgeon initially at Pensacola Naval Air Station soon after his training in Naval aviation medicine.

During a summer residency at Cape Cod Hospital (MA), he met Mary Agnes O'Donnell, RN, whom he married in 1950.

Throughout his active duty career, Bud served as a flight surgeon on the USS Hornet during the Korean War and later as a flight surgeon with the newly formed U.S. Air Force in New Jersey.

Enticed by an opportunity to practice aviation medicine with United Airlines and settle in the San Francisco Bay Area, Bud packed his black '53 Buick Special and headed west to California, which, at that post-war time, attracted many veterans. Mary and his two toddler sons followed on a United flight.

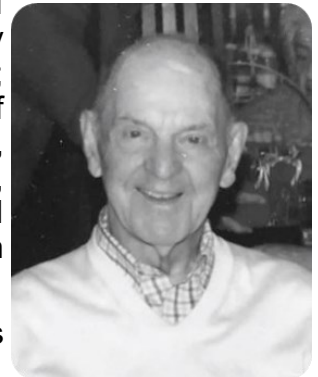
Bud settled in San Mateo, CA, in 1954 with sons Francis Robert, Jr., and Thomas Augustine.

His third son John Theodore and his daughter Maura Denise were born in California. In 1960, Bud completed a residency in obstetrics and gynecology at UC San Francisco (with membership in the American College of Obstetrics and Gynecology) and practiced in San Mateo (Mills Hospital) and later in Hayward, CA, (Kaiser Permanente), finally retiring at the age of 82.

Shortly after Mary passed away in November, 2014, Bud moved to his adoptive hometown of Santa Cruz, where he made new friends and thoroughly enjoyed his retirement at Dominican Oaks.

Aside from his distinguished practice of medicine, Bud was an enthusiastic World War I and World War II aero historian. In addition, Bud devoted much of his free time as a volunteer medical advisor to local Bay Area chapters of Alcoholics Anonymous, an activity that brought him international notoriety among his colleagues.

Bud is survived by his 3 sons, Francis Robert Jr, Thomas Augustine (Elizabeth), John Theodore (Roslyn) and his daughter Maura Denise as well as grandchildren Heather Benson (Mark) of Portland, OR; Lindsey Schwartz of Palo Alto, CA; Haley Schwartz of Campbell, CA; and Jack, Mary and Kelly McGinn, all from Aptos, CA, as well as his great-grandchildren Luke and Taylor Benson.



Burial at St. John's Cemetery will be private.

Ed Note. Although Bob was not a United pilot, he touched many United Pilots' lives as the SFO Flight Surgeon. *Editor George E*

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

William "Mike" Cooke



William "Mike" Cooke passed away Thursday, April 16, 2020 due to complications from a stroke.

Mike was born March 3, 1937 in Dallas, TX to the parents of Billy and Marjorie Cooke. He attended Billings High School in Billings, MT. and then the University of Wyoming in Laramie where he played baseball.

After graduating from college, he joined the Air Force and became an Instructor Pilot at Moody AFB, Valdosta, GA. While in the service, he met Joan DeMotta and they were married at Randolph AFB, San Antonio, TX.

After leaving the Air Force, Mike went to work as a pilot flying internationally for Pan American Airlines and then United Airlines.

They lived in the San Francisco Bay Area for 30 years where they raised their two children, Scott and Courtney.

Mike enjoyed attending golf matches, baseball, softball and soccer games.

Mike and Joan then left California and moved to Austin, TX. where they made their home at Onion Creek. Mike was a member of the Onion Creek Club where he was an avid golfer and enjoyed playing cards.

He is survived by his wife Joan of 55 years, (son) Scott and Jennifer Cooke and their sons Ryan (17) and Sean (14), (daughter) Courtney and Tony Hurley, and their sons Travis (14), Tyler (13) and TJ (11), all from the Bay Area as well as his sister, Betty Denham of Columbus, ND.

A celebration of Mike's life will be scheduled for a later date.

*To the World he was just an airman;
To his family he was the world.*

James S. Gardner



James S. Gardner, 86, passed away peacefully surrounded by loved ones at The Atrium on the Navesink, on Tuesday, December 3, 2019. He is now with the love of his life Hallie, lovingly referred to as "Magnolia".

James was born in Flushing, New York. He proudly served in the U.S. Navy, and became a fighter pilot. He flew off the USS Intrepid aircraft carrier, where he has a "Seat of Honor". During his naval career he became "Top Gun" in his squadron. He received the Noel Davis Trophy; it was the highest honor that may be earned by a Naval Air Reserve Squadron in peacetime. Following his service in the navy he enjoyed a fulfilling career as a pilot for United Airlines until his retirement.

James and Hallie resided in Colts Neck for fifty years where they raised their family. They were long time parishioners of St. Mary's Church in Colts Neck. James also enjoyed tennis, golf and was an avid Yankee fan.

He was a devoted and loving husband, father, and grandfather. He was predeceased by his loving wife Hallie. He is survived by his daughters Hallie Gardner of Charlotte, NC, Kelly Lutz of Hamilton, NJ, Carrie and her husband Michael Coan of Wall, NJ, his son James and his wife Cristi of Scottsdale, AZ, and by his nine loving grandchildren.

Visitation will be on Sunday Dec. 8th, from 4:00 to 6:00 PM at the Holmdel Funeral Home, 26 South Holmdel Road, Holmdel, New Jersey. A Funeral Mass will be offered on Monday, Dec. 9th at 10:00 AM at St. Mary's Church, 1 Phalanx Road, Colts Neck, NJ. Burial will be private.

In lieu of flowers, donations in his name may be made to: Intrepid Fallen Heroes Fund, Attn: Contributions, One Intrepid Square, W 46th Street & 12th Avenue, New York, NY 10036. FallenHeroesFund.org.

To post a condolence for the family please visit his page of tributes at

www.holmdelfuneralhome.com

Frederick Mario Nizich



Frederick Mario Nizich, 92, passed away peacefully on May 25, 2020, in Tarboro, NC, where he and his wife, the former Betsy Ausbon of that city, had lived for the past five months.

Mario was born on July 12, 1927, in Springfield, Massachusetts, son of Elvira and Gaspar Nizich.

The family moved to Hartford, Connecticut, where he became an Eagle Scout and graduated from high school. His love of flying started with his first lesson at age 15, earning his private pilot license two years later. Later that year (1945) he joined the U.S. Navy and began flight training. He was selected to perform a simulated aircraft carrier landing as part of the International Air Exposition in 1948 while earning his wings as a Flying Midshipman.

In 1949, while assigned to NAS Norfolk in VS-24, he met Betsy in Virginia Beach. They were married three years later, while he was a flight instructor in Pensacola, Florida. Mario served in Quonsett Point, Rhode Island and aboard the carrier FD Roosevelt before resigning from the Navy in 1954 as a lieutenant to fly for United Airlines. In 1957, he co-piloted a flight that successfully landed a DC-7 without landing gear, with no injuries. The crew received United's outstanding flight crew award.

Mario and Betsy lived in Huntington and Cold Spring Harbor, New York, where they became the proud parents of two sons, Gregory Scott (Sharon) of Gilford, New Hampshire, and Stephen Glenn, of Apex, North Carolina. A very great joy of their lives has been their granddaughter, Alexandra Claire Nizich, of Chicago, Illinois.

In 1977, they moved to Cary, N.C., where they were very active members of MacGregor Downs Country Club and St. Andrew the Apostle Catholic Church, where Mario was a member of the Parish council and Betsy was the wedding director. He contributed to efforts to allay hunger in Haiti and supported a young South American man throughout the young man's school years.

During the last two years of his career with United, Mario flew 747s out of O'Hare Airport in Chicago. Betsy and Mario took that opportunity to explore and enjoy "The Windy City," spending many long weekends there and considering it a second home. After retirement, they continued playing golf with friends and traveling the world.

A life-long artist, Mario served as president of the Fine Arts League of Cary and often displayed paintings in shows at the Page Walker House in Cary. He was able to use his passion for flying by painting the beautiful scenes only visible from aloft.

No funeral services are planned due to covid 19. His ashes will be interred at a private ceremony for family members. His family requests that in lieu of flowers memorial contributions be made to either Covenant House New York or the Raleigh Rescue Mission.

Donald L. Onofrio



Jan. 1, 1937

—
May 29, 2020

L-1011 1985 - 1987 Pan Am Hybrid Livery 1985 - 1987



Robert Eugene Parshall

Nov 7, 1931 – Aug. 29, 2019



Robert Eugene Parshall was born on November 7th, 1931 on his grandmother's farm in Edison, Ohio.

The oldest of three children, Bob grew up building and fixing cars, sometimes in his parents' basement.

Out of school, he joined the United States Navy where he became a Naval Cadet and learned to fly airplanes.

He met Joyce while stationed at Brown Field in San Diego and they married in 1958 and had two sons, Scott and Kent.

Bob went on to join the Ground Controlled Approach Unit in Olathe, Kansas and the Naval Aviation Safety School at the University of Southern California. He was stationed in Iwakuni, Japan for 15 months with his squadron, where he discovered a love for photography.

In 1965, Bob began flying for United Airlines, where he enjoyed a long career. His favorite routes were flying to Hawaii and New Zealand.

He retired in 1995 and divided his time between Iowa and Nevada. Bob spent his retirement traveling to England to research the Parshall family name as well as collecting and fixing Jaguar cars. He and Joyce made many dear friends during their travels. He will be deeply missed.

Bob is survived by his wife, Joyce, brother Richard, sons Scott and Kent, daughters in law, Tammy and Sandy, grandsons, Adam, Garrick, Christopher, Trevor, and Ryan, and great granddaughter, Phoeby.

*Now gallant boy,
pursue thy happy flight
with swifter motion
haste to purer light.*

George Lee Temple epitaph
British aviator 1917

A Pilot's Epitaph

by Bob Kirkby

Don't cry for me for I have flown
Above the earth, above the clouds
Above the crowds in space so free.
My open biplane pleasure gave
Beyond duty's call, beyond compare.

One with the sun,
We've risen together, earth to sky.
Mile long shadows I've watched appear,
Stretch one farm house to the next
Extending morning's greeting.
My plane has flown itself
Whilst I absorbed the twilight beauty
On air so clear, it isn't there.

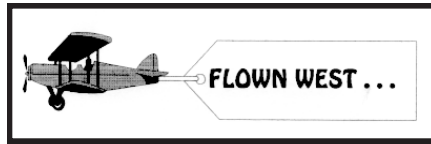
O'r fields of yellow we have soared
Two thousand feet, the hawk and I.
I've kissed the clouds, and in the sunlight
Scribe the ground with shadow pen.
Skimmed the surface, hopped the fence,
To wif Canola's pungent fragrance.

The mountain gorge I've ventured through,
Been humbled next to granite peaks
Unequaled in magnificence,
Swept the valleys' morning mist
Then climbed to hop a snow-capped ridge.

And, yes, I've flown the scud as well,
Felt the ceiling crashing down
While dodging obstacles up close
And searching for a nest to rest.
A miracle I've also seen, when suddenly
The sky was clear for two miles square,
An airport in the centre lay.
God must have found it, I could not.

Most beautiful of all from high
Is sunset's crimson glow,
Bursting forth from Rockies' spires,
Fading to every hue of blue.
To be replayed at will,
By flying higher and higher.

Don't cry for me, but cry for those
Who have not flown.



Robert E Parshall	Aug. 29 2019
James S. Gardner	Dec. 3, 2019
William “Mike” Cooke	Apr. 16, 2020
Frederick Mario Nizich	May 25, 2020
Larry Wright	May 26, 2020
Donald L Onofrio	May 29, 2020
* Dr. Francis Robert “Bud” Schwartz (SFO Flt Surgeon)	Jun 3, 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



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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—randvryan40@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

