
rupanews



57th
Year

Journal of the Retired United Pilots Association



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— OFFICERS —

President Emeritus: The late Captain George Howson

President: John Gorczyca..... 916-941-0614.....rupapres@rupa.org
Vice President: Don Wolfe..... 530-823-7551.....rupavp@rupa.org
Sec/Treas: John Rains..... 802-989-8828.....rupasectr@rupa.org
Membership Larry Whyman..... 707-996-9312.....rupamembership@rupa.org

— BOARD OF DIRECTORS —

President — John Gorczyca, Vice President — Don Wolfe, Secretary Treasurer — John Rains,
Rich Bouska, Phyllis Cleveland, George Cox, Cort de Peyster, Bob Engelman,
Jonathan Rowbottom, Bill Smith, Cleve Spring

— COMMITTEE CHAIRMEN —

Cruise Coordinator..... Rich Bouska rbouska1@comcast.net
Eblast Chairman..... Phyllis Cleveland rupaebblast@rupa.org
Retirement & Insurance Chairman Bob Engelman rupari@rupa.org
RUPANEWS Manager/Editor..... George Cox rupaeditor@rupa.org
RUPA Travel Rep..... Pat Palazzolo rupapasstravel@rupa.org
Website Coordinator..... Jon Rowbottom rowbottom0@aol.com
Widows Coordinator..... Carol Morgan rupawidows@rupa.org
Widows Coordinator..... Patti Melin rupawidows@rupa.org
RUPA WEBSITE..... http://www.rupa.org

— AREA REPRESENTATIVES —

Arizona

Tucson Toros...Randy Ryan..... randyryan40@msn.com

California

Dana Point...Joe Udovch..... jjudovch@yahoo.com
LAX South Bay...Sharon Crawford..... captaincrawford@verizon.net
Monterey Peninsula...Phyllis Cleveland..... one747czi@redshift.com
SAC Valley Gold Wings...John Gorczyca..... jsgorczyca@gmail.com
San Diego Co...Mark Mayer..... mark777mayer@gmail.com
SFO Bay-Siders...Larry Wright..... patlarry@aol.com
SFO North Bay...Bob Donegan..... fatherdon@aol.com
SFO East Bay Ruparians...Neil Dahlstrom..... 4tamdahl@sbcglobal.net
Rich Bouska..... rbouska1@comcast.net
The FAT Flyers...Paul Nibur..... p.nibur@outlook.com
Thousand Oaks... TBD

Colorado

DEN Good Ol' Pilots...Tom Johnston... thomasjohnston2@hotmail.com
Stanley Boehm..... spboehm@comcast.net

Florida

JAX: Florida First Coasters ...Jim Peterson jepeter44@gmail.com
N.E. Florida...Lowell Johnston..... low1789@aol.com
The Ham Wilson S.E. Florida Gold Coast
October thru April...Lyn Wordell..... lyndenw@aol.com
May thru Sept....Jim Morehead..... moreheadjames@aol.com
Art Jackson..... arthjacks@aol.com
S.E. FL Treasure Coast Sunbirds...Bob Langevin... bob134997@aol.com
Sarasota Sunsetters...Chris Wingardh..... chriswingardh@me.com
S.W. Florida...Gary Crittenden..... gjcritt5@comcast.net
Tampa...Matt Middlebrooks..... immbrooks1@verizon.net

Hawaii

Hawaiian Ono Nene's...Janet Ishikawa..... janet.ishikawa747@gmail.com
Big Island Stargazers...Linda Morley-Wells..... lmwj@earthlink.net
Beth Ann Raphael..... berapha@aol.com

Illinois

Greater Chicago Area ...Bob Helfferich..... flybikebob@earthlink.net
Dick Kane..... richaka4@aol.com
The Joe Carnes RUPA Group...Walt Fink..... ok3wire1@att.net

Nevada

Las Vegas...Jack Donahue..... jldonahue@alumni.nd.edu
Reno's Biggest Little Group...Gary Dyer..... gdtahoe@att.net
Lyle U'ren..... captlylej@aol.com

New York

New York Skyscrapers...Pete Sofman..... psofman@gmail.com

Ohio

Cleveland Crazyes...Phil Jach..... jach@gwis.com

Oregon

Oregon Coasters..Larry Farnsworth. captainlarryfarnsworth@gmail.com
The Columbia River Geezers....Steve Barry..... sbarry72@comcast.net
Intrepid Aviators of Southern Oregon..Bob. Niccolls.bniccolls@live.com

Texas

Houston Tex-Mix...Ross Miller..... flyby321@aol.com

Washington

PNW Flyers...Cort Depeyster..... cortreno@aol.com
Seattle Gooney Birds...Henry P. Kerr..... henrykerr41@gmail.com

Washington D.C. Area

Washington D.C...E.K. Williams Jr..... ekwj@earthlink.net
Williamsburg, VA/Hampton Roads Area...
Jim Krasno..... krasnoj@earthlink.net

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



In this Issue

About the Cover . . . Sky Lease Cargo MD-11F

President's Letter . . . **John Gorczyca** updates some recent United happenings as well as other items of interest. Check out the flashback photo of a USAF colleague.

Vice President's Letter . . . **Wolf Man** shares his interesting flashback about a Tokyo layover. Was he there? Or wasn't he?

From the Editor's Desk . . . *Editor George E* includes some musings of the magazine and a security measure you might want to take with your personal accounts. It's called multi-factor authentication, or MFA and it may be well worth it.

R & I Report . . . A very interesting 1st person account that paying cash might be cheaper than the copay if using insurance. However, there is a catch. Read **Bob Engelman's** article for the details.

Travel Report . . . Our intrepid traveler, **Pat Palazzolo**, give you tips on *Exploring the land of the pharaohs*. In addition, there are some changes in Pass Travel you will find interesting.

A Look Back . . . Magazine covers of the **RUPANEWS** from 10 & 20 years ago. Are you signed up for the e-Edition of the **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 to have it emailed to you.

United Airlines Historical Foundation . . . Things have changed at the Training Center in light of the Coronavirus. **Marv Berryman** sent in some photos of the "new normal".

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. Thanks RUPA Luncheon Coordinators!

There I was . . . Your response to this new section, and RUPA member **Mike Ray's** artwork, has been overwhelming. mikeray@utem.com. I think you'll find this month's stories quite interesting as well. I want to acknowledge **Mark Schwing** for putting the "There I Was. . ." bug in my ear.

Scam Alert . . . They're phishing again. Check this real life phishing email your editor received.

Articles . . . We have your regular infusion of industry and UAL articles. And of course, medical and health related subjects.

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 . . . Your luncheon contacts.

About the Back Cover . . . Upper: Under the Hawaiian Sun at HNL Gate G4.

B737-800 (N37267). Photo by **Capt. Dano Robinson**, LAX

Lower: Under a Guamanian full moon at A.B. Won Pat Int'l Airport.
B737-800 (N79279). Photo by **Capt. TL Johnson**, GUM.

Local NOTAM (This page)

The information below is a USPS requirement to be in the magazine.
It is not the address to send your dues. That address is on the previous page.

RUPANEWS (USPS 017-562) is published monthly for members for \$25 per year (see above for how to pay) by the Retired United Pilots Association, 4080 Errante Dr., El Dorado Hills, CA 95762-7636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

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President's Letter

John Gorczyca rupapres@rupa.org



As the months go by, I hope and pray we have a conclusion to this pandemic that has drastically changed our lives. You know what they are saying about 2020. It went viral faster than anyone thought it would. My plans as the RUPA President were to visit the various luncheon groups throughout the country during my tenure. Well, those plans were curtailed rather quickly with the current situation we are experiencing. Now that the country is on virtual lockdown, the nail salons, hair salons, barber shops, waxing centers and tanning places are closed. My wife tells me it's about to get ugly out there.

For your distinct information, United Airlines plans 26 more international routes in September. UA continues to ramp back up its globe-spanning international route network with 8 long haul routes set to begin or resume in September. There are plans to connect Chicago with both Hong Kong and Tel Aviv while also resuming a number of European and Indian routes from Houston, Newark and San Francisco. Flights between Los Angeles and Sydney are also due to resume in September. Other international additions include 20 routes to Latin America including Los Cabos and Puerto Vallarta from Denver.

All told, United plans to fly systemwide 37% of what it flew last September. The International Air Transport Association (IATA) does not expect the number of flyers to return to 2019 levels until 2024. United plans to furlough about a third of its pilots, around 3,700, between 2020 and next year. Also on the United front, they plan to consolidate United Express operations. They will only renew a contract with either Express Jet or CommutAir. Additionally, the FAA has issued an emergency AD for 2000 registered B-737 NG and classic aircraft, warning of possible corrosion on parked planes that could possibly lead to a dual engine failure.

On another note, I would like to inform you of the huge loss of United pilot retiree, Joseph Stans. As Ruparian Randy Ryan stated so eloquently "Joe was a strong ALPA guy with a brilliant mind who was fun to be around, fun to listen to, wrote very funny stuff, and spoke with insight on the issues of the day. And, he had a very warped sense of humor". He will be missed in the United retired community. God speed Joseph.

I am sure many of you were as intrigued as I was with the success of SpaceX's first ever crewed mission. NASA is very optimistic about the future of human spaceflight. I think most of us would have been ecstatic to be given the opportunity to slip the surly bonds of earth and looked back at the wonderful planet we live on. Anyhow, a SpaceX crew Dragon capsule carrying NASA astronauts Bob Behnken and Doug Hurley splashed down successfully in the Gulf of Mexico wrapping up the company's historic Demo-2 test flight to the International Space Station. Demo-2's launch was the first orbital crewed mission to depart from US soil since the final flight of NASA's space shuttle program, back in 2011. According to NASA Administrator, Jim Bridenstine, the nation is poised to make this drought a distant memory. And so it goes, another tremendous aeronautical achievement.

As mentioned in a recent eBlast from the Executive Committee, you can receive the RUPANEWS by email. If you so desire to receive it electronically you may contact our Secretary-Treasurer, John Rains, at rupasectr@rupa.org and inform him of your desire. The email edition of the magazine is a color edition. Selecting this option will save RUPA an enormous amount of production and postage costs. Further, you will receive a copy of the RUPANEWS much sooner. You will still have the option of receiving a hard copy of our magazine.

Lastly, I would like to include a picture of a friend of mine who I knew while I was in the Air Force stationed at Andrews Air Force Base, Maryland. We were both Presidential support pilots at Andrews and we spent many good hours together. His name is Ed Yielding and he is famously known for having set the speed record for flying from coast to coast in the SR-71. Ed set the record in 67 minutes and 54 seconds which still stands to this day. The SR-71 he flew is now on display at the Washington Dulles Smithsonian Museum. If you are ever in the Washington DC area, go have a look.

Best of luck to you all during this period of time. Keep your chin up as there is light at the end of the tunnel.

Still Flying High,

John Gorczyca



**W
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e**

New Member

- Albert L Dugas
- Douglas "Doug" R Smith
- Steve Algorri
- Thomas "TL" Leo Johnson
- William "Bill" "Willie" T. Browne
- Jean Michel "Frenchy" Fernand
- David "Joe" J. Wilkins
- Donald "Donnie" C Moore
- James "Jim" E Dolnik
- Jon B Dudley
- Frank "Frankie" Palombi
- Steven "Steve" D Claypool

DOM

- DEN
- ORD
- LAX
- GUM
- EWR
- DEN
- SFO
- LAX
- LAX
- LAX
- IAD
- SFO

Spouse

- Joan
- Debra
- Maria
- Dee
- Karen
- Shelley
- Cindy
- Julie
- Colleen
- Christina
- Carol

Home

- Parker, CO
- Naperville, IL
- Monrovia, CA
- Las Vegas, NV
- Sarasota, FL
- Colorado Springs, CO
- Longmont, CO
- Glendale, AZ
- Carlsbad, CA
- Pasadena, CA
- Oakdale, PA
- San Rafael, CA



Vice President's Letter

Don "Wolf Man" Wolfe rupavp@rupa.org



There I Was . . . Or Was Even There?

I really enjoyed the "There I Was" stories in the last RUPA magazine. Kudos to **Rudi Mazander, Larry Cabeen, Gerry Baldwin** and RUPA editor George Cox for sharing their stories. I'm hopeful that a few more of you are inspired to provide an entertaining experience from your career.

In the early 90's **Tom Trees** and I were F/O's on a 3-pilot trip to Narita in the 747-4. Tom has an outstanding sense of humor and it promised to be a fun trip. We were staying at the Nartia Hilton near the airport. The evening began by going to the hotel lounge where pilots from all over the UAL system met for a brew and popcorn. Music was provided by **Mark McConnell**, a large cowboy we affectionally called "Girth Brooks." Girth wore a black cowboy hat, played acoustic guitar and tipped the scales at well over 3 bills. He was actually a very good musician. We enjoyed a few songs, shared some flying stories then got on the bus for the ride to town.



Mark McConnell



Green Street, Narita

Arriving in Narita we followed "**Green Street**" to some of the old haunts: **The Barge, Jetlag Club, Flyers, The Bon, and The Noodle Shop** were all good options. Then it was Karaoke singing at **The Cage** followed by a final stop at **The Truck**. This famous bar was located inside a large semi-truck trailer in a parking lot near the layover hotel. Drinks were purchased inside the trailer and the patrons stood outside or sat in fold up chairs. **The Truck** was eventually upgraded to a double-wide building with a dance floor and Karaoke stage. I once saw HNLCP

John Carter sing a Sweet Baby James song in the New Truck that brought a packed house

to their feet with cheers and applause. We tried to talk John in to singing a duet with Girth but it never happened.

The next day Tom and I met for the Hilton breakfast buffet. This meal included more visiting with UAL pilots from around the system. Tom and I had the feed



The Barge Inn, Narita

bag on for a couple of hours so I suggested that we walk over to the Driving Range for some exercise. B-747-4

Captain Vic Bergevin and I went to the range on a previous trip and it was a great experience. As a matter of fact, Ole Captain Vic put on quite a display over there by "calling his shots" AND actually making the shots happen! Following that trip I made the mistake of inviting Captain

Vic over to play golf in "the pilot group" at Silverado CC. in Napa, CA. The fact that Captain Vic was NOT wearing his uniform pants like the rest of us should have been clue that he was a serious golfer. I recall that he won most of the bets.

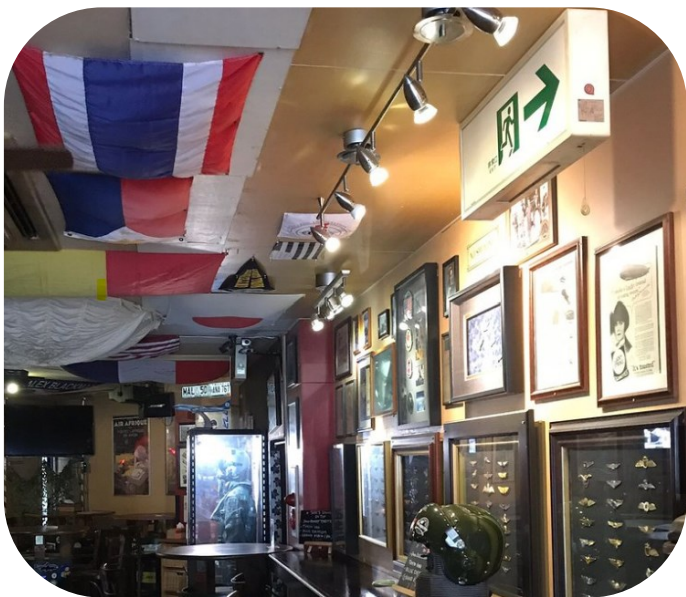


The Cage, Narita

Anyway, Tom and I marched over to the driving range to hit golf balls. The Narita Driving Range is a first class operation comprised of a triple decker building with a beautiful lobby, bar, and snack bar. Tom and I selected a few clubs and were asked to sign in on the ledger. I signed in as CEO Richard Ferris and Tom as VP Jim Guyette. We proceeded to the elevator and went to the upper deck. Things were going great until Tom “shanked” a ball off of the end of his club. The ball went pinging and banging around inside the roof like a pin ball for the next 10 seconds sending every human being on the upper deck screaming and diving for cover. Tom and I could not contain ourselves from laughing at the mayhem caused by the errant



The Bon, Narita



The Jet Lag Club, Narita

shot. As the ball lost energy and rolled to a stop, it became intuitively obvious to the most casual observer that “Richard and Jimbo” had worn out their welcome. It was time to leave the building so Tom and I “social distanced ourselves” over to the elevator and fled back to the safety of the Hilton.

It’s just occurred to me that Tom and I forgot to sign out on the ledger that day. I wonder if Richard or Jimbo ever received a bill for damages or were fined for not completing the paperwork. Ahhh, another story for another day!



That’s it from
Center Seat Coach.

Wm



The Driving Range, Narita

From the Editor's Desk

George Cox rupaeditor@rupa.org



I can't believe the amount of "Birthday" and "There I Was. . ." letters I've received. Incredible! Keep it up. Send photos too. You've told me you love the *RUPANEWS* photos. **Mike Ray's** artwork has caught your eyes too. Thanks Mike.

One letter this month in particular, from **Karen Kahn**, mentions an exchange she had with the late **Milt Jines** about his fabulous *Skyclopedia*. Although I never met Milt, I used *Skyclopedia* and also received a beautifully composed, and downright artistic letter from him when I sent him a question about his *Skyclopedia*. See Karen's letter from Milt in the "Letters" section. It's a work of art.

Kingsley Purton shares a poem, *A Family's Dilemma* penned by his bride in 1961 for those away from their families. It was actually when **King** was away on military duty but could certainly apply to airline pilots away on extended trips. And there are more stories from Ruparians in the "There I Was. . ." and "Letters" sections.

I've included an article from Flying Together on Multi-Factor Authorization, or MFA, on the next page. If you have accounts on-line then it might be of interest to you. In essence, MFA is another layer of protection to help keep hackers from accessing your accounts. You may have experienced MFA if you have an on-line checking account. When you try to sign into it, you may be sent a code to your email or phone number on file. You then need to input that code to complete the sign-on. It's just another level of security, even if someone knows your password.

Reader Feedback - I've received some valid questions great constructive feedback:

Q. Why not put a committee members' email on their respective page reports? DONE!

In fact, in the *RUPANEWS* e-Edition, we've included links to all the email addresses in the entire magazine. All you need to do is click on the address and it should open your email account.

Q. When is my renewal date? I can't find it on my label? That was a mailing oops. FIXED!

We send a mailing list, including the renewal date, to the mail house every month. That date should go on the label. We have a new mail house and the last issue was their 1st mailing. They simply looked at the previous month's label and copied the format. Well, that issue was also missing the date but was never "written up". Anyway, it's fixed and here's the renewal month gouge: **RENEWAL MONTH GOUGE**: It's your birthday. I also put the Renewal Month Gouge on the back cover above the address label.

From a reader . . .

TODAY'S COVID CLASSICS: (e-Edition folks simply click the link)

1. "Excuse me Captain, Do you know how to fly an airplane?"

From Dirty Harry. <https://www.youtube.com/watch?v=LzbCBfi5-Bw>

In a hurry? Go to 3:00 into the clip.

2. "Who here's flown a 767? Who here wants to fly a 767?"

From *The Unit*, Season 4, episode 2—"Sudden Flight".

<https://www.youtube.com/watch?v=icSFQMvTxwk>

In a hurry? Go to 32:45 into the episode.

Correction:

The cover of the hard copy of the August issue had July, 2020.
It should have said Aug, 2020. The inside pages are correct.



August 2020
RUPANEWS

Protect your personal accounts with MFA (Multi-Factor Authorization)

Flying Together July 28, 2020



Don't Get Hijacked!

As many of you probably saw in news coverage, earlier this month, hackers broke into the Twitter accounts of several politicians, celebrities and major companies in what appeared to be a Bitcoin scam. Former President Barack Obama, Amazon CEO Jeff Bezos, Microsoft co-founder Bill Gates and even rapper Kanye West were among those targeted. The hackers sent tweets from the celebrities' accounts encouraging their followers to send \$1,000 to an anonymous Bitcoin address in exchange for a future repayment of \$2,000.

According to Twitter, the coordinated social engineering attack initially targeted Twitter employees as a means of gaining access to internal systems and tools. After obtaining unauthorized Twitter access, the attackers were able to take control of the high-profile accounts. The attack appears to be the largest and most coordinated attack in Twitter's history, which raises questions about the exploitability of a platform commonly used as a company communication channel.

"Social engineering tactics like phishing or malware continue to be a serious threat during the pandemic" said VP and Chief Information Security Officer Deneen DeFiore. "It's important to remember to be cyber safe and secure especially when many people are working remotely and using social media accounts."

How can you protect your personal accounts?

Begin using multi-factor authentication/two-factor authentication (MFA/2FA) to provide an extra layer of security for your everyday online credentials. MFA/2FA protects your user ID and passwords from compromise and misuse by verifying your identity through a phone or mobile device. With MFA/2FA installed, an attacker cannot login to your account – even if they know your password."

United uses Duo to protect your user ID and password when you access United's network remotely or access sensitive enterprise applications. It can also be used on your social media, shopping and other accounts that allow MFA/2FA. Duo requires a second source of validation, such as a smartphone, to verify your identity. Duo sends a push notification to the user who can then quickly and easily approve the authentication request using the Duo Mobile App with just the push of a button.

Duo can be downloaded from the [App Store](#) or [Google Play](#) at no cost to you or United.

We encourage you to enable MFA/2FA on all your sensitive applications and accounts such as Facebook, Snapchat, PayPal, Ring, Nest and Amazon, as well as your shopping and bank accounts.

Below are instructions on how to enable Duo as your 2FA for Twitter:

Go to your Twitter page and select: Account-> security-> Two-Factor authenticator-> authenticator App-> open Duo and choose add account -> capture barcode and go!

If you have any questions, please email IT-O365-MFA@united.com.

<https://ft.ual.com/news/2020/07/28/mfa-protection>

Editor George Comment. This article refers to the **Duo Mobile** app, not the **Google Duo** video chat app. If you decide to use this Duo security app then enter **Duo Mobile** when searching for it. I've downloaded it but haven't played around with it as most of my accounts already have two-layer authentication.

R & I Report

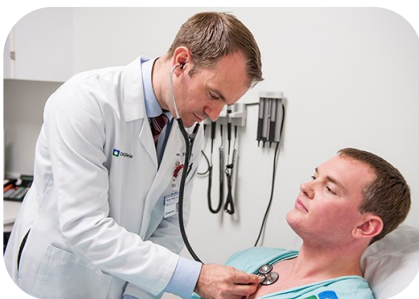
Cash or Co-pay: Which is better?

Bob Engelman rupari@rupa.org

Hello all-

I hope you're all healthy and as happy as can be expected in these strange times. One of our members here in South Florida is recovering from COVID-19 as I write this, so Neil, here's hoping you're completely over it by the time this goes to press. To any of you who still think it's a hoax, or over-hyped, as some may tell you, think again.

There's not much to report on the R&I front, so I'll take this opportunity to tell you of my latest travails in the world of our Aetna/Medicare Advantage ESA PPO medical plan. To start with, I go to a cardiologist twice a year for check-ups. I started about seven years ago when I suddenly was very short of breath while pruning some palm trees in my back yard. It was a real surprise, since I'd never had anything like it. My wife insisted on taking me to an urgent care place and I got an EKG and a chest X-ray. Nothing bad showed up.



I next went to a highly recommended cardiologist. He had me do a stress test and a Calcium Score, which is a type of scan. Again, nothing bad showed up and my calcium score was 0, which was great. He listened a little more closely through his stethoscope and detected something that didn't sound quite right in my breathing. He suspected an allergy problem and put me on four meds. Within three days I was back to normal. So no heart problem. I'd never had an allergy issue before, but it happened again a couple of times over the last few years, and I just use the meds and I'm all set.

[BTW the cardiologist was a fantastic guy and I always enjoyed spending a little time with him. Unfortunately, he died in a boating accident about two years ago, just before his birthday and just before he was going to retire. Now I go to his associate, and he's terrific too.]

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

No, a CARDiologist is not the doctor that brings you the "Get Well Soon" card.



So...I was scheduled for another Coronary Calcium Score just to see if there were any changes. I called Aetna to see if it happened to be covered under our new plan and if it was covered if I needed a pre-authorization. It wasn't covered under our old plans, but with this plan it was, but I did need pre-authorization. Now the fun started. I had to contact a company called Evicore, which does the pre-authorizations for Aetna. I did so and was told to have the doctor contact them. I called the doctor's office and was told that they don't do pre-authorizations for this procedure since only a couple of insurers cover it, but that the urgent care center I was going to for the scan has their own pre-authorization department.

I got the "procedure code" from that place and gave it to Evicore. I was told that they still needed the doctor's authorization and it would take about a week to get everything approved.

Okay so far. I made an appointment for it and asked what my co-pay would be. It was more than \$600. BUT IF I PAID CASH, it was \$99. That's what I had paid both times I'd had it done before, when it wasn't covered by our BlueCross BlueShield plan or our Aetna retiree plan. I asked why it was over \$600, for the co-pay and was told that's the contract rate with Aetna.

The moral of the story is that you always need to ask whether paying cash will be cheaper than your co-pay and/or co-insurance. The same goes for prescription medication. I usually check Goodrx.com to see what I'd pay at all the local pharmacies if I paid cash rather than going through our SilverScript plan. A med I just picked up last week was even cheaper at Costco than either of the other two options. Also, pharmacists are not allowed to tell you that because of the contracts between pharmacies and drug companies. They'll tell you if you ask, but they aren't supposed to volunteer that information. So...buyer beware.

Stay well everyone and be careful out there.

Bob Engelman

RUPA R & I

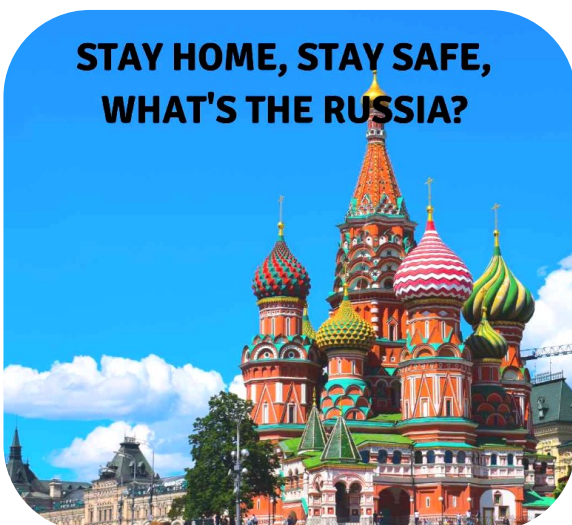
Editor George E Comments: Here are some links for more information (e-edition folks click on the link).

A2019 story from KTVB Ch 7 in Boise, ID:

<https://www.ktvb.com/article/news/health/cash-vs-insurance-a-little-known-option-could-save-you-money-on-medical-bills/277-3075953b-6e78-4587-8f0c-ef0da35554b2>

Mayo Clinic explanation of Coronary Calcium Scan:

<https://www.mayoclinic.org/tests-procedures/heart-scan/about/pac-20384686>



RUPA Pass Travel Report

September 2020

Captain Pat Palazzolo

rupapasstravel@rupa.org

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

Exploring the land of the pharaohs

Hello fellow aviators,



If you're eager to explore and witness thousands of years of history and you can handle traveling in a very third world country, then Egypt may be an option for you. Egypt is generally not a pretty place. The infrastructure and amenities that you may be used to are far different. A dirt poor standard of living is apparent almost everywhere. Those you come into contact with as a tourist depend more on your tips than what they are paid in order to survive. OK, enough of the sugar-coating.



Great Temple of Ramses II

Overview: Tourists tend to go to one of two places in Egypt, the Nile River Valley with its historic sites or eastern Egypt with its Red Sea resorts. If you want to do the resort thing, it's much easier just to go to Hawaii. But if you're interested in seeing history as it was thousands of years ago, then the Nile River Valley may be what you're looking for.

The Nile River flows northward from sub-Sahara Africa and empties into the Mediterranean. Along its route it irrigates miles of arable farm land that has fed Egyptians for thousands of years. Outside of the Nile River Valley is desert.

Four main population centers are found along the Nile. From the north, Alexandria, which lies at the Nile delta along the Mediterranean. Next further south, Cairo, which will likely be your point of entry. Cairo is 30 minutes by car to the pyramids of Giza.

Further south is Luxor, the cultural center of ancient Egypt, located next to the Valley of the Kings and Valley of the Queens where the tombs of the ancient royalty are located. Luxor also contains more monuments than any other city in the world.

Further south is Aswan, Egypt, home of the dark skinned Nubian people (who also live further south into Sudan) who are descendants of several Nubian royalty.

Located just south of Aswan is the town of Abu Simbel, the site of Ramses II Temple.

The nuts and bolts of visiting Egypt: A visa is required to enter Egypt and for passport holders of the US and other countries they can be purchased at the airport.

We receive Medium ZED fares on Egypt Air. Egypt Air flies to Cairo from JFK as well as many European cities including Frankfurt, Munich, London, and Paris. Since I live on the west coast I found connections in Frankfurt the best option for me. Lufthansa also flies to Cairo from FRA and MUC.

Within Egypt you can either use a ZED ticket on Egypt Air between cities, or pay full fare on a couple of low-cost carriers. When traveling in Egypt my best advice is: **be patient!** It's not what you're used to so please don't expect it to be.

Unlike in the US, tickets purchased in Egypt are refundable with a small surcharge like \$12. But things always change, so if you go that route, check the booking site you're using to make sure!

Because travel in Egypt may be more unpredictable than other countries, you may want to take advantage of the hotel deals offered through the Accor Hotels on *Flying Together*. Most of the Accor Hotels (such as Novotel and Mercure) will give you same day cancellation, usually as late as 6PM.

What to see: The only reason to visit **Cairo** is to go to the nearby pyramids, and Sphinx, and to visit the amazing Egyptian Museum. An entire floor contains the gilded contents of King Tut's Tomb.

I would recommend that women not walk alone in Cairo, and I would urge everyone to exercise situational awareness around them at all times that they would normally expect to do in any third world country. If tourists encounter crime, it is most likely to be crimes of property.

When I arrived in Cairo I learned that the Uber pick up spot is in the airport parking lot at a certain location. As I waited, two cars drove up separately and told me they were my Uber driver. Neither of them had the license plate number that showed on the app. The second one to try this told me there was a change of plans and he was supposed to pick me up. I asked him what my name is (it's on the app). He looked at his phone and then said, "John." "Nice try." I told him.

If you're going to visit the pyramids and sphinx, go to Trip Advisor and sign up for a half day tour. Most tours include about a 20 minute ride on a camel, a photo of which you may want to include in your next holiday letter.

My car arrived at the hotel promptly at 9:00AM with a young female guide and her friend who did the driving. She knew where to go and what to share with me about the history of what we were seeing. There are small entrance fees to visit these monuments. Except for the Great Pyramid. That one will set you back \$40 to enter. And if you do you'll follow a byzantine path of tunnels, stairs and even ladders. You'll eventually crouch through a narrow tunnel and when you're finally able to stand up you'll realize you're standing in the burial chamber of King Cheops and you'll be staring at his sarcophagus across the dimly lit room. His body was stolen thousands of years ago by thieves.



If you're efficient, you can have your guide drop you off after lunch at the Egyptian Museum for the rest of the day. Just tell them in the morning what you want to accomplish and they'll try to accommodate you. The contents of Tut's tomb is a sight to behold.

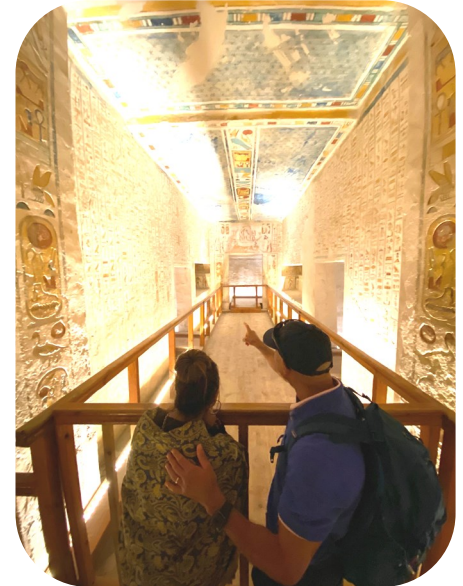
Continued ...



Other than Cairo, the other cities are much more tame and tourist friendly.

Further down the Nile is **Luxor**, the ancient capital of Egypt and home to hundreds of monuments and temples. The Valleys of the Kings and Queens are a must especially if you want to walk down inside the magnificently painted and ornate tombs.

And even further south is the city of **Aswan**, the center of Egypt's Nubian culture. The dark skinned Nubians occupy southern Egypt and much of Sudan. If you are looking for some time to relax with beautiful Nile views and excellent food and hospitality, you came to the right place. Here the *Sofitel Legend Old Cataract Hotel* built in 1902, has catered to some of the world's most renowned people of history. You can walk down the halls and stroll through Winston Churchill's suite, or Agatha Christie's room where she wrote "*Death on the Nile*" and where an old typewriter still sits on her desk. Staying at the Old Cataract were quite a few relaxing and beautiful days during our trips.



Tomb in the Valley of the Kings

The Old Cataract Hotel is a part of the Accor group and, as such, we get a terrific discount. In high season it's pretty good and in low season (summer) it's terrific (but also quite hot in Egypt)! Go to *Flying together* and under *Discounts*, search for Accor. And if you do travel and stay at a lot of Accor hotels, download the Accor app. After you sign up for an Accor account on *Flying Together*, and then sign in on the app, it will know you're eligible for the United discount and you won't even have to go through Flying Together any longer to reserve with a discount.

After you've stayed a couple of days or so at the Old Cataract, go to Trip Advisor and purchase a one day tour to Ramses Temple in **Abu Simbel**. The iconic temple Ramses II made for himself (see photo) and a neighboring one for his Nubian wife Nefertiti, are awesome to walk through.

Nile Cruises: Lots of tourists like to take Nile Cruises between Aswan and Luxor (they go in either direction). There are too many to count. I've been twice and the first one I took in 1995 was terrific. The second one in January not so good.

The purpose of the cruises are not to take a cruise, but to take you up the river to stop at historic sites along the way. Be aware that when they say "three nights and four days, depending on the operator, two of the three nights are in port either at Aswan or Luxor.

The second cruise I took was disappointing because many of the excursions left the boat before the sun came up or after dark. The first cruise had only daytime excursions. So before you plunk down the money:

1. Read the reviews for this company on Trip Advisor.
2. Call the company and ask for not just the itinerary, but the times of departure and arrival at the different excursions on the itinerary. If they're too vague for your liking, find someone else. And by the way, the cruise I reserved for January had a great photo of a sleek, modern cruise ship. But when we arrived at the dock it was a tired old boat.

I don't remember much about the food on the first cruise but on the second one I would describe as "*dorm food with a flair.*"



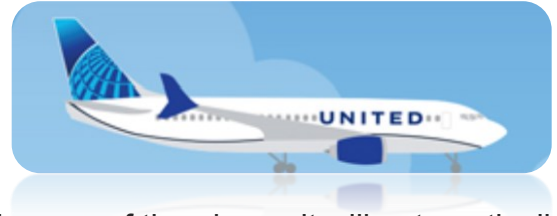
The Nile from the Old Cataract Hotel in Aswan

One last bit of advice, don't go for the cheapest. And make sure there are lots of good reviews and don't forget to call them to find out what the time schedule is, not just the itinerary.

A word about tips: In Egypt, those you come into contact with subsist on your tips. Everyone from drivers, folks who help with baggage, everyone on a cruise boat, etc. The pay they get from anyone who hires them (if they get paid at all) is tiny. If you ask your guide or concierge at the hotel what is typical or expected, they will usually be honest with you.

Attention! SPA is here: By the time you receive this notice, the company will have instituted a non-rev automated boarding process called *Standby Process Automation* (SPA). It reduces the workload for CSRs and gives you a seat assignment one hour out for international trips and 30 minutes out for domestic trips.

The automated logic awards seats based on what the company feels are the most desirable. For Economy, the logic is currently: exit rows first, then windows, aisles and middle in economy plus followed by the same logic toward the rear of the plane. It will automatically try to seat you and your eligibles together whether you want to or not. It will also try to seat you in premium classes if seats are available.



However, more changes are coming down the pike. The company says it will be modifying the logic to allow us to indicate our seating preference before the computer assigns us a seat.

You won't need a paper boarding pass anymore as the United app will automatically update with your seat assignment. However, you can always go to the podium and ask to change seats with whatever is left, or ask for a paper boarding pass.

This is a work in progress, so don't get discouraged if it doesn't initially work exactly as we wish. <https://ft.ual.com/Airport-Operations/Resource-Center/Standby-Process-Automation>

https://ft.ual.com/-/media/UAL_Intranet/Documents/Airport-Ops/Resource-Center-documents/Standby-Process-Automation/SPA_Pass-Traveler-FAQ.pdf

Final item: United has a new Flying Together app that is getting fairly good reviews. However retirees weren't eligible to use it when it first came out but the company has told me it will be available for retirees in September. You must download it from Flying Together, not from the Apple App Store or the Google Store.



Cheers mates,

Pat



A Look back

Thanks to Duke Knief for this 2002 Blast from the past.
I'm not sure my kids even know what a palm pilot is.

<https://en.wikipedia.org/wiki/PalmPilot>

Mother Goose & Grimm

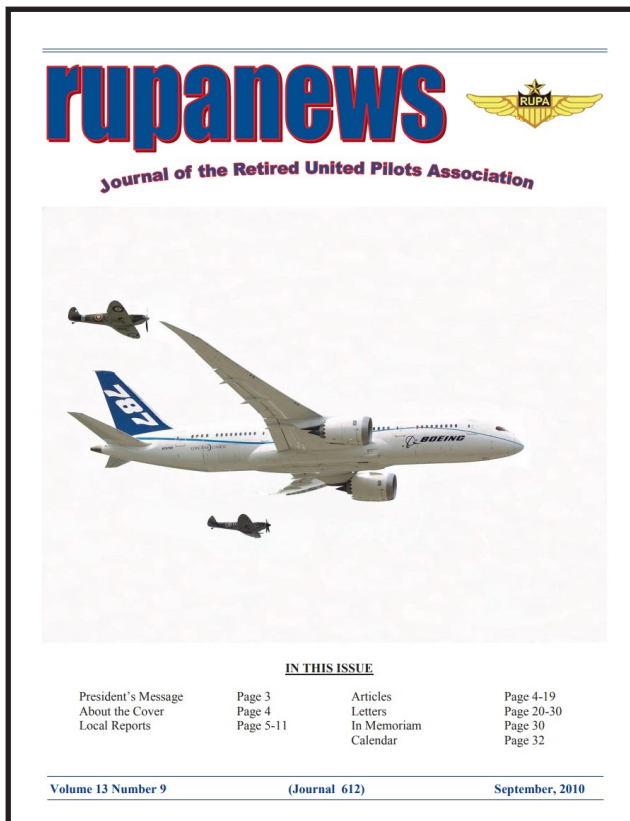


Blasts from the past
Do you want to read earlier copies of the *RUPANEWS*?
Check our on-line Archives with issues back to Feb 1999

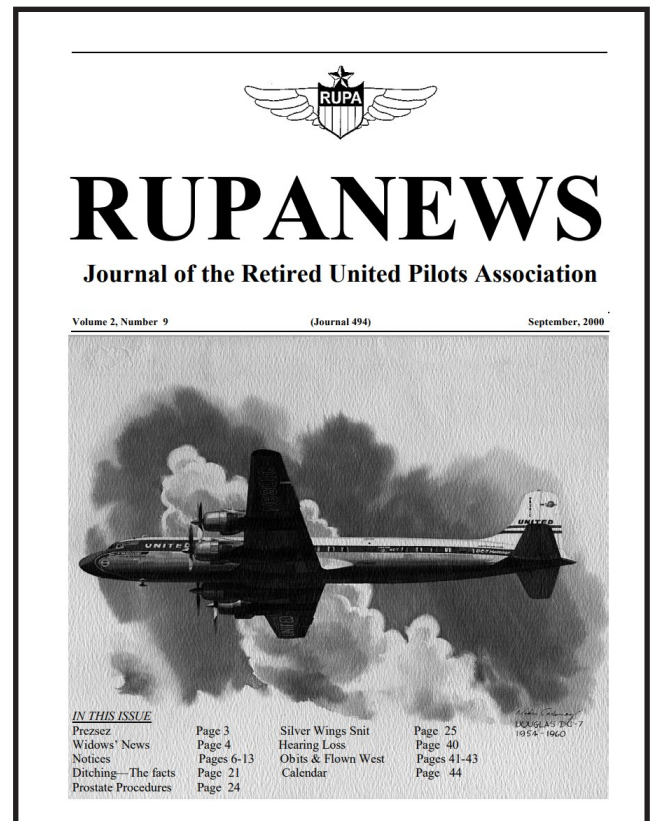
www.rupa.org/rupa-news



10 years ago - Sept 2010



20 years ago - Sept 2000





United Airlines Historical Foundation
"Preserve the Past, Inspire the future"
www.uahf.org

Flight Training Center (FTC), formerly DENTK, has changes due to Covid-19



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



LUNCHEONS

The Big Island Stargazers

It was a beautiful, tropical day for our July meeting at The Fish Hopper restaurant and the staff continued to pamper us with excellent food and service. Regrets were sent by **David Carlson** and **Winfield Chang** who were unable to attend. **Steve Voit** couldn't make the luncheon but informed us he and his wife are kept busy tending to their fruit and coffee trees. Talk story centered on the September 1st extension of Hawaii's visitor quarantine. Chapter members have taken advantage of uncrowded boats for scuba diving and hikes to beautiful, empty white sandy beaches with warm turquoise waters. Meanwhile, Kona Village remains quiet with an occasional tourist admiring the beauty of our island. We send Aloha to our fellow Ruparians.

A hui hou kākou.

Linda Morley-Wells lmwjet@earthlink.net



Clockwise: Walt Wells, Linda Morley-Wells, Joan Baldwin, Linde Rimkus, Ebby Pinson, Richard and Gigi Morley, Don Diedrick, Lex Pinson, Al Rimkus, Gerry Baldwin

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

Pete and I made a last minute decision to have lunch at Baja Cantina in Carmel Valley – on the deck. We arrived when they opened at 11:30 and ordered fairly quickly. Tables were spaced well, all the staff wore masks, and customers not eating or drinking were wearing masks. The food was delicious! We lucked out – the sun was out with a slight welcomed breeze. (Not a place I would dine at over a weekend or dinner, but at lunch it felt open and comfortable.) **Steve Filson** joined us – three others had planned to come but last minute issues prevented their attendance.

So in September we will plan on Baja Cantina on the deck for lunch. We will start at 11:30 when they open to beat other people so we will have a table or two big enough. We will definitely need RSVPs because we have to make reservations!

September 11th, 2001 – hard to believe it has been nineteen years. Remembering **Captain Jason Dahl** and **F/O LeRoy Homer, Jr.** United Flight 93, **Captain Victor Saracini** and **F/O Michael Horrocks** United Flight 175, and 13 flight attendants – lest we forget.



Phyllis Cleveland

one747czi@redshift.com

Dana Point

Though our regular haunt, The Wind And Sea, has outdoor dining, we have been playing safe by doing a rolling postponement of our monthly meetings. We've had so many rainchecks it'll be great when we get a big group together again. Meanwhile we have monthly reports from our members - mostly about how we try to pass the time. Here are some of them.

Bill Stewart: We're still enjoying idle decadence here at Reata Glen (a senior living community). Not even close to running out of books, streaming TV, courses on DVD or online, and practicing just plain loafing ... and, of course, naps. So, as long as the beer lasts, and Happy Hour comes before dinner, we'll be fine.

John Arp: I'm finally totally retired from flying the C130. I've been trying for over a year and the company wouldn't let me go. Finally with the help of the pandemic I'm now fully retired. I am going to miss working with the Hollywood squirrels and the Screen Actors Guild in the movies, commercials, and TV shows that I was involved with....Now that **Cheryl** and I can travel more, the Chinese had other plans for us as in a quarantine! We spend half of our time in Las Vegas and the other half in Newport Beach. We have three cruises booked but waiting to see if they will be canceled.

Bill Rollins: Not much happening around here except I go for a walk everyday and try to hide from my wife but it seems I always get caught.

Bruce Dunkle regularly sends us a mix of current events and humor so we know he's not getting bored.

Corey Ferguson says that just like the other airlines JetSuiteX is planning furloughs October 1.

Rusty Aimer posted a nice video on RUPA's Facebook of him and his son taking off in a Phenom out of Palm Springs.

We will consider resuming our normal monthly meetings once there is a vaccine or we all learn how to eat and talk while wearing a mask and hear each other while sitting six feet apart.

Rico Santamaría

ricosantamaria3b@gmail.com

Thanks to Rico for Filling in. - *Editor GeorgE*

Pacific Northwest Flyers

On August 5, 2020, five ardent atmospheric adventurers slipped the surly bonds of earth and alighted at Tacoma Narrows Aerodrome for a RUPA lunch gathering.

Lots of war stories, including UAL characters with whom we flew ensued as well as some politically incorrect jokes. We also honored two of our members who recently flew their final trip west. We will forever remember **Toby Dunlop** and **Wally Weller**. May they Rest In Peace.

An excellent TAF for aviating and enjoying an outside lunch greeted us at the Hub restaurant on the field, with the background music of Lycomings and Continentals.

Any reading this, whom would like to join us, by plane boat or car, later this summer at some yet to be determined airport in the PNW, please contact the author at:

CortReno@aol.com , we'll get you on the growing list.



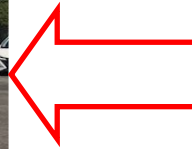
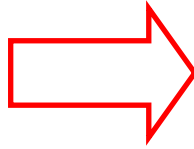
Clockwise: **Jack Bard** , **George Johnson** , **Rico Morales** (active B787 Capt.), **Don Lake** , yours truly. Also photos of the AC flown in by members.

Respectfully submitted

Scribe Cort de Peyster

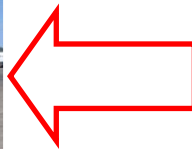
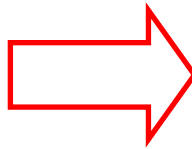
CortReno@aol.com

Jack Bard with his RV-8A



George Johnson with his Piper Geronimo Apache

Don Lake with his Cub Crafters, S2



Cort de Peyster with his Marchetti SF-260B

For e-subscribers, click the picture for info about the model . . . The plane model - not the guy.

San Francisco East Bay Ruperian's Luncheon

It's the same story, only Chapter 4 or so. Our group is still observing the rules put in place by the Governor; six feet apart, wear a mask, and when eating outdoors maintain a safe distance when going to a restaurant.

Not the kind of luncheon this group wants to participate in. Some of our group have reported in, stating they are well, getting out once in a while and thinking it will still be a long time before we can get together again.

With that in mind, I'm including a picture of happier times, namely October 10, 2018 when we could gather together without fear of a virus yet to be discovered.

Rich Bouska rbouska1@comcast.net



Seated around the table in Oct, 2018 clockwise are: **B.S. Smith, Rich and Georgia Bouska, Tammy Dahlstrom, Jerry Udelhoven, Neil Dahlstrom, and Jim Trierweiler.**



ATC: Cessna 123, what are your intentions?



Cessna 123: To get my Commercial Pilot License and Instrument Rating.



ATC: I meant in the next five minutes, not years.

Ham Wilson South Florida Gold Coast Luncheon

August, 2020

For August, the RUPA lunch had plenty of room when people decide they're ready to come out and see their friends again, but it may take a while. 😊🍷

We were having such a good time we almost forgot to get a picture so we asked the wait staff to take this one. We did not have to spray for Covid or spray for bugs or do the floors and we had an absolutely fantastic lunch. Like last month, we were the only people in this huge dining room.

Our next lunch is 10 September, same time, same station.

Many of the active guys were out flying and so we were pleased to be joined by two guys from American Airlines. It appears that we were structuring the merger committee between United and American and so far we've agreed that they will take old people back and so if you haven't got your application then please consider it.

It's also nice to know that my good friend **Gene Anderson** has found something to occupy his time and he told us that he's now a census taker and enjoying it.

I just returned from a fly and drive one-way car trip from South Florida over to Houston by way of many of the islands in the Gulf and places that I had never been to. I also made a stop by Galveston which has grown over the years and it's about an hour and 15 minutes from IAH.

There's a new up and growing resort halfway between the two major Houston airports (IAH and HOU) and Galveston called Kemah. Almost all the roads are under construction as the economy continues to grow quite surprisingly in many places around the country. No scheduled airline flies to GLS, that I know of, but I believe in the old days some of the majors probably flew there.

Noteworthy is the fact that United is going to start flying in November, on the sixth through the next three months or so, depending on the city and frequency, nonstop to the four major Florida cities from about six places up north including Boston and Indianapolis where they've never flown nonstop to Florida, bypassing the hubs before. To me, it's a test to see how point-to-point flying goes and if you wanna minimize your time going through hubs and less airplanes this is certainly the concept that United hopes will work.

I miss seeing all of you and I hope we will meet again soon.

Jim

moreheadjames@aol.com



L-R: **Gene Anderson**, **Craig Gordon** (AA), **Tony Miller** (AA), and **Jim Morehead**.

THERE I WAS AT THE CAPTAIN'S TABLE

Another amazing tale of Airline High Jinks and memorable actions of our intrepid RUPA aviators. This humorous tale is told us by
Captain BD "Andy" Anderson.

Cartoon art by Mike Ray

As a 727 captain in the Spring of 1993 in DCA, I was standing at the cockpit door greeting passengers as they arrived for an early flight to DEN. The S/O wanted his dinner before takeoff, and as the FA was bringing the tray in, I overheard a passenger commenting with resentment in his voice: "Look at that, I bet those pilots eat a lot better than we do in first class. "I was more than a little annoyed by his snide remark, so at

cruise altitude I coordinated with the 1st FA and the cockpit crew to play a little game as there was no in-flight entertainment on the 727. I announced to the passengers the game would be to find the answer to a question (I cannot remember what it was now), but the answer could be found inside the airplane (in the monthly magazine). I further announced:

"And Ladies and Gentlemen, we have a tremendous prize for the lucky winner of the game. He or She will join us for dinner at the Captain's Table!!" Real enthusiasm here, folks ... I continued: "So, let's look at today's menu at the Captain's table.

Roger, what is the appetizer today, is it escargot?" I put the mike to Roger's face and he exclaimed, "No Captain, it's peanuts!!"

We could hear laughter from the 1st class. "Peanuts?" I asked with a confused tone in my voice, and continued, "Well, I assume we have

a really sumptuous entree then, is it lobsters today?" Roger: "No Captain, it's pretzels!!" As more laughter was heard, I continued: "Pretzels??" I asked with an even more confused tone in my voice, and went on: "Hmmm ... there seems to be some confusion about today's menu at the Captain's Table, Ladies and Gentlemen. However - for desert I am sure we have the most delicious creation the airline can offer - is it Sarah

Lee's famous to die for chocolate cake??" Roger: "No

Captain, it's genuine bug poop jelly beans!" Now Laughter was very audible, and after a short pause I continued: "Well,

Ladies and Gentlemen, there you have it! The menu for today's dinner at the Captain's Table! I know you all will scramble to win the game in order to join us for this tremendous occasion ...!"

Loud applause was heard through the cockpit door. It was fun. Maybe not for the one passenger in 1st class, but for the hundred and something others for sure.

Andy



"Ahhhh ... the pleasure of revenge... but maybe not as sweet as the Sara Lee Chocolate Cake. There just doesn't seem to be a limit to the zany antics of those crazy RUPA pilots."

There I Was . . . Enjoying the Glamor Life

By Darrel Ankeny

THE THREE-DAY TRIP NOT TO BE FORGOTTEN

Day 1: Denver to New Orleans

The idea was that my wife would join me for the first night's layover in New Orleans for some fun in the Big Easy. It was a 3-day trip in the summertime starting from our base in Denver on the -300. The F/O and I have flown as a crew before and worked well together. The sequence began with one leg of flying to New Orleans with a nice long layover. Our evening ended, or so we thought, with the classic late-night fare at our layover hotel Le Pavillon where they always served Peanut Butter & Jelly sandwiches and hot chocolate in the lobby. Once up in our room and relaxing after a fun evening the "adventure" commenced.

We received a phone call from our neighbor in Denver. It started something like this: "Hi Darrel, Jim here, just want you to know I'm at your house, the police are here because of the party your daughter had. My lawyer is on his way and everything will be okay" Turns out our youngest high school daughter, who was supposed to have been supervised by her older sister had some girls from her Cheer Squad over. Word got out; boys showed up; beer was consumed etc. etc. So we're upset and Trish's, fun evening basically ruined, catches the first flight back to Denver in the morning, after having little sleep, to deal with the situation at home while I continue the trip.

Day 2: New Orleans to Chicago to Harrisburg

Nice weather: take off, departure, climb out, everything is going smoothly until about midway to ORD. The 1st FA calls to say one of her crew is experiencing severe abdominal pain. We ask if there is a Doctor on board and there is and he's willing to assist. Minutes later he comes to the cockpit at my request and states that based on the symptoms he suspects the victim may have a tubal (fallopian) pregnancy. Medical Emergency: declare an emergency, coordinate with dispatch, ORD is the best place to land and we're cleared direct by ATC. The controllers are great all the way in. They simply cleared skies for us. "Pick your runway and head toward it" we're told by approach control. The medics are set to meet us at the gate. The rest goes as planned and the patient is attended to properly. We later inquire and were relieved to learn she was being treated at a local hospital with a positive prognosis. The F/O and cabin crew had done a terrific job with the situation.

After a brief connection time to get to our next gate it was on to Harrisburg for a short layover.

Day 3: Harrisburg, PA 2:00am with a 5:00am pick up.

The fire alarms are blaring out in the hallway! Half asleep I leap out of bed, grab some trousers and bolt down the stairs and out the closest door. I can smell the smoke.

The fire appears to be somewhat confined but we are not allowed to return to our rooms yet. So there we were, sitting out by the pool at 2:00am the whole crew and other hotel guests. After awhile we are allowed to go back and get what's left of some sleep. Predictably, that did not go well.

The rest of the ID went as planned, back to ORD and on to DEN.

Darrel

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 I WAS ...

... in a not-so-super Thunder Guppy

Yet another amazingly detailed memory from the vast archive of aging RUPA pilots. Every word is absolutely the truth, or so says

Captain Rol Hamelin.

Cartoon art by Mike Ray

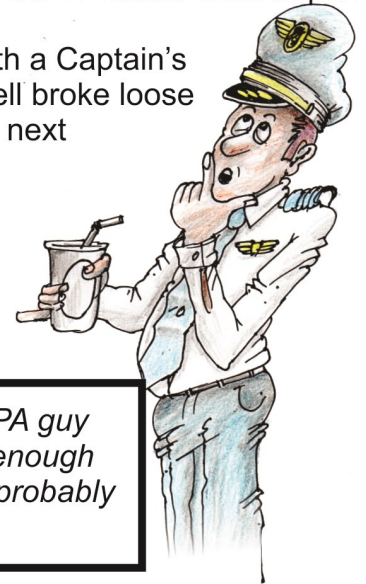
As captain, I was a stickler about cutting fuel, both to save fuel and to accommodate all the passengers and SAs (Space Available). The only time we ever went to an alternate was on my DC-10 IOE. Well, there I was in Wichita heading to Denver on one of our underpowered guppies that should never have been allowed west of the Mississippi. We got a butt in every seat and a face in every window before topping off the fuel but after three runway changes due to a passing thunderstorm, taxiing out had us below our minimum fuel to make it to Denver. However, when I requested to return to the ramp for a top off in fuel I was told, after a long delay, that it was "against United Airlines policy to return for fuel"!!



So we launched knowing full well that our only plausible destination was now COS, where we landed, discharged 12 passengers to be bussed to Denver, and took on the minimum fuel for the last 90 miles. That airplane was next to worthless at high altitude airports whereas the -17s from Frontier were super.

After following up with a Captain's Report, I heard all hell broke loose at ORD dispatch the next morning!

Rol Hamelin



Wow!!! What an spine chilling story. I am probably not the only old RUPA guy that peed his pants when he read this terrifying account of not having enough fuel to get to destination. Yeah, I guess that those management guys probably peed their pants too. Thanks to Rol for this great story. Wheeww!

NOTAM # 2020.09.15 Larry Whyman

2020 GUPPY GATHERING

is cancelled.

See you next year.

There I Was . . . Taking Mom For a Ride in my New Toy

By Carlos Bernhard—Dana Point, CA

In May 1968, I was a DC-8 second officer based at SFO and bought a Cessna 182. I took a picture with my new toy and sent it to my mother, and ask if she would like to fly with me to SFO. She replied with a very enthusiastic “Yes”, and added “I see the way we are going; along the coast”. You see, my mother lived in **Cordoba, Argentina**.

I started the planning by getting the WAC charts from AOPA all the way to the tip of South America. I kept the project secret (superstition), but a friend saw all the charts and asked if he could come for the ride. He was a low time pilot.

I got vacation in January 1969 and saw the chance. I flew two working trips to JFK on 1,2 3 and 4 January, and on the fifth, I departed SFO (where I based my plane), with my friend, now my human auto pilot in cruise.

I flew to **Tucson, AZ, Laredo, TX** and across the border to **Nuevo Laredo, Mexico**. Next, to **Monterrey, Vera Cruz**, along the **Gulf of Mexico**, and direct to **Guatemala**. Next to **Costa Rica** and across **Panama** and back on the **Pacific** coast.

The flight plan was always VFR but I found some IFR weather at times. Next it was **Cali, Colombia** The next destination, **Lima** was IFR so landed at **Pisco**, a few miles south.

We entered **Chile** at **Antofagasta**, and planed direct to **Mendoza, Argentina** on January 11, overflew **Santiago, Chile** and turned East to cross the Andes at its highest place. After Mt. Everest, around 29,000 feet, Aconcagua with 22,861 feet, and Tupungato with 21,555 feet, both in Argentina are the highest in the world, after the Himalayas. There are four passes to cross at around 14,000 feet. One thing I had in my favor was I was based at Mendoza Air Force base for two years and was very familiar with the area.

Mendoza is a joint military and civilian airport, like Yuma, Arizona. In less than two hours we landed at **Cordoba**. Next day my friend flew back commercially, and my mother became my new passenger. We flew to **Buenos Aires**, and the 1300 miles South to see my Brother. Crossed the Andes, very low now, between **Bariloche** and **Puerto Montt, Chile**. Now again, just follow the coast all the way back to SFO, arriving on the afternoon of 27 Jan. The next morning, back to work, back to JFK.

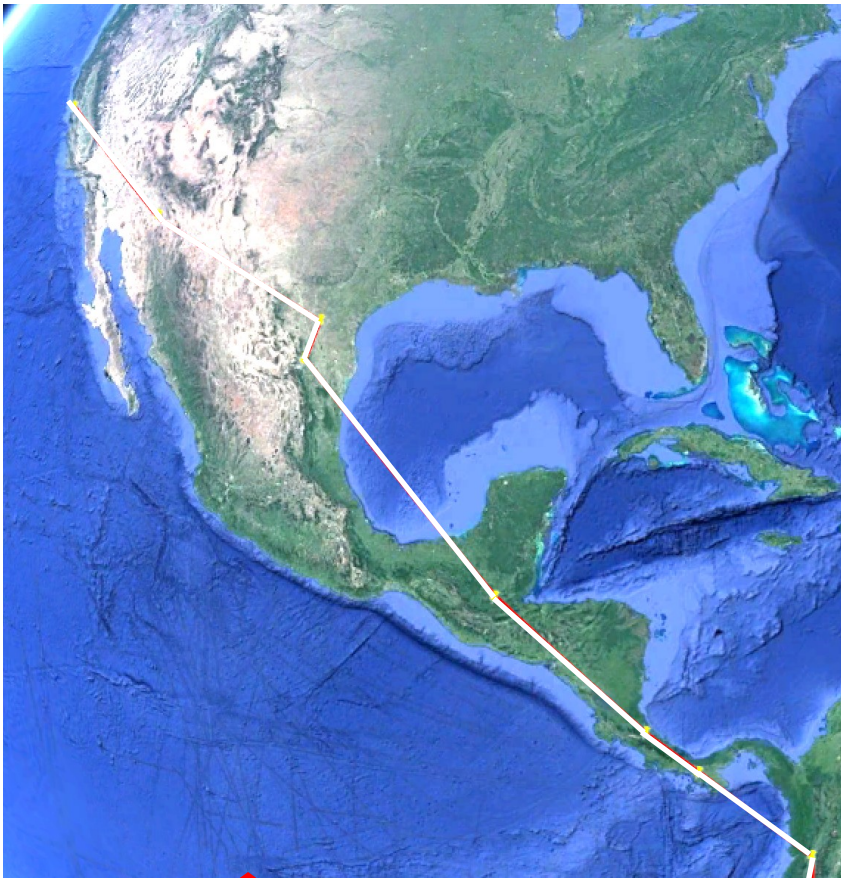
Total mileage 13,997 miles
Total time 135hours 37minutes

I recently checked on my GPS and Puerto Montt to SFO is 5451 nm (great circle route). I never talk about the trip at UAL, afraid I might have broken or bent some rule.

Carlos

MOM,
COME FLY WITH ME





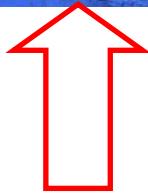
At first glance it might seem strange that going from the west coast of North America to the west coast of South America one would travel along the Gulf of Mexico.

Once you plot Carlos' route on Google Earth it all makes sense.

We seldom think of the South American continent also being East of the North American continent.

Sound like a great bar bet question.

Editor GeorgeE



SFO, CA
 Tucson, AZ
 Laredo, TX
 Nuevo Laredo, Mexico
 Monterrey, Mexico
 Guatemala
 Costa Rica
 Panama
 Cali, Columbia

Pisco, Peru
 Antofagasta, Chili
 Santiago, Chile
 Mendoza, Argentina
 Cordoba, Argentina
 Bariloche, Chile
 Puerto Montt, Chile.

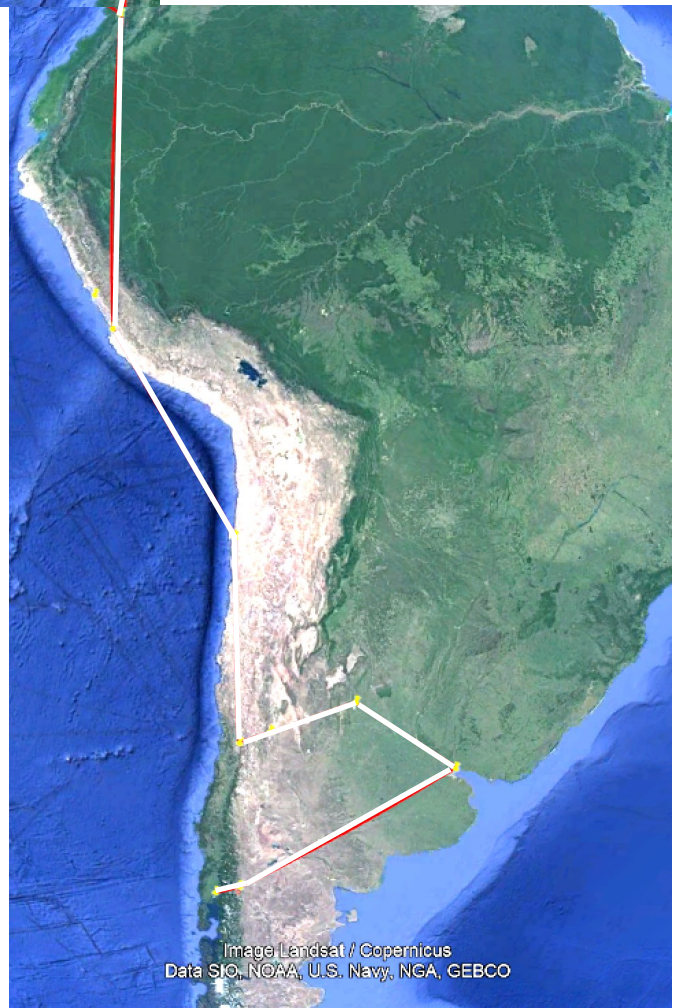
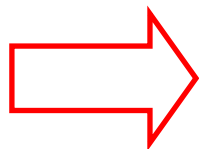


Image Landsat / Copernicus
 Data SIO, NOAA, U.S. Navy, NGA, GEBCO

There I Was . . . With Terrible Tommy Thorn

By Col. Ralph Dilullo USMC (Ret)

Hired by Pan Am Nov. 1965 as Reserve Co-Pilot / Navigator (\$450.00 per month, remember that!), our class was restricted to nav only for the first 10 months; then 8 touch-and-go landings on the 707, and we were full-fledged RCO's. I was awarded a 707 Master Co-Pilot Bid, 707 JFK and received my rating in May 1967.

So after one month on the line as Reserve MCO, I had approximately two Atlantic crossings.

Then came a call from Pan Am Sched. A great trip: JFK-Paris, deadhead to Rome; Rome - JFK. How great was that! Funny thing was, after giving me all the info, Gil Rodrigues, the scheduler, said, "and the captain is Capt. Thorn. Goodbye," and hung up. Strange, I thought.

So I report for the flight, I meet the engineer, a new guy; hell, everybody was a new guy; but no captain at check in time. I'm working at the paperwork, when Hardy, the ops guy, hands me the phone. "You the first officer?"

"Yes sir" I reply.

"Well, I'm coming in from D.C. I will be on time for departure, so I want you to do all the paperwork and all the check list right up to 'Turn 3'. Understand?" said the harsh voice on the phone.

"Yes sir." I hung up and handed the phone back to Hardy.

Hardy took the phone and gave me a strange head nod, and muttered something in German.

I went out to the aircraft and did as I was told. About 10 minutes from pushback, this burly, "old" man jumped into the captain's seat and proclaimed, "I'm Tommy Thorn – are we ready to go?"

"Yes sir, Turn 3."

Capt. Thorn requested pushback, he called for taxi, he called for takeoff. He took off, he raised the gear, he raised the flaps, he worked the radio. HE DID EVERYTHING. The only thing I had done was turn on the hydraulic interconnect, and that was probably because he couldn't reach it from his seat.

I did the Doppler and LORAN, but he made POS reports, so I finally said, "Hey Captain, what do you want me to do?" He replied (gruffly), "You do what I tell you to do."



Pan American World Airways began regular 707 service on October 26, 1958, and it was built until 1979. A quadjet, the 707 has a swept wing with podded engines.

"Okay. Yes sir."

Same routine on landing in Paris. He did everything. Now, we are to stay on the plane and deadhead to Rome. Capt. Thorn takes me aside and says, "I got friends in Paris, so I'm staying. I will deadhead in tomorrow for the flight back. See you."

Relaxing in First Class to Rome, the new guy FEO says, "Hey, what the hell was that?", to which I answer, "You got me. I never saw anything like that before."

I showed the "new guy" what PAA crews do in Rome, and wondered what would come next. We went out to Fiumicino the next morning, and sure enough, there was "Terrible Tommy Thorn", fit and trim and ready to go.

Same routine all the way to "position and hold". (This was an old 707, not the fan 300 model; it was July, it was hot, and we were at max gross takeoff.)

Tommy looks at me and says, "You ever make a hot, heavy takeoff? Well, you are now. Let's go."

So off we go - we rolled forever and finally got airborne just above stick shaver. I called for "gear up" as Tommy was unbuckling his harness and getting out of his seat, I kid you not, so I raise the gear, then the flaps as Tommy was putting on his captain's jacket. He looks at me and says, "Can you get across without f--ging it up?"

"Yes sir." And he was gone.

Well, me and the FEO did all 3 jobs all the way across the Atlantic; Tommy stepped in for a while halfway across and he did lower the gear for me on landing.

Neither do I approve nor recommend Tommy Thorn's methods, but Tommy Thorn made a man out of a couple of newbies. I learned Tommy Thorn was a Navy pilot in the 1930s. He flew "Kingfishers" off of battleships - he was different. But he was a great pilot - a little gruff and quite unorthodox, but I would fly again any time with "Terrible Tommy Thorn".

Ralph



E-subscribers: Click the photo to see how they launched the Kingfisher off of battleships on Battleshipnc.com

Enjoying the Non-Rev Glamor Life

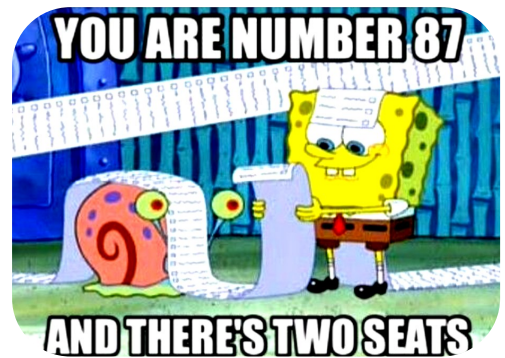
By non-revs everywhere



+50
Years
=



I got the window seat you requested but the Pass Travel Rep did say the new Non-Rev automated seating software might have a few glitches.





Mayday, Mayday, Mayday More Phishing

Below is an email I received recently.
It leads you to believe that you, or someone using your credit card, ordered a \$1,600.00 computer and it is being delivered to Cupertino, CA.

Although there are no links to click on that can get you into trouble, there is a phone number they want you to call.

Calling the number is when the scammers will try to elicit your personal information.

Note the extension on the email. It is “. . .@livestore.cc”.

If you Google “@livestore.cc”. Fire bells will go off.

If you Google the phone number. More fire bells.

Be careful out there. *Editor GeorgeE*



Thank you for your payment



Online Store <windowtech.usa@livestore.cc>
To george747@comcast.net

Reply Reply All Forward

Thu 8/13/2020 1:42 PM

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Order Confirmation

Your payment is confirmed
Your details are as followed

Microsoft Surface Book 3 (Windows 10 Home, Pixelsense Display)

Microsoft Surface Book 3 features 1 TB of SSD storage, 24 GB RAM and upto 15.5 hours of video playback

Your order summary

Product : Surface Book 3

Charges: \$1600

Order number : OD19932912

Payment mode : Online Payment

Your order has been shipped

Shipping address:- 3245 North high street, Cupertino, CA - 95014

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ARTICLES

United Airlines goes on cargo tear

Dominates U.S. competitors in shipping goods during Q2

Eric Kulisch / Air Cargo Editor



United Airlines' is leveraging its passenger network to offset revenue losses from the steep decline in passenger travel. (Photo: United Airlines) Airlines have touted how much dedicated cargo flying they're doing with transformed passenger planes, but United Airlines is the only major U.S. carrier where cargo is boosting the bottom line during the COVID pandemic.

United's second-quarter earnings last week included an eye-popping 36.3% increase in cargo revenue to \$402 million. Cargo-ton-miles fell 40.3% to 496 million, indicating premium prices played a big part in the revenue gain. Even more impressive is the fact that cargo revenue represented 27.3% of the company's total operating revenue compared to 2.6% in the same period last year. Half-year results showed cargo revenue grew 14.6% to \$666 million.

The Chicago-based company quickly launched cargo-only services, involved the cargo team in operations planning, and leveraged its hub locations and strong relations with freight forwarders to fill the flights, according to company officials and industry specialists.

At Delta Air Lines, cargo revenue during the quarter plunged 42% to \$108 million and fell 31% in the first six months of the year. American Airlines recorded a 41% quarterly drop in cargo revenue to \$130 million and a 73% reduction in cargo-ton-miles (176 million), with first-half revenue down 37%. Delta didn't report any figures for transported volume.

Southwest Airlines, the third-largest domestic carrier by market share, doesn't have much of an international network and doesn't fly widebody jets that attract the most cargo volume, so comparisons are somewhat unfair. Still, the Dallas-based company said second-quarter cargo revenue fell 13.6% to \$38 million.

During follow-up calls with analysts, United executives were eager to brag about the cargo division's performance. At Delta, American and Southwest, cargo never came up.

"Our commercial team has done a better job, I think, than any airline in the entire world recognizing what the pandemic has meant for demand and taking advantage of opportunities where they present themselves," CEO Scott Kirby boasted. "Our cargo team, led by Jan Krems, [generated a] 36% increase in cargo. I mean, who would have ever thought we could do something like that?"

Experts and logistics partners say United Airlines made cargo a focal point in March when the novel coronavirus forced countries to close borders and airlines to suspend most passenger operations. The airline aggressively turned idle planes and their lower-deck holds into mini-freighters, offering dedicated charter flights and cargo-only scheduled routes when freight intermediaries were desperate to replace the lost passenger capacity. After receiving approval from U.S. aviation authorities, United also operated "ghost" flights with mail and lightweight freight in the seats and storage areas of the cabin normally occupied by travelers and their carry-on bags.

United officials say they have flown more than 4,000 passenger freighters and 130 million pounds of cargo, since March 19. Delta and American Airlines have operated 1,100 and 1,224 "freighters" so far, respectively, according to spokespersons at both companies.

Southwest retreated from offering cargo-only charters because aircraft were needed to meet rising demand from the passenger side of the business and fewer forwarders were interested in booking entire aircraft for large domestic shipments, spokesman Dan Landson said.

Chief Commercial Officer Andrew Nocella said United's cargo throughput also got a boost because the airline maintained passenger service throughout the crisis to Australia, Japan, Brazil and multiple points in Europe, despite restrictive border policies.

Cargo man in charge

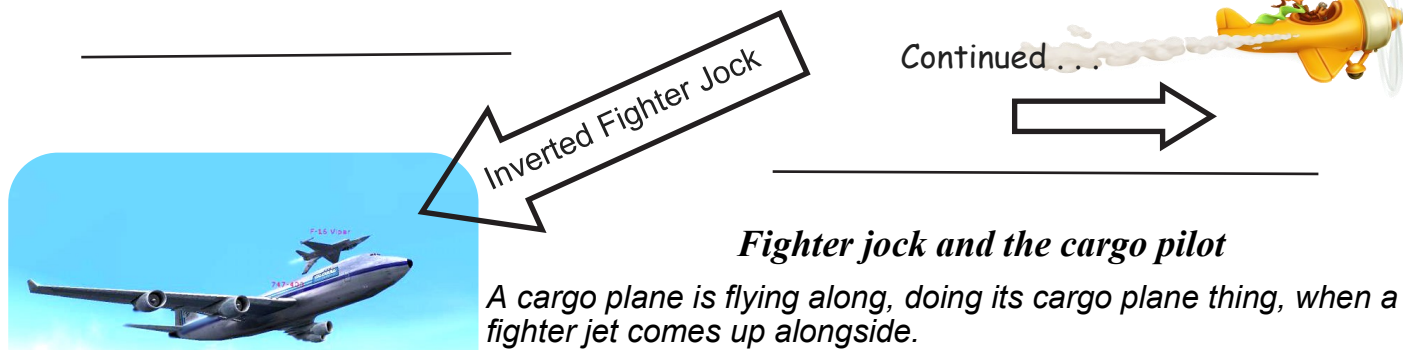
Observers say United benefits from having someone whose career is built on cargo running the Cargo division. Krems has been United Cargo's president since 2014 and held a series of management positions at Air France/KLM Cargo for 15 years, cultivating relations with logistics providers who book most of the freight with airlines.

"Krems was able to convince them to fly the planes," said an industry source who asked not to be named because of close business ties with all the major airlines.

By contrast, Rick Elieson headed cargo at American Airlines for three years before moving on this month to lead the airline's loyalty program. Previously, he was in charge of marketing, customer service, web development and the vacation package business. American promoted Jessica Tyler to president of cargo after two years as Elieson's deputy. Prior to that she worked in business process re-engineering for American and a management consulting firm.

At Delta, Shawn Cole has been vice president of cargo for three years. In his previous nine years at Delta, and before that at Coca-Cola, he focused on finance, strategic planning and budgeting.

While other airlines treat cargo as a steppingstone for executives on the leadership track, "Jan will still be there," the industry insider said.



Fighter jock and the cargo pilot

A cargo plane is flying along, doing its cargo plane thing, when a fighter jet comes up alongside.

The fighter jock decides to poke some fun at the pilot who's forced to fly such an ungainly vessel.

The fighter jock decides to poke some fun at the pilot who's forced to fly such an ungainly vessel.

"My plane's so much more advanced than yours. Watch this" says the jock, as he proceeds to do loop-de-loops, barrel rolls, corkscrews, and all manner of fast paced aerial acrobatics.

"Very impressive," responds the cargo pilot. "But that's nothing, watch this." For a half hour the large craft simply plods along straight as an arrow, not even so much as dipping the wings.

After a while, the cargo pilot comes back on the radio and says "So, what'd you think?"

Jock: "What d'you mean? You didn't do anything. You just flew straight for a while."

Cargo: "Oh no, that wasn't all. I got up, stretched my legs, got some coffee, went to the bathroom..."

Krems has generated loyalty from top freight forwarders through handshake agreements in which United essentially agrees not to charge the highest possible rate during a seller's market, as currently exists, in exchange for forwarders not chasing the lowest price when there is surplus capacity and times are leaner for airlines, said the well-connected air cargo representative.

"Cargo needs to have a seat at the boardroom table in order to truly optimize its revenue streams. We're seeing which airlines took that to heart as the second quarter results are coming in," Neel Jones Shah, the global head of air carrier partnerships at forwarder Flexport, told *FreightWaves*. "United really reacted very quickly to the COVID-19 crisis and was one of the first airlines in the world to institute passenger freighters. They very quickly built a global cargo-only flight network and had great support from the freight forwarding community."

United recently said on its company blog, for example, that it has partnered with DSV/Panalpina, a global logistics powerhouse based in Europe, to transport frozen blood plasma and other pharmaceutical materials during the COVID crisis. Every week, DSV delivers 20 temperature-controlled shipping containers holding more than 1,750 pounds of plasma for carriage on a Boeing 787-9 temporary freighter.

It also partnered with Los Angeles-based Commodity Forwarders Inc. to transport nearly 190,000 pounds of fresh produce to food banks in Guam for the U.S. Department of Agriculture's Coronavirus Farm Assistance Program. The new program was created to provide support to consumers impacted by the COVID-19 crisis.

CFI repacked the fruit in 10-pound cases at its facility near Los Angeles International Airport and delivered it to United for delivery to Guam on a Boeing 777 using a newly opened cargo route.

Fortress Chicago

United also has a built-in advantage with its hub at Chicago O'Hare International Airport, which is centrally located and ringed by warehouses of major forwarders that have extensive road feeder networks across the country. United also has the most international flights originating from Newark, N.J., Los Angeles and San Francisco, and Washington Dulles connecting to many European destinations. Houston is a key gateway to Latin America.

"Cargo tends to go to and from our hubs. We have a well-established network with our people and our distributors, and that just was really humming," United's Nocella said. "Our cargo revenue in the second quarter and the first month was actually kind of flattish. So you can just imagine what May and June looked like. They were just really off the charts."

Delta's network is built around smaller hub cities such as Minneapolis and Detroit, although it also has conducted dedicated cargo operations out of Atlanta, Los Angeles and New York.

Nocella predicted cargo will perform well during the third quarter too.

"As long as the global fleet of widebodies is not flying like it normally is industrywide, we think cargo is going to be pretty strong in terms of the yield production which gives us the ability to do cargo-only charters," he said. "Whether it's at the levels of Q2, I think it's a little bit early to tell, but it definitely will outperform year-over-year based on what we're seeing here in July already."

<https://www.freightwaves.com/news/united-airlines-goes-on-cargo-tear>



Strong demand for our PVG flights after recent return

Flying Together / July 27, 2020

Travel demand worldwide might be soft right now, but, to our delight, there seem to be quite a few customers who are excited about us resuming passenger service to PVG (Shanghai).



Our first flight back to the city since February departed from SFO on July 9, and the route remains popular through August.

We marked the return trip with small celebrations on both sides of the Pacific, as well as a “We’re Back!” message flashed from the flight deck upon arrival at PVG. Chinese news outlets quickly picked up the story, and social media reactions over the past few weeks prove that flyers are just as delighted as we are about moving toward some semblance of normalcy.

“The entire United Airlines China team is thrilled to have our beautiful United aircraft once again providing important connections between China and the USA,” said Greater China and Korea Sales Managing Director Walter Dias. “I want to thank our fabulous, hardworking Airport Ops, Tech Ops, Cargo and Sales teams in China for helping support the relaunch of service. On behalf of the China teams, I also want to thank our fantastic pilots and inflight crews for their efforts to support these flights. Our customers in China are extremely excited for United’s return.”

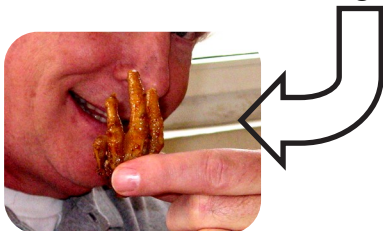


It's just one market but, hey, it's something, and it's worth basking in the good news. Thanks to everyone who had a hand in getting this flight back in the air safely and with our customers' health top of mind. <https://ft.ual.com/news/2020/07/27/pvg-return>

PVG - Chinese Food Anyone?



Doug Crandall & tasty chicken feet. Not much ‘meat’ though.



Dumplings



Chinese Pizza



1221. A favorite crew restaurant near the Crowne Plaza

United Airlines, pilots union reach creative deal to limit furloughs



(Reuters) - United Airlines (UAL.O) and its pilots' union said on Thursday they had reached an agreement on two different packages aimed at reducing involuntary furloughs in the fall and keeping pilots at the ready once coronavirus-hit demand starts to pick up.

U.S. airlines, grappling with a dramatic industry downturn, have warned that tens of thousands of jobs are on the line in October when a U.S. government bailout runs out.

To minimize the number of forced cuts, large airlines have been offering a variety of early departure packages.

United's agreement with the Air Line Pilots Association International (ALPA) includes an early retirement deal for pilots 62 and older, as well as a slew of different options for pilots to voluntarily reduce their hours or take a leave of absence during which they would potentially receive health benefits as long as they keep up their training, covered by United.

Bryan Quigley, United's senior vice president of flight operations, sent the terms to pilots in a memo late Thursday which was reviewed by Reuters.

ALPA Chairman Todd Insler said the deal had "groundbreaking provisions that provide the option (for pilots) to remain qualified, allowing a faster recall once passenger demand returns."

Airlines are generally reluctant to furlough pilots because of the timely and costly training involved in bringing them back. If a COVID-19 vaccine is developed and demand returns, airlines want to be able to respond quickly.

Airlines had hoped for a recovery before \$32 billion in government payroll grants for the aviation industry expire in September. Now unions are lobbying lawmakers to provide another \$32 billion through March to prevent tens of thousands of furloughs.

Chicago-based United said last week it was sending notices of potential furloughs to 36,000 U.S.-based front-line employees, or about 45% of staff, including 2,250 pilots.

<https://www.reuters.com/article/us-health-coronavirus-united-ar/ins-jobs/united-airlines-pilots-union-reach-creative-deal-to-limit-furloughs-idUSKCN24I0DB>

WE'RE HERE TO HELP

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

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

Check our website www.uaprf.com

HAPSMobile Sunlider holds successful first flight at Spaceport America



HAPSMobile Inc., a subsidiary of Japan's telecommunications operator SoftBank Corp. along with its minority owner and aircraft development partner AeroVironment, Inc., held the first successful flight of the Sunlider solar-powered high-altitude platform system (HAPS) at Spaceport America on July 23, 2020.

This is the fourth flight of the unmanned (HAPS), which previously flew at Edwards Air Force Base, and the final test before HAPSMobile begins preparations for stratospheric test flights at Spaceport America.

New Mexico's Economic Development Cabinet Secretary Alicia J. Keyes, announced in June that HAPSMobile and AeroVironment had chosen Spaceport America for test operations and development of their specialized communications platform. The so-called cell-tower in the sky aims to provide better communications to under-served areas, including rural communities. HAPSMobile and AeroVironment invested \$8 million in constructing a hangar, offices and UAV test pad on the north side of the horizontal launch area at Spaceport America. They currently have approximately 35 employees living and working in Doña Ana and Sierra Counties.

"This was a very significant event for Spaceport America" said Scott McLaughlin, Spaceport America's Acting CEO and Director of Business Development. "We would like to congratulate HAPSMobile on a successful first flight in New Mexico. With the cooperation of our partners at the U.S. Army White Sands Missile Range, Spaceport America is able to host ground breaking events for our customers that will produce long-term economic benefits to New Mexico."

Spaceport America (<https://www.spaceportamerica.com>) is the first purpose-built commercial spaceport in the world. The FAA-licensed launch complex, situated on 18,000 acres adjacent to the U.S. Army White Sands Missile Range in southern New Mexico, has a rocket friendly environment of 6,000 square miles of restricted airspace, low population density, a 12,000-foot by 200-foot runway, vertical launch complexes, and about 340 days of sunshine and low humidity.

Some of the most respected companies in the commercial space industry are tenants at Spaceport America: Virgin Galactic, HAPSMobile/ AeroVironment, UP Aerospace, and SpinLaunch. With customers Boeing, EXOS Aerospace and Sugarhouse Aerospace regularly using the complex for testing and launches.

747 production will end in 2022



Boeing confirmed production of the 747 will end in 2022 when assembly of the final 747-8F is complete. The final passenger 747 was delivered to Korean Air Lines in 2017.

787 production will drop again to six per month in 2021. At one point, Boeing was producing 14 787s per month at its Everett, WA and North Charleston, SC facilities. Earlier this year Boeing had said 787 production would be 10 per month, but with the reduction to a rate of six, Boeing has begun exploring consolidating 787 production to just one final assembly line. What this lower rate also means for the 787 component carrying Dreamlifter fleet is unknown at the moment.

Also falling is the production rate on the combined 777/777X line. Boeing will now produce just two aircraft per month on this line, down from three, beginning sometime in 2021. The entry into service for the 777X also slips to 2022.

Slowing its planned increase in 737 MAX output, Boeing now aims to produce 31 737 MAX per month by 2022, moving that target back a year. The company said it expects to begin returning the 737 MAX to service by the end of 2020 and hopes to deliver the already produced and currently stored 737 MAX aircraft within a year of return to service.

Wiring Fixes Among Changes FAA Will Require Before MAX Can Return

Sean Broderick August 03, 2020

Photo Credit: Boeing



WASHINGTON—The FAA’s proposed steps for operators to clear Boeing 737 MAXs for service include separating wire bundles deemed to be noncompliant with regulations and conducting “readiness” flights to ensure the long-grounded aircraft are airworthy, a draft notice of proposed rulemaking (NPRM) made public Aug. 3 reveals.

The wire-bundle issue, discovered during regulators’ comprehensive review of the MAX’s design and certification, concerns horizontal stabilizer trim arm and control wiring that runs the length of the aircraft. The FAA found that the wiring needs to be separated in 12 places to meet 2007 regulatory changes put in place to prevent wiring failures from creating hazards.

The agency ordered Boeing to fix the issue on new-production MAXs and develop instructions for in-service aircraft.

Many MAX operators planned to take advantage of the ongoing grounding and make the wiring changes before returning their MAXs to revenue flying, using service instructions Boeing issued on June 10. What was not clear: whether the FAA would require operators to address the issue before the MAXs flew again or give them the flexibility of a longer window for compliance, which is typical for many airworthiness directives. The NPRM confirms that the wiring work is one of several steps that must be completed on each existing MAX before returning to revenue service.

Because Boeing made the in-service modification work package available nearly two months ago and the FAA tentatively approved its contents, the agency’s wiring mandate is not expected to add time to MAX return-to-service preparation.

Updating MAX wiring, while an important regulatory compliance issue, is an ancillary change in the package of upgrades that will end what will likely be an 18-month-plus fleet grounding. The major changes are installing updated flight control computer (FCC) software that modifies the MAX’s maneuvering characteristics augmentation system (MCAS); new “MAX Display System” software that gives pilots more information on anomalies; and putting pilots through new, updated training.

MCAS, implicated as a central factor in two fatal 737 MAX 8 accidents that led regulators to ground the model in March 2019, commands automatic horizontal stabilizer inputs to help the MAX handle like its 737 Next Generation predecessor. The software changes ensure MCAS functions as intended, but does not confuse or overwhelm pilots, and only activates when intended. Its original design, which relied on data from a single angle of attack (AOA) sensor, left it susceptible to a single-point failure. Boeing assumed pilots would recognize and react to unneeded MCAS inputs quickly, but the two MAX accidents, Lion Air Flight 610 in October 2018 and Lion Air Flight 302 in March 2019, showed the company was wrong.

*Airspeed, altitude, and brains.
Two are always needed to successfully
complete the flight.*

The NPRM and a related FAA summary of its MAX review emphasize that work still remains. The largest piece is having regulators and line pilots validate proposed changes to MAX pilot training. A Joint Operations Evaluation Board (JOEB) review, including participation from Brazilian, Canadian, European, and U.S. pilots and regulators, must be done, followed by an FAA-led Flight Standardization Board (FSB) report that will establish minimum training curriculum for MAX pilots. COVID-19 pandemic-related travel restrictions have presented issues for the JOEB work, which would normally be done in one location. The FAA on July 21 said “final planning is underway” for the JOEB and FSB pilot evaluations but did not offer details on timing.

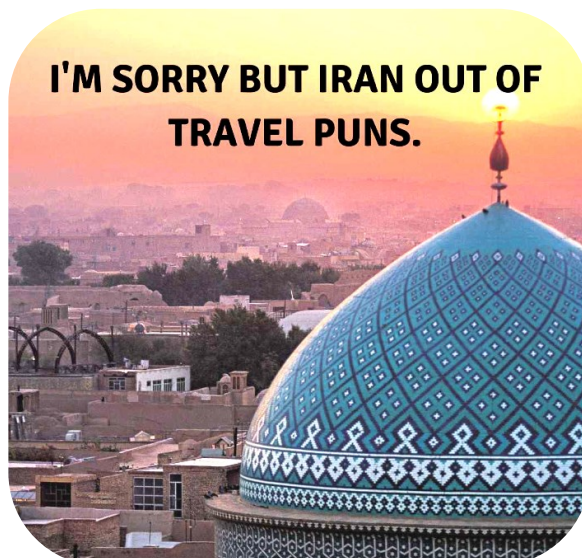
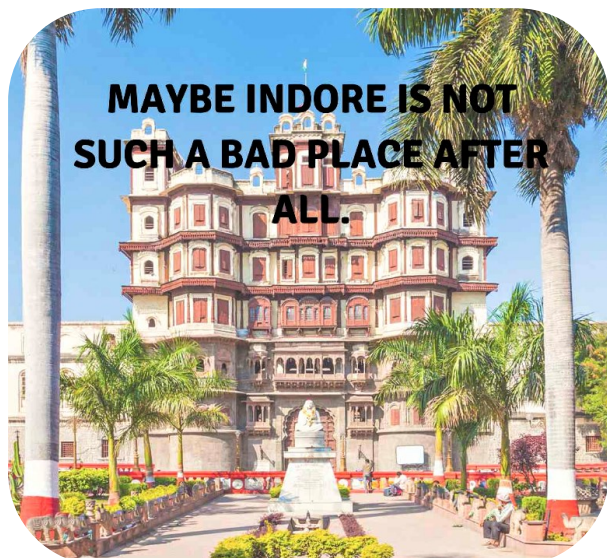
Among the major training changes expected to be adopted: mandatory simulator sessions for all prospective MAX pilots. Previously, pilots with 737 type ratings could transition to the MAX following computer-based differences training. The FAA also is proposing changes to seven non-normal checklists (NNCs): runaway stabilizer; stabilizer trim inoperative; airspeed unreliable; altitude disagree; AOA disagree; speed trim fail; and horizontal stabilizer out of trim. Some changes are linked to the FCC modifications, while others stem from human factors research that found problems with their language or logic. It also is adding an eighth NNC, indicated airspeed disagree, to the airplane flight manual.

The FAA’s analysis broke the MAX safety issues into seven categories: MCAS relying on a single AOA sensor; MCAS’s repetitive commands; MCAS’s stabilizer-trim adjustment authority; flight crew recognition and response; how the MAX alerted pilots of an AOA disagree; other possible horizontal stabilizer failures; and MCAS-related maintenance procedures. FAA’s directive and the pending training plan addresses each of them.

A required “readiness flight” will validate the software upgrades on each aircraft.

Fixes to the single-AOA sensor issue include the updated FCC software “to eliminate MCAS reliance on a single AOA sensor signal by using both AOA sensor inputs and changing flight control laws to safeguard against MCAS activation due to a failed or erroneous AOA sensor,” the FAA said. Neither the NPRM nor the FAA summary discuss adding additional AOA sensors.

MAX training will be finalized separately and will include a public-comment period. Once the training program is approved, the FAA will issue an airworthiness directive mandating the return-to-service steps. The agency is not working with a time line. The NPRM is in final pre-publication stages and should be out in the coming days. It stipulates a 45-day comment period, meaning the FAA will not publish a final version until mid-September at the earliest. MAX operators have said they will need at least a month, and likely more, to upgrade their MAXs, ensure they are ready to fly following extended stints on the ground, work them back into flight schedules, and train pilots.



5 Measures That May Lower Your Alzheimer's Risk

By Nicholas Bakalar / The New York Times



Five behaviors are associated with a lower risk for Alzheimer's disease, a new study in *Neurology* suggests, and the more of them you follow, the lower your risk.

Researchers used detailed diet and lifestyle information from two databases, one of 1,845 people whose average age was 73, the other of 920 people whose average age was 81. All were free of Alzheimer's disease at the start of the study. They followed them for an average of about six years, during which 608 developed Alzheimer's disease.

The researchers scored the participants on their adherence to five behaviors: not smoking, consistent moderate or intense physical activity, light to moderate alcohol consumption, a high-quality Mediterranean-style diet, and engagement in late-life cognitively challenging activity.

Compared to those with none or one of the healthy lifestyle factors, those with two or three had a 37 percent reduced risk for Alzheimer dementia, and those with four or five had a 60 percent reduced risk.

The lead author, Dr. Klodian Dhana, an assistant professor of medicine at Rush Medical College, said that the paper focuses on modifiable risk factors. All five of these factors are related to each other, he added, and work best in combination.

"My top recommendations are to engage in cognitively stimulating activities such as reading books and newspapers and playing brain-stimulating games, like chess and checkers," he said. "Also, exercising regularly and following a diet for a healthy brain that includes green leafy vegetables every day, berries, nuts, poultry, fish, and limited fried food."

Gum Disease Tied to Alzheimer's Disease Risk

By Nicholas Bakalar/The New York Times

Severe gum disease and tooth loss may be linked to an increased risk for developing dementia, a new study has found.



Researchers looked at 8,275 men and women whose average age was 63 at the start of the study. Over an average follow-up of more than 18 years, 19 percent of them developed Alzheimer's disease or other forms of dementia.

After controlling for various characteristics, including age, sex, education, cholesterol, high blood pressure, coronary heart disease, smoking and body mass index, they found that compared with people with healthy gums, those who had severe gingivitis with tooth loss had a 22 percent increased relative risk for dementia. Being toothless was associated with a 26 percent increased risk. The report is in the journal *Neurology*.

Previous studies have shown that bacteria present in periodontal disease, particularly certain spirochetes, can travel along the trigeminal nerve that connects the mucous membranes of the mouth to the brain, potentially causing brain damage. The researchers also suggest that the connection could be more indirect, with the inflammation of gum disease leading to cardiovascular disease or diabetes, which are known risk factors for dementia.

Bone Drugs May Have Added Benefit: Lower Pneumonia Risk

By Nicholas Bakalar/The New York Times

Osteoporosis drugs such as Fosamax and Actonel may have an additional benefit: A new study suggests they are associated with a reduced risk for pneumonia.

Researchers studied the nitrogen-containing bisphosphonates, prescription drugs sold under various brand names for the treatment of osteoporosis. Using a database of patients 50 and older hospitalized for hip fracture, the scientists compared 4,041 people who used bisphosphonates with 11,802 who were not exposed to the drugs.

In an average follow-up of almost three years, they found that compared with those who never took the drugs, people who used bisphosphonates had a 24 percent reduced risk of getting pneumonia and a 35 percent reduced risk of dying from it. The reason for the effect is unclear.

The study, in the *Journal of Bone and Mineral Research*, adjusted for the use of many other medicines. Bisphosphonates lowered the risk even in people already vaccinated against seasonal flu and pneumococcus, two common causes of pneumonia.

A co-author, Dr. Douglas P. Kiel of Hebrew SeniorLife and Harvard Medical School, stressed that the study is observational and does not prove cause and effect.

“It is too early to be prescribing these drugs for pneumonia,” he said. “But if physicians would do what is expected — treat people after a fracture and prescribe bisphosphonates — you might get a bonus by reducing pneumonia.”

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How Exercise May Bolster the Brain

By Gretchen Reynolds/The New York Times



Exercise may help change exercisers' brains in surprising ways, according to a new study of physical activity and brain health. The study, which included both mice and people, found that exercise prompts the liver to pump out a little-known protein, and that chemically upping the levels of that protein in out-of-shape, elderly animals rejuvenates their brains and memories. The findings raise provocative questions about whether the brain benefits of exercise might someday be available in a capsule or syringe form — essentially “exercise in a pill.”

We already have considerable evidence, of course, that physical activity protects brains and minds from some of the declines that otherwise accompany aging. In past rodent studies, animals that ran on wheels or treadmills produced more new neurons and learned and remembered better than sedentary mice or rats. Similarly, older people who took up walking for the sake of science added tissue volume in portions of their brains associated with memory. Even among younger people, those who were more fit than their peers tended to perform better on cognitive tests.

But many questions remain unanswered about how, at a cellular level, exercise remodels the brain and alters its function. Most researchers suspect that the process involves the release of a cascade of substances inside the brain and elsewhere in the body during and after exercise. These substances interact and ignite other biochemical reactions that ultimately change how the brain looks and works. But what the substances are, where they originate and how they meet and mingle has remained unclear.

So, for the new study, which was published this month in *Science*, researchers at the University of California, San Francisco, decided to look inside the minds and bloodstreams of mice. In past research from the same lab, the scientists had infused blood from young mice into older ones and seen improvements in the aging animals' thinking. It was like “transferring a memory of youth through blood,” says Saul Villeda, a professor at U.C.S.F., who conducted the study with his colleagues Alana Horowitz, Xuelai Fan and others.

Those benefits were a result of the donor animals' young age, though, not their exercise habits. The scientists suspected that exercise would spark additional changes in the bloodstream that might be transferable, whatever an animal's years.

So, as a first step in the new study, they had both young and elderly mice run for six weeks, then transfused blood from both groups into elderly, sedentary animals. Afterward, those aged mice performed better on cognitive tests than equally elderly controls, whether their transfusions had come from young runners or old. They also showed spikes in the creation of new neurons in their brains' memory centers. It was the donors' activity that had mattered, not their age.

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Intrigued, the scientists next set out to find what differed in the exercisers' blood. Using sophisticated mass spectrometry and other techniques, they separated out and enumerated various proteins in the running animals' blood that were not seen in similar profusion in blood from inactive mice.

They then zeroed in on one little-studied protein known as GPLD1 (its scientific name is long and unpronounceable). The slightly mysterious protein is known to be produced mostly in the liver, an organ not usually thought to have much interplay with the brain. But levels of the protein were elevated enough after exercise to justify more investigation.

So, the researchers now employed genetic engineering to amplify the release of GPLD1 from the livers of old, inactive mice. Afterward, those animals performed almost like young mice on tests of learning and memory, and their brains teemed with far more newborn neurons than in other old mice. In effect, they gained the brain benefits of exercise without the effort of actually exercising.

To ensure that this reaction was not purely rodent-based, the scientists also checked blood drawn from elderly people. The older men and women who habitually walked for exercise showed higher levels of GPLD1 in their bloodstreams than those who did not.

The combined upshot of these findings seems to be that exercise improves brain health in part by prompting the liver to pump out extra amounts of GPLD1, Dr. Villeda says, although it is not yet clear how the protein then changes the brain. Subsequent experiments by the scientists showed that the protein probably does not breach the blood-brain barrier and act directly on the brain, Dr. Villeda says. Instead, it is likely to incite alterations in other tissues and cells elsewhere in the body. These tissues, in turn, produce yet more proteins that have effects on other tissues that eventually lead to direct changes to the neurotransmitters, genes and cells in the brain itself that undergird cognitive improvements.

Dr. Villeda believes that if further experiments show that GPLD1, in isolation, helps to initiate this molecular chain reaction, then it is at least conceivable that infusions of the substance might offer the brain benefits of exercise to people who are too frail or disabled for regular physical activity.

This experiment principally involved mice, though, not people, and does not tell us anything about the systemic effects of extra GPLD1, which in high amounts might be undesirable. More fundamentally, the findings highlight the pervasive, intricate, whole-body effects of exercise, with the liver, in this case, somehow changing minds and brains after workouts. At the moment, it is impossible to know if the same synchronized, interwoven processes all would occur in response to a GPLD1 exercise pill and, if not, whether it could be considered an exercise pill at all.

Dr. Villeda is quick to agree that pharmaceutical GPLD1, even if effective for brain health, "would not recapitulate the benefits of exercise." There would be none of the usual fat burning, muscle building or cardiovascular improvements, he points out. But he hopes that, if future experiments in his lab with animals and people show consistent results, the substance might eventually help people who find moving difficult to think better.

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A Personal COVID-19 Story

By F/O Ed Stack (AA)



I'm writing this since many people don't know anyone who has/had the coronavirus (COVID19). It's the end of June, and I was just cleared to return to work. I'm a 52-year-old 737 FO at ORD, and I've been with AA for 20 years. I live in the northwest suburbs of Chicago about 20 minutes from ORD. I'm healthy, no meds, never smoked, never drugs, no prior or ongoing issues of any type. I stay relatively active and healthy. In short, I'm nothing like the profile that gets very sick with COVID.

On **June 2**, I was notified of possible exposure, as a neighbor I had seen several days prior tested positive. I had limited contact, but I decided to proactively test since I was flying the next three days and didn't want to expose another pilot. I had no symptoms, felt great, had limited contact with the neighbor, so I figured I was wasting a couple sick days. Turns out, I tested positive, and the guy I flew with on my last flight (June 2) ended up getting COVID and getting sick. The guy I flew with on June 1 never got it. I took a second test because I didn't believe the first (false positives are very rare), and I was positive again. I went into home quarantine in my basement bedroom/bathroom on June 4. Still no symptoms until 11 p.m., when I hopped into bed. The only symptom was violent, uncontrollable shaking/tremors for about five to eight minutes; extremely strange and obviously not right. Slept fine and woke with no symptoms.

On **June 5** (day 2 after positive test), I started getting a fever (100.5) after dinner. By bedtime, I had chills, a dry unproductive cough, and a pretty substantial headache. Tylenol helped a little bit. From June 6 (day 3) through June 10 (day 7), I remained in my quarantine area, and my symptoms varied a bit. Fever was consistent and hit a high of 103 — bad. Tylenol typically kept it around 100 or 101. Cough became a little more frequent though still dry and shallow. I noticed that my taste buds were changing. Food became less appealing, almost metallic tasting. Diarrhea started around day 5 or 6. Aches and fatigue were persistent and annoying.

Breathing was never labored/winded, but I knew my lungs weren't working quite right. On day 4, I started tracking my oxygen saturation (pulse-ox) using a portable oximeter I had from doing some high altitude hiking. If you don't know what an oximeter is, it's a small device that clamps to your fingertip and gives your heartrate and oxygen saturation level. Normal O₂ for someone healthy and fit is upper 90s. I watched my O₂ level drop from 96 to 94 to 92 to 89 by June 10 (day 7). Clearly, something wasn't right, and the trend was going the wrong way. Below 90 isn't good, and around 88 is an absolute minimum before getting medical attention.

On **June 10** (day 7), I awoke with an 89% O₂ level and felt very weak. I actually felt slightly light-headed, hypoxic. I grabbed a bite of a candy bar to get some sugar into my blood and took a swig of Gatorade. Two minutes later, I was puking everything in my stomach. I'm not a puker, so I knew it was time to go. I called up to my wife and told her to get ready to take me to the hospital. I packed a small backpack with some clothes, iPad, chargers, hygiene stuff, and a book. Remember, nobody is allowed to stay with you at the hospital or visit. You're there alone until you go home ... or don't. As a side note, I had been in touch with my physician throughout the quarantine. His view (as well as more than 80% of the medical community) was/is that you just have to isolate and wait to get better. The present thinking is that there's not a cure and unless you can't breathe/turn blue/get winded, stay home. Often that works.

June 10 (day 7), we headed to the hospital about 10 a.m. My wife helped me check into the ER (we called first to tell them a COVID patient was coming). They moved me to a room in the ER, and my wife had to leave; no visitors. As another side note, I'll tell you that the hospital you go to matters a LOT. There's about five hospitals near me, but one is a top 100 in the nation. It's a teaching hospital, and it has a very good reputation. I never had a need to be hospitalized (previously), but I kept in the back of my mind that I'd go there (Lutheran General in Park Ridge) if I ever had to head out in a rush. Today was the day, I picked Lutheran General, and it may very well have made a difference for me. More later.

In the ER, they gave me a chest X-ray (both lungs partially affected by COVID), EKG (normal), monitored vitals, put me on 2 liters/hr oxygen (nose tubes), and the doc did a short exam. Everyone is in PPE, and spends as little time as possible with you. Much of the communication is done over a phone through the glass to limit healthcare worker exposure. Every time they left the room, they had to remove and discard all of their PPE (gown, gloves, mask, glasses) and sanitize. Cumbersome. Doc said they normally send people home to recover, but my pulse-ox (92% now while on O2) wasn't good enough without O2, and he could hear crackling (COVID lung) when he listened to my breathing. I was admitted.



I spent the next six days in a singleperson room (COVID protocol). Because of COVID, my doc wasn't allowed on the floor. The attending physician on the floor managed my care with majority guidance from the infectious disease (ID) doc. It was my great fortune that my ID doc had 30-plus years in the business and had been in every corner of the world for every pandemic over the last couple decades. Top-shelf! He happened to be currently involved in Mayo Clinic remdesivir trials and ran the Midwest antibody plasma blood bank. Remember what I said about top-notch hospitals? Well, it turned out that I picked one of three hospitals (Lutheran General) in the entire Chicagoland area (other two were Northwestern and Rush) that were deeply engaged in experimental COVID treatments. Blind luck in my case other than remembering which hospital near me was the best.

ID doc monitored my bloodwork, lungs, and symptoms for a day and a half before he came to me with his analysis. He said, "It's not likely that you'll die from this, but you're too young and healthy to be in this condition." What? Did he just say die? He was clearly concerned about my lungs and overactive immune response. (Body was in overdrive trying to fight it.) He told me that he believed in early intervention, especially in otherwise healthy people, and wanted to submit my name for experimental treatments. He conceded that I'd get pushback from the board of docs that decides on who is admitted to the meds/study, but he would push hard to change the paradigm. He said that waiting till someone got very, very sick (current protocol) wasn't working well and was ending up in ICU/death or very long hospital stays (four to six weeks). Colleagues of his that contracted it in the hospital spent many weeks in-patient because treatments started too late. Friends around the world were dying without treatment.

ID doc was successful. I signed all of the disclosures and releases, and we got started right away. He said I'd be there 10 days to two weeks (holy shit!) if the experimental drugs were successful. It would be longer if they weren't. He told me my #1 job was to stay out of the ICU because almost a third didn't make it out alive. (There we go talking about death again.) I was given remdesivir experimental antiviral (IV once a day), antibody blood plasma transfusion (one-time IV), strong steroids to reduce immune response/inflammation, blood thinners because clots were a side effect of several of the drugs, and I was given one dose of tocilizumab ("toci"), which had to be approved by two docs including the pulmonologist. For some unknown reason, COVID took a liking to me and was taking me down. My four to eight daily blood vials told the same story. Numbers were still going the wrong direction, and I was still getting weaker.

Continued . . .



The early and aggressive intervention worked! By the fourth day in the hospital (day 11 since positive test), I could feel the tide turning. I talked to my wife on the phone and told her that I didn't know what was happening in my body, but I could tell I was now recovering — not going backward like I had been for a week and a half. The first three days in the hospital, I found it very hard to concentrate. My mind is pretty sharp, but I felt like I was operating at 20%. It was hard to read and comprehend. Hard to text. Hard to do anything that took brainpower. I was lethargic, low energy, and disinterested. I was pretty concerned about this, because I'd never felt anything like it. On that fourth day in the hospital, this too started to change. I felt more energy, and my fever broke. I was able to text friends and family and finally thank the legions of people who were praying for me. I was able to talk on the phone, and I definitely felt better. By day 5 in the hospital (day 12 overall), the bloodwork turned around, and numbers were improving. The virus was being destroyed, my immune system was successfully slowed, my lungs started producing some mucus in the process of clearing. I was removed from oxygen on that fifth day and felt really good. Pulse ox stayed stable around 94%. In fact, I almost felt normal. On day 6, the ID doc came in and told me that he was very happy with every aspect of the recovery and blood work. He cut the 10-day remdesivir course short and signed off to send me home. Pretty miraculous!

It took a good two weeks to regain my strength. When I got home, I was sleeping 10 hours a night and still feeling a bit tired. My daily energy was slowly building back to its former level, but the process was slow. Most days showed slight improvement in energy/motivation, but I could only do an hour or so of yard work or the like without needing a break. Right now, I'm about 95%, and all symptoms are long gone. My doc cleared me to return to work on July 1, but it's hard to believe that I lost the entire month of June to COVID.

I live with my wife and four kids (ages 11-18). The 18-year-old tested positive just before I went to the hospital, but he never developed symptoms. He quarantined for 14 days at home and just stayed away from everyone. The other four people in the house tested about three or four times since the beginning of June. All tests were negative, and nobody ever had symptoms. How did my wife not get it?

I got this huge roll of toilet paper as a Christmas gag gift.

Who's laughing now?



While at home in quarantine and in the hospital, I read a lot about COVID. What I can tell you is that there's very little understanding and very little agreement. Studies lack peer review, and most have not been verified/duplicated. Many of the studies come out of China, and my take is that they are only partially reliable, if that. There are differences in opinion on how long it takes to incubate (two to eight days), how long you should wait from exposure to test (four to six days is my take), how long it takes to get symptoms (two to 14 days), how long you can test positive after getting it (two to six weeks) even though you're not contagious, how long you're contagious (three-plus days after symptoms are gone or 10 days from positive test) but not really sure, whether or not antibodies stay with you and prevent recurrence ... or not. Treatment is relatively non-existent since more than 80% believe you just have to wait it out. This is starting to change with a recent study recommending dexamethasone (cheap steroid) for treatment in some more acute cases — like mine. Even docs running studies and running protocols for entire countries disagree on when/how to intervene and improve outcomes. In short, there are almost no concrete answers at this point. If you get it, be proactive for the best possible result.

Final takeaways:

- COVID is real and can kick any of our (or loved ones') butts – it treats everyone differently, seemingly at random.
- I infected (or was infected by) the guy I flew with on June 2. We both got pretty sick.
- Know the best hospital in your area: nationally ranked, teaching hospital, cutting edge procedures/docs, robust ICU.
- Know how to self-monitor (temp, O2, etc.), and know when it's time to get help. Buy an oximeter now; you may need it.
- If you get really sick from COVID like I did, ask about the treatments I mentioned above (do it early), and consider finding out if any of the medical facilities near you are even doing such treatments – hopefully, it's getting more common.
- The flight office was great. They took care of everything, kept in contact with my wife, did the paperwork, and got me on pandemic leave through the “all clear” from my doc.
- APA was great. Marsha Reekie (APA Medical) was in constant contact and provided whatever info she was able to glean from her experiences to date. Dr. Richard Roth (APA ID doc consultant) monitored the situation and gave advice from afar. ORD Chair Dave Powell reached out several times to make sure all resources were involved/engaged so I could focus on getting better.



LETTERS

G M “Jake” Nelson - Spokane, WA

Life is great in the great northwest ! We are living our lives normally as Americans have for the last 250 years. We do wear masks when we are starving and need food.

In March had great flight to Utah with friend, flew into some great desert airstrips , camped and hiked. Have had a few trips in our camper, fishing and hiking.

Below are a couple of pictures from my last flight in November 2000, in DC 10-30 freighter, from Anchorage to Osaka. Cockpit picture was taken by my wife of 54 years over the North Pacific, with our son **Scott** (Captain now on Canadair Global Express), flying with me in the co-pilot seat. What a deal !



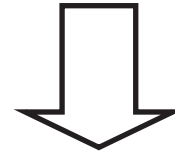
“Jake” and Scott Nelson

Kingsley Purton - Brandon, FL

I am not the only writer in the family, my wife wrote this 59 years ago when I was at Michigan ANG summer camp.

Feel free to use it in honor of those who kept the home fires burning.

Kingsley UAL 1956-1990



A Family's Dilemma

The grass is high, the weeds are here,
Or where, or where is father dear?
A nice green lawn we've no longer got,
In fact, the yard fast going to pot,

Our next door neighbor no longer comes over,
Because his yard has all our clover.
The situation at home has become chaotic
Since Father has gone to be patriotic.
The garage is a mess, I must confess,
All clustered with bikes and toys,
It got this way just from the play,
Of our four mischievous boys.

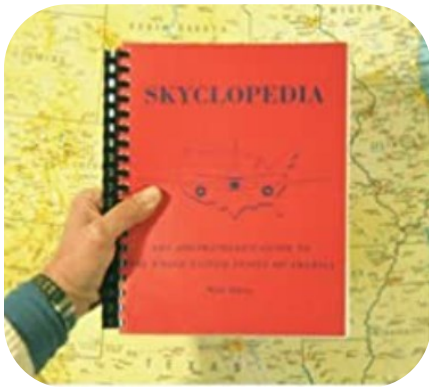
The dryer broke, the clothes are damp,
Since Father left for summer camp,
The house is in shambles, fast becoming a wreck,
While out to the runway the husbands trek.

To get to their airplanes to play war games,
But compared to the homelife is really quite tame.
While marching, and playing, and flying around,
A definite bedlam reigns on the ground.
Yes, back at the house, they call it their “castle”
Poor Mother is stuck while the children all hassle.

Oh Daddy dear, we miss you so,
And homeward bound we hope you go.
As soon as Summer Camp is through,
To help us with the jobs you do.
That peace and calm may once more reign
Throughout your “castle” and your domain
A distraught wife,

Madelon Purton 1961

Karen Kahn - Santa Barbara, CA



Your mention of **Mike Ray** in the August issue of RUPANEWS reminded me of a wonderful exchange I had with UAL **Captain Milt Jines** in March of 1991...I've

included a written version of my memory along with a photo, in case you can print it as well.

I had been using my treasured copy of "Skyclopedia: The Air Travelers Guide to the Whole U.S.A.", the compilation of fascinating facts for passengers which Milt had published and sold to pilots by mail. At some point I learned from Milt that he had a new loose-leaf edition coming out that would also have a series of index tabs available from his friend, **Capt. Ed Mitchell**. I figured easy access to the state I was flying over would be a good idea, so I ordered the indexes which arrived shortly thereafter.

As I began to insert the index tabs for each state, I noticed the drawing on the tab for Florida which outlined the state and had a printed notation along Florida's east coast, labeled "Pacific Ocean." Hmm, I thought, how strange, I always thought that body of water on the eastern side of Florida was the Atlantic Ocean! I wrote to Milt, inquiring as to whether they'd moved it while I wasn't looking...given the jocular nature with all of his correspondence,

His reply was classic Milt: "Karen, TANKs (with a rubber stamp next to it of 2 military armored tanks) for your note and kind remarks about Skyclopedia.

I guess you missed the NOTAM (right after the bombing of Panama); the Pacific spilled over into the Atlantic (Mrs. Noriega left in such a hurry she obviously left the valve open, etc.).

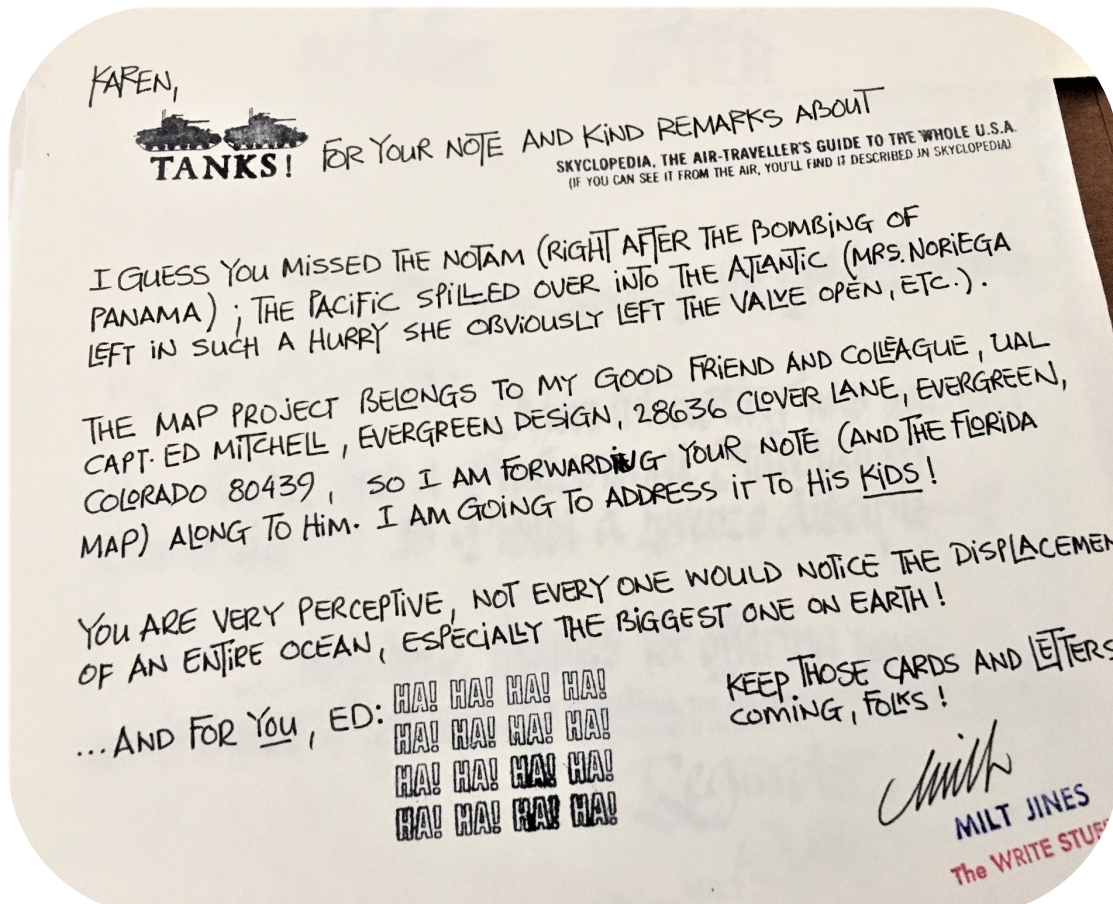
The map project belongs to my good friend and colleague, UAL **Capt. Ed Mitchell**, Evergreen Design...so I'm forwarding your note (and the Florida Map) along to him. I'm going to address it to his -KIDS!

You are very perceptive, not everyone would notice the displacement of an entire ocean,

especially the biggest one on Earth! And for You, Ed: HA!HA!H! (rubber stamped 12x) for emphasis."

Classic Milt!

Karen



KAREN,



TANKS!

FOR YOUR NOTE AND KIND REMARKS ABOUT

SKYCLOPEDIA, THE AIR-TRAVELLER'S GUIDE TO THE WHOLE U.S.A. (IF YOU CAN SEE IT FROM THE AIR, YOU'LL FIND IT DESCRIBED IN SKYCLOPEDIA)

I GUESS YOU MISSED THE NOTAM (RIGHT AFTER THE BOMBING OF PANAMA); THE PACIFIC SPILLED OVER INTO THE ATLANTIC (MRS. NORIEGA LEFT IN SUCH A HURRY SHE OBVIOUSLY LEFT THE VALVE OPEN, ETC.).

THE MAP PROJECT BELONGS TO MY GOOD FRIEND AND COLLEAGUE, UAL CAPT. ED MITCHELL, EVERGREEN DESIGN, 28636 CLOVER LANE, EVERGREEN, COLORADO 80439, SO I AM FORWARDING YOUR NOTE (AND THE FLORIDA MAP) ALONG TO HIM. I AM GOING TO ADDRESS IT TO HIS KIDS!

YOU ARE VERY PERCEPTIVE, NOT EVERY ONE WOULD NOTICE THE DISPLACEMENT OF AN ENTIRE OCEAN, ESPECIALLY THE BIGGEST ONE ON EARTH!

...AND FOR YOU, ED: HA! HA! HA! HA!
HA! HA! HA! HA!
HA! HA! HA! HA!
HA! HA! HA! HA!

KEEP THOSE CARDS AND LETTERS COMING, FOLKS!

Milt

MILT JINES

The WRITE STUPE



Mike and Clare Gallagher - Sparta, NJ

Well another year has gone by and we are still above ground. Our oldest grandchild, **Patrick**, will start his third year at Bucknell and his sister, **Caitie**, will be starting her second year at Penn State as a cheerleader. Our third oldest grandchild, **Connor**, will be starting his first year at Bucknell with his cousin Patrick. This is great for us as both schools are within 45 minutes of each other. With the virus who knows if we will get to visit them. We have eight more grandkids to go to college, the youngest is three, so who knows if we will get to see her off to college.

Since last year, we did a trip to Nashville. It's great city and we got to visit the RCA studios where Elvis recorded. We also did a trip to New Orleans. While there, we visited the World War II museum. It is one of the best museums that I have ever been to.

We then got to do our annual trip to London with two of our grandsons. Took them sight seeing, to a show and Abbey Road where the famous Beatle picture was taken. I think the best time for them was the English ale they drank.

Then the virus came and we canceled our Hawaii trip and our cruise to Normandy. Hope that we will be able to do them in 2021.

I am attaching a picture of the name tag plaque the we had on all the airplanes in the sixties and seventies. Should bring back some memories. As you can see the chain of command has changed since I retired (actually it was that way for the last 55 years).

*Mike & Clare
Gallagher*

JFF-LGA-EWR



Pierre Ney 1969 -1998.

In early 1971, I was a SFO based 727 Second Officer when the economy turned South and United started furloughing pilots. As I was very close to the bottom of the seniority list, I was in the first group to get the axe.

As fate would have it, I was at home reading the *San Francisco Chronicle* one day and saw a classified ad for pilots and flight engineers placed by World Airways in Oakland. I applied immediately and much to my surprise was hired. I was assigned to a 727 ground school in one of the big World hangars. After about three or four weeks, I was considered trained. As all of World's 727s were based at Yokota AFB in Japan we could live almost anywhere we wanted so long as we could get to OAK for a deadhead to Yokota. My wife and I decided to move back to our original hometown, San Diego and had moved to a small apartment there.

The crew desk called one day, asked for me and gave me a deadhead to HNL on Western Airlines to pick up a flight from HNL to OAK. I told them they had the wrong guy, I was not on the DC-8 or 707, but a Flight Engineer on the 727. They told me they knew that, and I was the right guy and my Western flight was the next day. They gave me the layover hotel, the Captain's name and told me to check in and meet the Captain there.

OK, off I went, got to the hotel, introduced myself and was told when to meet at the restaurant for breakfast. At breakfast I mentioned that I didn't think a 727 could fly between HNL and OAK. The Captain said that's exactly what he told his wife.

When we got to the airport for flight planning the Capt. told me to make sure the fuel tanks were full using the special procedure taught in the Oakland ground school. Out on the ramp the airplane taxied in with another crew. They had flown from Saigon's Tan Son Nhat to Clark AFB to Guam to Midway Island and were getting off to lay over then dead head home. On board was a full load of GI's on R&R, who had bought a ticket on what they thought was a non-stop from Tan Son Nhat to Oakland, they were very unhappy to say the least, island hopping across the Pacific.



With World, the FE fueled the aircraft after the local fueling truck or hydrant was hooked up. Before the local fueller attached the hose, I had lowered the flaps to 5 to get the leading edge devices out. This was done by opening the ground interconnect and powering the A system with the electric B pumps. Once the flaps were at 5, the hose was attached to the fueling station under the starboard wing. I got up on a small ladder and reaching behind the extended leading edge flap I disconnected the cannon plugs from the fuel valve on each wing tank. The center tank fueled normally using the electric switch on the fuel panel.

Disconnecting the electrical power to the wing tank fueling valve removed power from the motor driven fuel valve and disabled the auto shutoff feature when the gauge showed full. Moving the wing fuel valve levers manually I opened the wing valves. Watching the gauges like a hawk, I saw when they were almost full. Letting the fuel continue to flow I watched the surge vent nozzles, when fuel flowed out, I quickly shut off the valves. This was the World Airways 727 fueling technique for assuring absolutely full tanks for long range flights. What the instructor in the big hanger class had not mentioned was when fuel flows on to the ramp it is considered a fuel spill. The instructor also did not mention how unbelievably mad the Hawaiian fueller would get with a fuel spill at his station. The instructor forgot to mention that with a fuel spill the airport fire department had to be called to hose off the spill. All in all, a true Hawaiian goat-mating drill.

After The Port of Honolulu Fire Department, Airport Police Officers and the Fueling Supervisor converged, on the scene threatening me and World Airways with God knows what, the Captain smoothed things over and we were on our way. We took off with a very crowded cockpit headed East. On board there were five of us up front. The Captain, Co Pilot, me the Flight Engineer wearing *eau de Jet A* cologne, and two,

navigators. The Chief Navigator and the Assistant Chief Navigator had run out of time for their certification check ride, so were giving each other a check ride on this leg to California. They were both fairly old guys who spent almost all their time in the office and had not been out flying much for years. Needless to say, fuel was going to be a concern for the entire flight, so an accurate course was necessary. They took turns taking sun shots with the sextant.

As we approached mid-point, they started getting animated and not quite as sure of where we were as would have been reassuring. Finally, we talked to Ocean Station November, which was a United States Coast Guard cutter on station just at midpoint. They got a radar fix on us, gave us our exact position, the navigators were able to put an X on their chart, then take more sun shots and all was copacetic. The aircraft was equipped with Loran-C but I don't think it was effective on that route or it was inoperative and deferred, at any rate all we had was celestial navigation. Weather was fine at Oakland, we landed, taxied in and shut down with about 2000 lbs. total fuel on board. Customs and Immigration was severe with long lines and slow inspections of all bags, since they were trying to stop the flood of drugs coming in from Viet Nam.

I spent a total of six months at World Airways during the furlough then came back to United happy as a clam for about three years before the second furlough due to the Arab Oil Embargo. Spent 1974 and '75 with All Nippon Airways in Osaka, Japan as a 727 Flight Engineer, but that's another story for another day. Thirty years with United, World and ANA, 20 of which were on the 727 as a Flight Engineer and Copilot, 10 more years Captain on various 737's the 757 and 767. What a trip!

Pierre



Pat Sheehy – Cupertino, CA

DCA/SFO

In this time of “Sheltering” I really enjoy the pilot stories in the recent RUPANEWS. It helps bring back the days of comradeship – good memories.

And **John**, now I recognize you from our '67 days, from the page 5 (Aug RUPANEWS) photo of you with your beautiful lady on your lap. **Pat, Phyllis, & Jon**, I remember flying with you when were new hires.



August 2020
RUPANEWS

I haven't written for a while, so I want to thank the guys who have stepped down, **Bob** and especially **Cleve** for his years of dedication. This September will mark 20 years since I last set the parking brake in HNL. I had planned to have a family gathering on the Big Island this summer, but it has been an eventful 12 months. I lost my beautiful **Pauahi** last August. Then started having hip problems from years of running and hiking. The original surgery in December was cancelled because of another problem, and with the Covid-19, the hip was finally replaced in July. So I'm back to my old self, waiting for the Covid to die down and have my 80th in Kona with family and friends.

My flying days are on hold until I am mobile enough to climb into my friend's Cherokee 140. That stopped when I was mis-diagnose with arrhythmia 4-5 years ago. I found a doctor who has certified that I don't have it, but try getting the FAA to change back... Then I used the BFR to get back into the air for a few flights before my wife became more seriously ill.

Do you ever wake up, kiss the person sleeping beside you and feel glad that you are alive?

I just did and apparently it is not allowed on this airline.

My retirement party and my niece's home in HNL was as close a call as any from my flying days. The party had already begun when I arrived from the airport. I had not changed out of my uniform and was given a ½ watermelon full of a tasty tropical drink. After a half hour or so I was feeling no pain and decided to do a back flip into the backyard pool, uniform and all. I pushed off the edge a little too vigorously, watermelon in hand. As I hit the water I felt my angel holding the back of my bald head as I missed the opposite side red brick coving by a hair. Reflecting back now, that was as close a call as anything I can remember.

So ya'll be safe, stay healthy, and encourage those young people around you to obey the rules so we can get out of this damned pandemic.

Pat

Alan Cockrell - Undisclosed Location

Eleanor and I are doing well.

So far we have evaded the bug.

We are still living in America's best kept secret place. I won't say where, because you Yankees might invade again.

I still put in some time in my RV-6, based at airfield 3M5. I'm keeping up my instrument rating, but not sure why. Wife decided to stand down permanently, so I don't go anywhere but locally, usually with a few other RV bums.

I finally let go my class II medical. There are ample opportunities to fly commercially, but I just don't have the desire to get into the retrace again. So I am now on Basic Med. Still keep up a CFI though.

We have a boat and a travel trailer and get good use with them both.

I have started on a model railroad and am repairing the damage to it regularly after grandkid visits.

We love our church and our neighbors.

Life is good down here in...I ain't sayin.'

Alan



Jim Morehead - Pompano Beach, FL

On December 13, 2007, the President signed into law the "Fair Treatment for Experienced Pilots Act," which raised the upper age limit for pilots serving in 14 CFR part 121 air carrier operations to age 65.

The legislation took effect December 13, 2007. As of that date, § 121.383(c) of the Code of Federal Regulations (14 CFR 121.383(c)) ceased to be effective. Section 121.383(c) prohibited any air carrier or commercial operator conducting flights under part 121 from using the services of any person as a pilot, and prohibited any person from serving as a pilot, on an airplane engaged in operations under part 121 if that person had reached his or her 60th birthday.



This was **Keith McCormick's** last trip from San Francisco to Sydney and back in December 2007. He had just missed the age 60/65 cut-off and he retired at 60. Picture from left to right are myself, **Don Wolfe** also known as the **Wolfman** and of course **Keith**.



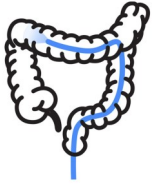
Keith McCormick's Fini Flight.
Click the photo for the Federal Register page



John Hebbe - Fairfax Station, VA

A year older next month. Been substitute teaching since January 2002, shortly after I retired. Oldest sub in the system I believe. With virtual classes, I suspect this fall will be a lock-out season for most of us. Substitute teaching has been almost as much fun as flying. Now, put on a smiling face and read:

RUPANEWS Aug (July), p.51 The colonoscopy story was entitled "Should Older Adults . . ." All about checking up on Mr. C.



Previously, comedian Dave Barry described his experience. He wrote:

I called my friend Andy Sable, a gastroenterologist, to make an appointment for a colonoscopy. A few days later, in his office, Andy showed me a color diagram of the colon, a lengthy organ that appears to go all over the place, at one point passing briefly through Minneapolis.*

Then Andy explained the colonoscopy procedure to me in a thorough, reassuring and patient manner. I nodded thoughtfully, but I didn't really hear anything he said, because my brain was shrieking, quote, '*HE'S GOING TO STICK A TUBE 17,000 FEET UP YOUR BEHIND!*' (as in FL170)

I left Andy's office with some written instructions, and a prescription for a product called 'MoviPrep,' which comes in a box large enough to hold a microwave oven. I will discuss MoviPrep in detail later; for now suffice it to say that we must never allow it to fall into the hands of America's enemies.

I spent the next several days productively sitting around being nervous.

Then, on the day before my colonoscopy, I began my preparation. In accordance with the instructions, I didn't eat any solid food that day; all I had was chicken broth, which is basically water, only with less flavor.

Then, in the evening, I took the MoviPrep. You mix two packets of powder together in a one-liter plastic jug, then you fill it with lukewarm water. (For those unfamiliar with the metric system, a liter is about 32 gallons).

Then you have to drink the whole jug. This

takes about an hour, because MoviPrep tastes – and here I am being kind – like a mixture of skim milk and Bon Ami cleanser, with just a hint of lemon.

The instructions for MoviPrep, clearly written by somebody with a great sense of humor, state that after you drink it, 'a loose watery bowel movement may result.' This is kind of like saying that after you jump off your roof, you may experience contact with the ground.

MoviPrep is a nuclear laxative. I don't want to be too graphic, here, but: Have you ever seen a space-shuttle launch? This is pretty much the MoviPrep experience, with you as the shuttle. There are times when you wish the commode had a seat belt. You spend several hours pretty much confined to the bathroom, spurting violently. You eliminate everything. And then, when you figure you must be totally empty, you have to drink another liter of MoviPrep, at which point, as far as I can tell, your bowels travel into the future and start eliminating food that you have not even eaten yet..

After an action-packed evening, I finally got to sleep. The next morning my wife drove me to the clinic. I was very nervous. Not only was I worried about the procedure, but I had been experiencing occasional return bouts of MoviPrep spurtage. I was thinking, 'What if I spurt on Andy?' How do you apologize to a friend for something like that? Flowers would not be enough.

At the clinic they led me to a room full of other colonoscopy people, where I went inside a little curtained space and took off my clothes and put on one of those hospital garments designed by sadist perverts, the kind that, when you put it on, makes you feel even more naked than when you are actually naked.



Then a nurse named Eddie put a little needle in a vein in my left hand.

Ordinarily I would have fainted, but Eddie was very good, and I was already lying down. Eddie also told me that some people put vodka in their MoviPrep. At first was ticked off that I hadn't thought of this, but then I pondered what would happen if you got yourself too tipsy to make it to the bathroom, so you were staggering around in full Fire Hose Mode. You would have no choice but to burn your house.

When everything was ready, Eddie wheeled me into the procedure room, where Andy was waiting with a nurse and an anesthetist. I did not see the 17,000-foot tube, but I knew Andy had it hidden around there somewhere.

I was seriously nervous at this point. Andy had me roll over on my left side, and the anesthetist began hooking something up to the needle in my hand. There was music playing in the room, and I realized that the song was 'Dancing Queen' by Abba. I remarked to Andy that, of all the songs that could be playing during this particular procedure, 'Dancing Queen' has to be the least appropriate. You want me to turn it up?' said Andy, from somewhere behind me. 'Ha ha,' I said.

And then it was time, the moment I had been dreading for more than a decade. If you are squeamish, prepare yourself, because I am going to tell you, in explicit detail, exactly what it was like:

I have no idea. Really. I slept through it. One moment, Abba was shrieking 'Dancing Queen! Feel the beat from the tambourine ...' and the next moment, I was back in the other room, waking up in a very mellow mood. Andy was looking down at me and asking me how I felt. I felt excellent. I felt even more excellent when Andy told me that it was all over, and that my colon had passed with flying colors.

I have never been prouder of an internal organ.

Still flying East,

John



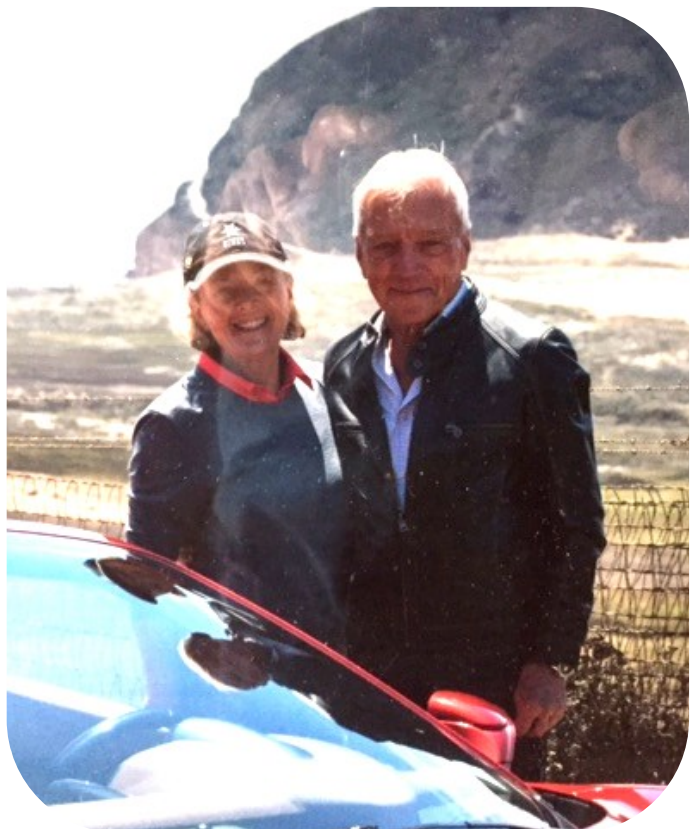
Rol Hamelin- Vail, Co.

Ingie and I were just a couple days away from departing on one of our biannual trips to Italy when the CV shut everything down. Now don't know when we'll drive our two Ferraris, one vintage and one new, there again?

It has been 22 great years in retirement, skiing, golf and playing with toys. A long time since Dinner Key Marina where I lived on my 55' yawl. Drove a motorcycle to MIA without encountering a stoplight the whole way and parked right by the jetway. However, reserve without pagers, no passes for 10 years and did not get 30 days vacation for 20! And of course, no such privilege as riding the jump seat back then.

Here is a photo from last year's Monterey Car Week in August; another pleasant memory waiting to be repeated.

Rol



**Coworker: You should sign up for the 401k.
Me: I don't think I can run that far.**

IN MEMORIAM

William “Bill” L. Rutherford, Jr.



William L. Rutherford, Jr., M.D., 79, of Erie, IL, passed away peacefully July 15, 2020, surrounded by loved ones.

He was born to William and Hazel (Sommer) Rutherford in Peoria, IL, June 26, 1947.

He attended Keller School, Peoria High School and Richwoods High School. In addition to track and basketball, Bill enjoyed summers on the Illinois River with his friends and flying with his father.

Bill attended Stanford University where he affiliated with Kappa Sigma, later serving as President. He graduated Phi Beta Kappa in Biology, 1963. Further studies at Cornell Medical College, New York City, earned him an M.D. degree and membership in Alpha Omega Alpha' the honorary medical fraternity, in 1967. Bill then served an Internal Medicine internship at the University of California San Francisco, during the “summer of love”, an eye-opener for the conservative Peoria doctor.

Bill flew with his dad from the age of four and soloed on his 16th birthday. Following medical school, Bill was accepted by United Air Lines for pilot training and began flying in March, 1969. His various domiciles included Washington, D.C., Chicago, San Francisco, and Denver. He flew the 727, 737, 747 International Relief Pilot (IRP), and the 757. He also worked as a Line Check Airman, a Flight Manager, and finished his career at United as Vice President of Flight Standards and Training at the Denver training facility.

Bill worked with the Air Line Pilots Association, in various capacities from 1969-2000, specializing in Human Factors and in accident investigation. He was on several teams of investigations of UAL incidents, including Portland and Colorado Springs.

During the Vietnam War Bill served as an Air Force Flight Surgeon with the Strategic Air Command, Blytheville, AR. Later, during furlough from UAL, he worked at Edwards Air Force Base, CA as a flight surgeon in Aeronautical Medicine.

In 1983, Bill married Jan Viera Gallant. They combined families to include four children, and were delighted to welcome a daughter, Ann, in 1984.

In 1993, the family moved to Geneseo, IL, to be near the farm Bill loved so much. His community involvement, while limited by his time away from home for work, included Band Boosters and Kiwanis.

He fought to protect his land from Eminent Domain and the Rock Island Clean Line (RICL) power lines which threatened him and the farms of many neighbors. He maintained his connection with Peoria serving as President of the Forest Park Foundation for over 20 years.

After retirement from UAL, Bill worked at the University of Miami and Western Michigan University in patient safety. He received a 3M grant to apply aviation safety practices to Medicine, taking what he humbly called "a dog and pony show" to hospitals around the country with his partner, retired UAL Capt. Bill Hamman, who contributed much to the effort.

Family left to cherish his memory include: his wife, Jan; daughter Ann Rutherford; two stepsons, John Gallant and Mike Gallant.

From web: Family left to mourn his loss include his wife, Jan; daughter, Ann Rutherford; two stepsons, John Gallant and Mike Gallant.

Memorials may be made to First Lutheran Church, Geneseo or Kiwanis Club of Geneseo.

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

Robert Zane Collings



Capt. Robert Z. Collings, 86, of Weems, Virginia passed away on July 25, 2020. He was an Air Force veteran and a pilot for 30 years for United Airlines.

He is survived by his wife of 45 years, Nancy Collings; two daughters, Linda Brizek of Placerville, California and Carol A. Leahy of Audubon, N. J. ; two grandchildren, Kathleen E. Leahy and Matthew Z. Brizek and one great grandson, Zane Leahy. He was preceded in death by his parents, William E. Collings, Sr. and Bertha Garrison Collings and his brother, William E. Collings, Jr.

He was a member of Indian Creek Yacht and Country Club and Virginia Richard Henry Lee Chapter Sons of the American Revolution. He had a great love for the water and was an avid fly fisherman. He also was an expert metal craftsman.

A graveside service will be held 10:00 a. m. Tuesday, August 4, 2020 at Historic Christ Church Burying Grounds, Weems, Va.

Memorial contributions may be made to: Collings Knight House, P. O. Box 357, Collingswood, N. J. 08108.

Historic Christ Church Foundation, P. O. Box 24, Irvington, VA 22480 or

Wicomico Parish Endowment Trust, P. O. Box 70, Wicomico Church, VA 22579.

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Currie Funeral Home and Crematory <https://www.curriefuneralhome.net/memorials/Collings-Capt.+Robert/4286128/>



Cleve Rice



Cleve Archibald Rice 83 of Wilford, passed away on Monday, December 23, 2019 at home surrounded by family.

He was Born on March 25, 1936 in St. Anthony, ID to Raleigh Cleveland and Eva Archibald Rice. He was the 2nd of two children. His older brother Donald Rice preceded him in death in 2014.

Cleve graduated from South Fremont High School in 1954. He then went on to graduate from Utah State University with a degree agricultural economics. He also participated in ROTC. He then joined the United State Air Force where he flew B-52 Bombers. In pilot training his call sign was "HotBox 88."

After 6 years of military service, Cleve began working for United Air Lines and eventually retired as a Captain in 1996. Since retiring he has devoted his time to volunteering with the American Legion where he held many positions, including State Commander, and served on the board of directors for Boys State. He was also deeply involved with organizing the annual Cowboy Poetry event in St. Anthony.

Cleve is survived by his children, Mikel Gail Rice (Chris) of Pocatello, ID; Julee Ann Rose of Twin Falls, ID; Mindy Sue Maupin (Terry) of Boise, ID; Angelee Prano of St. Anthony, ID; David Glen Rice (John Williams) of Phoenix, AZ; Gloria Hope (Kevin) of Teton, ID; and Judy Hayden (Jeff) of Hazen, ND. He is also survived by 6 grandchildren and 14 great grandchildren. He was preceded in death by his parents, his brother and his wife Marcella Rose Rice.

Interment was in the Wilford Cemetery with military rites by the St. Anthony Veterans and the Air Force Honor Guard. Arrangements were under the direction of Bert Flamm Mortuary.

The family suggests in lieu of flowers, donations can be made through the Bank of Idaho, St. Anthony branch for 2 memorial funds, as per Cleve's final wishes, for St. Anthony Cowboy Poetry or American Legion Boys State.

Harry Perrin Osborne



Captain Harry Perrin Osborne, 81, has flown West, peacefully passing from this life into eternal life on July 12, 2020, at his home in Prescott, Arizona. He was born May 9, 1939 in the city of Calgary, Alberta Canada, where he grew up in the home of his parents, Henry and Dorothea Osborne.

As a young lad, Harry raised and raced pigeons, built model airplanes, and loved fly fishing. He was always industrious; he worked on cars, overhauling engines for his friends overnight in his father's garage. He continued his love of old cars, collecting Studebakers, Lincolns, 31 Model A, 1914 Trumbull, 41 Chevy, and 41 Ford truck. He was a member of car clubs, including Prescott Antique Auto Club and Gallopin Gertie Club in Washington state.

Harry attended workshops for two summers in his early years, where he learned to become an airframe mechanic, and subsequently joined the Royal Canadian Air Force, training on the Chipmunk, Harvard, and the T33. After he got his wings, he flew the TF100 Fighter, then the F101, interceptors in the NORAD division stationed in Comox, British Columbia. Flying to Seattle often during his service, he heard United Airlines was hiring pilots. After 6 years in the RCAF, he began working for United, flying the DC8, the DC10, 737 and 747. He retired after 35 years as Captain on the 747-400 in 1999. During those years he flew his own Globe Swift everywhere.

Soon after he started working for United Airlines he received his U.S. citizenship. Besides working on old cars, he built experimental airplanes. In southern California he held the office of secretary and then president of the EAA chapter, where he inspected members' planes and their building progress, flying some of them on their maiden voyage! After moving to Prescott he was a member of the Quiet Birdmen Prescott Hangar

during which time he helped Bill for several years prepare for their Annual Hangar Party.

He built several houses and could make and repair just about anything. He loved helping people in any way he could, was the church handyman and drove the church van at Willow Hills Baptist Church. Harry was indeed an honorable gentleman.

Harry was preceded in death by his father, Henry; his mother, Dorothea; and his sister, Beverley. He is survived by his devoted loving wife and best friend of many years, Drucilla. Also, survived by children, Michael (Amy; children: Michelle, Amanda, and Joshua), Marianne (children: Courtney, David, Kameron, and Alesha), Shannon (Anthony; child: Sarah), and Sharn (children: Devin, Steffen, and Andrew); stepchildren, Stanley (Susan; child: Chad), ZoAnne (children: Matthew and Sean), and Cameron (Janie; children: Kristen and Shaun); and several great grandchildren. He leaves behind extended family and many dear friends.

The family especially appreciates the wonderful care by our personal caregivers and Solaris Hospice. Harry's body has been donated to Research for Life, for studies of vascular dementia and Alzheimer's disease etc.



Joseph Henry Stans



A pilot with a great wit was claimed by the Corona Virus and flew west on July 9th, 2020. A pilot who used biting satire when he wrote about United's management style. And yet, after skewering them for so

many years and after having written so many "Say Again?" columns for the San Francisco Council 34's Bayliner, United did bring him into management.

Long haul flying had become somewhat boring for him which is why he eventually agreed to accept his wife's advice and apply for a Flight Manager job. I'm told that during the interview process he and the other interviewees were asked whether any of them had spent a night "in the slammer." Three of them, including him, raised their hands. The interviewing pilot did not know what to do with this info and just went on with it.

Of course, the fact that he was highly qualified did have something to do with their hiring decision. He was a breath of fresh air in the SFO Flight Office as it struggled with the new computer systems that were coming online in the 80s and 90's. He was into Information Technology (IT) before it was a thing and he did what he could to introduce them to IT even if they did not want to go there. After one such "learning" session, when he finally gave up for the day, he was heard laughing to himself as he walked back down the hall to his office. He lived up to his agreement with the Flight Office to only stay for two years before returning to the line but before stepping out of the office he wrote the training manual for United's new Flight Managers and received a VIP award for it.



He grew up in Minnesota and loved to fly. Hired by United on March 6th, 1967 he was based in Chicago, married Nola in January of 1969, and when he got a bid to San Francisco in June of 78 they moved to Sonoma, living there until after he retired in 2002. While living in Sonoma, as if flying was not enough, for fifteen years he was a volunteer Fireman and became their Assistant Fire Chief. This was truly a Renaissance man.

He also worked hard for ALPA before, during, and after the strike. He was Council 34's Membership Chair but he was also a great writer for the Council's monthly newsletter, *The Bayliner*. His column was entitled "Say Again" and several of those *Bayliner* articles are still available. They will bring back many memories of "those days" before and after the strike of '85. He skewered United's management and its policies, but in the nicest way. Yeah, right!

During his career he flew a lot of airplanes. Starting as a DC-6 Flight Engineer, he flew almost every airplane United had, winding up as a 747 Captain. But his all time favorite flying was on the 737 up and down the Central California valley between SFO and LAX through Stockton, Modesto, Merced, Fresno, Visalia and on to Los Angeles.

Captain Joseph Henry Stans had moved to Birmingham, AL, in 2018. He was killed by the COVID-19 virus in July of 2020, shortly after their daughter, Megan, had died. He is survived by his first wife and still his friend, Nola.

BAYLINER 

If you are interested in reading some of Joe's Bayliner articles feel free to email Randy Ryan at RANDYRYAN40@msn.com



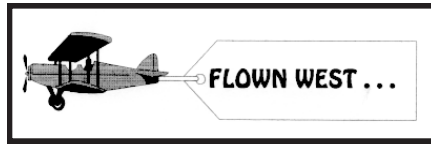
Lest We Forget

September 11, 2001

UA 93

UA 175





Cleve A Rice	Dec. 23 2019
Joe Stans	July 9, 2020
Harry Perrin Osborne	July 12, 2020
William "Bill" L. Rutherford, Jr., M.D.	July 15, 2020
Robert Zane Collings	July 25, 2020
Walter Holland	July 31, 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



RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant*—623-566-8188

Tucson Toros (Dates vary) Contact Randy Ryan for Info—520-797-3912—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 Wingers (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 Crazyies (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

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