
rupanews



Journal of the Retired United Pilots Association



*By Chris "Doc" Halliday
SFO*

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How to pay your RUPA dues

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



In this Issue

About the Cover . . . Contrails across the Pacific by Chris “Doc” Halliday, SFOFO.

UA862 HKG-SFO, B-747-400.

President’s Letter . . . John Gorczyca gives updates on recent United happenings and other topics. Welcome to new members.

Vice President’s Letter . . . Don Wolfe shares his reflection on his path to becoming a pilot.

From the Editor’s Desk . . . This has been another exciting month. The first member-wide eRUPANews email was great. More details in the Editor’s report.

Scam and Phishing Tips . . . It seems this ’tis the season for more scam and phishing. Here are some tips for determining if an email is the real thing or a red flag.

R & I Report . . . Bob Engelman talks about the new Aetna / ALPA medical plans.

Travel Report . . . Our intrepid traveler, **Pat Palazzolo**, gives some hints on visiting Petra, Jordan.

A Look Back . . . Check out the *RUPANEWS* magazine covers from 10 & 20 years ago. . With the eRUPANews simply click on the vintage cover and you’ll link to the whole issue. And, of course, a couple more vintage posters.

United Airlines Historical Foundation . . . There is a lot of history in the Flight Training Center halls and **Marvin Berryman** shares some with us.

Luncheons . . . Luncheons are starting to pick up. The **Seattle Goonie Birds** did a member profile this month and have one in the holding pattern for next month. What a great way to know more about our members. Keep those reports and photos coming. Thanks RUPA Luncheon Coordinators!

There I was . . . I think you’ll find this month’s section quite interesting. Our very own **Mike Ray** outdid himself this month with three pieces of artwork. Thanks Mike! Send your stories to the editor (rupaeditor@rupa.org) or simply click [here](#).

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



Letters . . . More great letters to let you catch up with RUPA folks and, Hot Dog, several first time writers sent in letters over the last few issue. That’s great!! There is one letter this month from a Ruparian who retired in 1994. Keep those emails and photos coming.

Ruparians love the photos. Also, please include your city & state with your email.

In Memoriam . . . Remembering RUPA Members who have Flown West.

Flown West . . . Remembering United Pilots who have Flown West.

Monthly Social Calendar . . . Luncheon locations and points of contact.

About the Back Cover . . . Upper: *Rainbow over a Triple* (B-777 at IAH)

by **Victor Gutierrez**, IAH

Lower: New B787-9 on 3rd flight. IAH-AMS (after pax loaded).

by **Gerry Beauchamp**, IAH

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President's Letter

John Gorczyca rupapres@rupa.org



Each month I find myself engaged in thought with what I intend to write about in my President's Letter. Here again, I find myself immersed in thought about the Coronavirus and asking myself when will an effective vaccine be developed. As of this writing, we are struck once again by the disastrous consequences of this virus. Now our Commander in Chief and his wife both have contacted this deadly virus. I, then, immediately think of the health, safety and well being of our RUPA members. Where does this madness end?

UAL has reached an agreement with ALPA to avert an imminent furlough affecting nearly 3,000 pilots. At this present time, UAL has agreed to delay any pilot furloughs until Oct 31, 2020. Thereafter, the United pilots voted to approve the Pandemic Recovery Letter of Agreement with United Airlines. The unprecedented agreement will keep all 13,000 United pilots employed and cancels the 2,850 previously announced furloughs. All of the forementioned may change before this letter is published. So, stand by.

As the year progresses, United has announced the debut of Chicago to Tel Aviv flights. Some of the returning flights include between Houston and Frankfurt, San Francisco and Munich, and Los Angeles to Sydney. Other added flights include between Chicago and New Delhi, San Francisco and Bangalore, India, between Dulles Lagos, Nigeria and nonstops between Chicago and Kona and between Newark and Maui. The company announced on Oct. 2 that they plan to resume service on nearly 30 international routes in November, including flights to cities in Asia, Europe, and South America. Additionally, they continue to strategically rebuild our domestic and international network by offering customers new service to popular leisure destinations in the Caribbean, Hawaii, Central America and Mexico. Even with these additions, the November schedule is still less than half of what it was last year. The company further indicated it is not in a financial position to support International Inflight Services at bases in Hong Kong, Narita and Frankfurt. This is such a loss for the flight attendants and for our flying public.



The First Palmer House

We have all had great layover memories of our years flying with United. One of my favs while flying domestic was the layover at the [Palmer House](#) in Chicago. Now, with \$300 million in debt, the 100 year old hotel is closing. It is the second largest hotel in the city and features a spectacular lobby, arcade, ballrooms and elevators. It is hard to say how many of these grand hotels of Chicago, New York City and other big cities will survive not just the pandemic but the lasting changes in business travel, tourism, and the workplace. I am sure many of you remember our after-burner changes from our United uniforms into some sort of civilian attire and make the trek to [Miller's Pub](#) around the corner on Wabash Avenue. It was quite the hangout for many decades among the pilot ranks. And, to this day, I think about those world famous Canadian Baby Back Ribs accompanied by a cold one. Ah, the memories!

 **UNITED AIRLINES**

In October, I conducted a Zoom meeting with our RUPA Area Reps. The meeting was strictly a preliminary meeting introducing our reps to what possibilities we have for such meetings. It was suggested we have a training session followed by an IOE and it was not decided what the frequency will be in the future for such meetings. But, in general, I believe the meeting was very productive and very well appreciated by all in attendance.

We conducted a review of the Bylaws by the RUPA Board of Directors. You can see the updated Bylaws by referring to the [RUPA](#) web site and finding the tab that indicated Bylaws. Although, there were minor changes, it is important to accomplish a periodic scrub of the Bylaws.

Janet Ishikawa has decided to step down as the Hawaii Area Rep. She indicated that she is very busy in life but is very sad to see her departure as the Hawaii Area Rep for Oahu. We wish her the best and thank her for what she has done for RUPA. So now, we are seeking a person to replace Janet on the beautiful island of Oahu. Please let me know if any of you have an interest in becoming the Hawaii Area Rep.

So, it is with much concern that all of our Ruparians stay healthy during this pandemic period. Thank you for your interest in RUPA and your constant stream of "There I Was . . ." articles and Letters to RUPA about events and happenings in your lives. By the time you receive your monthly edition of RUPANEWS, we all will be preparing for Thanksgiving. So, enjoy turkey day and enjoy that family time with your loved ones.

Still Flying High,
John Gorczyca

**W
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e**

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Gerard "Jerry" F Ricciotti	DCA	Regina	Annapolis, VA
Keith H Graham	ORD	Kim	Zionsville, IN
Steve M Zink	SFO	Marcia	Arvada, CO
Eileen S Tyson	SFO		Sonoma, CA
Steven "Steve" W Jackson	DEN	Dawn	Gilbert, AZ
Robert "Bob" N DeCristofaro	DCA	Vicky	Seneca, SC



Now, every member with an email address on file receives the eRUPANews and enjoys the color edition.

Also, experiment and click the photos and underlined text for links to additional information.

How do you like the eRUPANews?

Click [here](#) to send us feedback

or email rupaNews@rupa.org

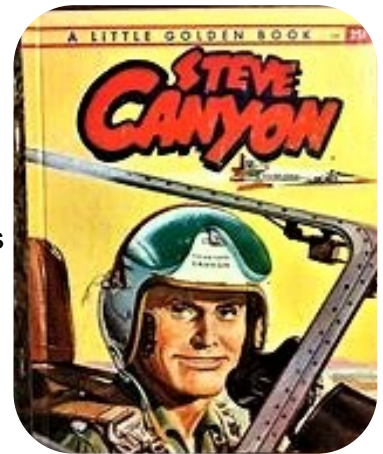

Vice President's Letter

Don Wolfe rupavp@rupa.org

Oh, the Places You'll Go



Many of us grew up reading the Steve Canyon comic strip. We also watched Clutch Cargo and Sky King fly their planes every Saturday morning on a small black and white TV. These characters led me to "flying my bicycle", usually solo but often in formation with my friends. In my mind I was flying a plane just like those comic strip and TV characters. The dream of flight really took off when my legs were long enough to reach the pedals of our orange 1948 Allis Chalmers WC farm tractor. The switches and controls became my cockpit. There were attachments for mowing, plowing and disking; one for every mission. "Ole Allis" would be my "ride" for years to come on that little farm in Ohio.



The evening missions were my favorite. The air was cool with the smell of fresh soil hanging in the wind. The sky was beautiful in the evening light especially when the cirrus clouds were high above. I could clearly see airplanes overhead pulling contrails as they flew east and west on Jet Route J-152. In my mind they were B-17's on their way to and from their targets deep inside Germany and "Ole Allis" was my P-51 Mustang. The roar of the engine and blue flames blowing out the stack added to the excitement as I flew low over the fields pulling a disk or plow in search

of FW 190's and ME-109's. I'd read about WW2 fighter pilots like Bud Anderson, Johnny Johnson, and Don Gentile flying in Europe. Even my Uncle, Judge Wolfe, was an Ace in the Pacific with nine victories. He'd grown up working on this very farm. His childhood "ride" was also a bicycle followed by two horses and a plow. Maybe there was hope for me too.

As the years went by Ole Allis changed to crop duster or a Super Cub that I flew to far away grass runways in Canada with Clutch Cargo. Occasionally I patrolled the area in "Songbird"; Sky King's straight tailed Cessna 310. And then one day Dad bought a second tractor. It was an Allis Chalmers WD-45 with a diesel engine. The exhaust on that big tractor smelled like a jet engine and I was in airplane heaven. This would be my "turbine phase"! Now I was flying an F-86 against Migs in Korea with "Boots Blesse" or a Pan Am 707 Clipper to the Orient. I even had the smell of jet exhaust from the WD-45 to prove it! These dreams were fueled by the aviation books from the County library; I must have read all of them. I grew to love those tractors and the time alone working the fields dreaming about flight.



A pilot in the making at age 5



Who would ever believe that one day most of those dreams would come true? Certainly not me. Yet mentors came in to my life and showed me the way. One day I would lead a flight of 4 Air Guard F-100's over that little farm and see my Dad and sister waving from below. I'd crew a United 727 countless times flying from Chicago to the East Coast on J-152. On those flights I'd look down at that little farm and count my blessings as we passed over at FL 350. In retirement I fly my little Cessna to far away grass runways with my friends, just like Clutch Cargo.

Most of those childhood dreams and career accomplishments have turned to memories over the years. I am thankful for family, friends and for living in America where dreams can come true. I am also thankful for being chosen to fly for United Airlines where the employment department got it right by hiring the best aviators in the world. What an honor it is for all of us to be associated with one another.

Now it's your turn. Search your memory banks, dig out an old black and white photo and share a story or two about your favorite childhood flying machine. What was your childhood "ride" and where did you go?

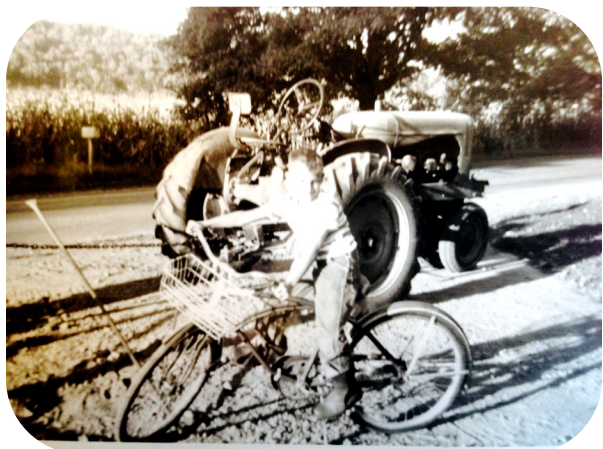
That's it from center seat coach,

HAPPY THANKSGIVING!

Wm



F-100s over the farmlands



Me and Ole Allis



Sky King and "Songbird"

From the Editor's Desk

George Cox rupaeditor@rupa.org



Last month we sent the eRUPANews to all members and it was a huge success. To put things into perspective, we used to send the e-edition to an average of about 300 members. The October eRUPANews was sent to over 2600 members.

First, we had to validate our email database. With over 2600 email addresses we only found 12 that failed the validity test. Eleven were syntax errors and repaired. That leaves only one email address that failed. That's a great tribute to our Sec/Treas John Rains. Good on ya!

We had six technology issues with members with aol.com email addresses. That issue was resolved by having them open the eRUPANews from a browser outside of aol. We plan to continue sending the eRUPANews to all. You will still get your hard copy if you are subscribed.

Q. What if I don't want the eRUPANews?

A. We recommend you simply delete the "Here's your eRUPANews" email. Do not *unsubscribe* since we use the same list for important eBlast emails. No spam, just important information.

Q. Can I download the eRUPANews pdf file or must I find the email every time I want to read it?

A. Yes, you can download the file. Look for a download symbol on your [pdf](#) reader. It may be a down arrow of some sort. Be sure to remember where you save the file.



Another way to get quick access without actually downloading the magazine is to "[bookmark](#)" the eRUPANews index file. A "[bookmark](#)" is an electronic piece of paper in your computer which links to a file, not unlike a bookmark in a book. It is sometimes called a *favorite*.

This is the link you should bookmark: <https://www.rupa.org/PDFS/2020/2020-Archive-Index.pdf>.

When you click the bookmark (or favorite) you will take you to the RUPANEWS 2020 index and then you select the desired magazine issue. You could actually bookmark each issue but I find the index is enough.

Happy Thanksgiving

Editor GeorgeE

**Directory
Update**

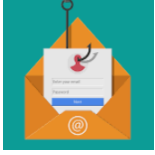
READ THIS

**~~~~ NOTAM - with a suspense date ~~~~
Deadline is 1 Dec 2020.**

**In January we distribute the annual RUPA Directory.
Any personal info needs to be updated by 1 Dec 2020.**

**That includes address, email, phone, etc.
Click [here](#) to email to: rupaSecTr@rupa.org**

More Scams & Phishing Tips



What a month. I'm receiving more and more scam emails and don't get me started on the bogus phone calls. If the "Social Security Administration" or the "IRS" calls me one more time!


In the past month I've received at least six PayPal, four Amazon, and one FedEx phishing email. Then there was the scamming email from a former RUPA "member" wanting me to buy gift cards because he was pickpocketed on vacation and stranded. Well, the scam email was not really from a RUPA *member*, but someone using a former RUPA officer's name but a different email address.

Remember, RUPA officers and reps have their email address in the magazine, which is also on-line. Unscrupulous folks can get those email addresses and make you think it's from someone you know by simply creating an account with their name but the scammer's email address. Here's what to look for. . .

Note: I have the email name underlined with a solid line and the email address with a dotted line.

Depending on your email provider and how you have you email set up, it is not uncommon for an email to display a name and then the email address. i.e. John Doe <John747ace@gmail.com>

However, a scammer can register an email *address* using whatever *name* the scammer wants. For example, I can set up an email with the first name *Pay* and last name *Pal* with an email address of money@gmail.com. So it might display as Pay Pal <money@gmail.com> or just Pay Pal.

 Then I can set the subject as "Your PayPal account has been compromised" and include a PayPal logo along with a link. The email says to click the secure link to check your account. You see this and click the link. The link might actually load some nasty stuff onto your computer, or an easier way for the scammer, is to just take you to a site that looks like PayPal for you to log in. When you do log in, then it will capture your login credentials. You just did a gear up landing.

Here are examples of several emails I received and I'll use them to show you what to look for. Again, I show the email name underlined with a solid line and the email address with a dotted line.

Real PayPal emails: Note that the email name says PayPal but actually can be anything. Note that in my real examples, the email address has **@paypal.com** and **@mail.paypal.com**. In other words, something to do with paypal.com. That is the important part.

PayPal <paypal@paypal.com>

PayPal <paypal@mail.paypal.com>

Fake PayPal emails: These typically have an attention-getting subject such as "Your account has been compromised" and have the PayPal logo. Let's dissect these, and remember, a scammer can make the email name anything they want but the address must be @paypal.com to be legitimate. .

<u>Name</u>	<u>Email Address</u>	<u>My Comments</u>
<u>secure@intl.-limited.com</u>	<info@gra.bitsl.com>	Name made to look "official"
<u>Pay.Pal</u>	<mailapps-h15.t2yg81it@baji.ngann1.com>	First name = Pay. Last = Pal
<u>Securepp.@int-limited.com</u>	<i.nfo@flash.corp.co.jp>	"jp" = Japan email address
<u>Account.Support</u>	<vinc.h@meklah.work.rateuk.com>	Name made to look "official"
<u>Service.@PAYPAL.COM</u>	<santuylah-1.78@ticashbackid.com>	See next sentence

I especially like the last one. The name is Service@paypal.com so that looks like a legitimate email but it's not the address, it's the name. The email is santuylah-178@ticashbackid.com. Is the email address a bit of sick humor? . . . @ tiCashBackKid? Is that Cash Back Kid?

BTW: I will be going into full retirement as soon as I get my \$5,000,000 from Edward Bogu. He needs my help to transfer money. His email address alee211@unitiel.co.kr. Oh wait! What is the email extension—"kr"? That's Korea. Maybe I should work thru his attorney Mr. Raymond Ahmed Dousu: dousu.r@5x2.de. His email extension is "de". That's Germany. On second thought, I don't think I'll be getting the \$5 mil.

Actually, the *com*, *jp*, *kr*, *de* in the email address extensions are called Country Code Top-Level Domains. Click [here](#) for a bit more info. Thanks to **Gerry Baldwin** for the pointers on this.



R & I Report

Bob Engelman rupari@rupa.org



RUPA R & I article about new Aetna/ALPA medical plans

October 12, 2020

Hi all-

Most of us are already in the UAL/Aetna Medicare Advantage PPO ESA plan. Now ALPA is also offering something similar. My large Aetna/ALPA retiree medical plan postcard just came a couple of days ago. There was not much info, but I've gotten some emails asking about it. I just called the phone number they gave, 833-595-1009, and spoke to a knowledgeable Aetna rep. This is the first time ALPA has offered this plan, and it's for retired members only, plus spouses. She was able to pull up my current Aetna info and look at our current plan and compare them side by side as we spoke. She recommended going to www.aetnaretireehealth.com/alpa, so I did. This website is much better than what our current plan's Aetna site is.

You can "Start Enrollment" but that doesn't mean you're actually enrolling. There you can watch a short video. Then set up a new account with log-in info, and over on the right side, under "PLANS AND RATES," are two links for you to download PDF files that show the **TWO PLANS** offered.

One is called the "Essential Plan." There are no premiums, repeat no premiums to pay, and a \$350 deductible. The negative is that the annual Maximum Out-of-Pocket (OOP) Amount is \$3400, compared to the \$1500 of our current UAL plan.

The other is called the "Premium Plan," which has a \$103 per month per person premium and no deductible. The Max OOP is \$3000. I won't go into the details since there are so many things to compare. Each plan's PDF file is five pages, quick to print out and easy to read and compare them. She said any of us can just call that number and talk to an agent as I did. All the plans, current and ALPA, cover you for ER and Urgent Care out of the USA. Note, **these OOPs are per person**.

Prescription Drug Coverage is different. There is a "Coverage Gap." I'm not clear on this, but it's the same as the Medicare "donut hole." For example, once you reach \$6550 in "true out-of-pocket costs" then "catastrophic coverage" starts and you only pay 5% or \$3.70 for the meds. If you use a lot of medications, I suggest you call the Aetna rep, at 833-595-1009 for more info. There are five Tiers, rather than the three we now have.

Also important, the UAL plan covers private duty nursing but the ALPA plan does not, and look at the higher co-pays for hospital stays with the ALPA plans.

Further, on the postcard, there is a list of phone-in "conversation" sessions at a different phone number, 800-935-5014. There are presentations by their agents every Wednesday, ending on November 18th. I called in and it was an informative 90 minutes. Open enrollment is now through November 20th. The video link over the WebEx app was inop, but the call was more than adequate. If you have any questions, at the end you can press 1 4 to get in the queue.

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)



From the call, here are answers to questions I'd received.

Can a pilot who retired while in "bad standing" with ALPA enroll? NO.

Can you switch from the Essential to the Premier Plan, or vice versa.

YES, during annual open enrollment.

If someone enrolls in the ALPA plan, can a non-United spouse remain in the United plan. That's a question for United, and good luck getting through to YBR. I would guess the answer is NO.

I don't know what happens with a non-UAL spouse who is under 65.

Routine dental coverage? NO.

Coverage out of the USA? YES, for ER and/or Urgent Care, same as current.

If a provider says Medicare or an Advantage plan won't be accepted, you can call Aetna and the rep will place a conference call with you to the provider and explain that **this is a custom plan** and may get the provider to accept it.

If not, you can get the service and file a claim. You'll be reimbursed the same amount as an in-network provider, up to the Medicare amount, and I think she said you'd get an additional 15%, basically for the inconvenience.

BTW, I called United's Your Benefits Resource a number of times and couldn't get anyone, even after holding each time for :32. Fred said that they're overwhelmed with calls, with so many employees being furloughed or taking leaves of absence.

What it boils down to is that it's cheaper to go to the ALPA plan if you don't use it a lot, **BUT** if you do have a lot of medical and/or prescription care, the lower deductibles with the current UAL/Aetna plan seems to be a better choice. Tallying up this year's medical premiums and out of pocket costs is necessary for you to make a comparison.

We had lots of questions and decisions to make last year. Now ALPA has given us more choices. Just as last year, **Fred Greene** was extremely helpful, as was **Marcia Friedman**, Pete's wife. Many thanks to both.

Bob Engelman

RUPA R & I

**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

Snowbird NOTAM

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

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



RUPA Pass Travel Report

Nov 2020

Captain Pat Palazzolo
rupapasstravel@rupa.org

Exploring Petra, Jordan

Hello fellow aviators,

If Petra looks familiar to you it's probably because it was used as the backdrop for the movie *Indiana Jones and the Last Crusade*, as well as many other films.

Petra is an historic archeological desert city in southern Jordan surrounded by mountains. It was inhabited as far back as 7,000 BC but came to prominence in 4 BC when the nomadic Arab Nabataeans settled.

They recognized its strategic importance at the juncture of several trading routes. The trading business gained the Nabataeans considerable revenue and Petra became the focus of their wealth. The Nabataeans were accustomed to living in the barren deserts, unlike their enemies, and were able to repel attacks by taking advantage of the area's mountainous terrain. They were particularly skillful in harvesting rainwater, agriculture and stone carving.



The magnificent stone carved buildings and the ingenious irrigation system in the middle of the desert are what draw over a million tourists to Petra each year. It has been a UNESCO World Heritage Site since 1985. Petra is partially located in a relatively narrow and steep canyon or *siq* that protected it's inhabitants from enemies. The Nabataeans carved beautiful buildings in the sides of the limestone walls of the canyons. The most beautiful of these is the *Treasury*, shown at the top of this article.

Getting to Jordan is through Amman and can be reached non-stop on Royal Jordanian from Chicago. Connections are also possible through many European cities including Frankfurt, Munich, London and Paris.

Royal Jordanian (RJ) and Lufthansa (LH) both give us Low ZED tickets. Visas are required and US Citizens can purchase them on arrival in Amman for \$56.

A cheaper alternative is to purchase a *Jordan Pass* before departure online. The online *Jordan Pass* can be purchased for \$99 and includes your entry visa and admission to Petra and other sites. The Jordan Pass is displayable on your phone so there is no need for a hard copy. As with any overseas trip, always check the State Department app "**Smart Traveler**" for the latest entry and exit requirements.

Petra can be reached by either purchasing a tour or, my preferred method, renting a car at Queen Alia airport and driving 2 hours and 34 minutes southwest. It's a straight shot on Highway 15 until you get to the Petra turnoff at highway 826. Plan staying overnight in **Wadi Musa**, the closest town to Petra.

Staying overnight gives you a full day to explore all that Petra offers. Wadi Musa has several hotels that range in price from the low \$200s to \$151 for the Marriott, to many very good accommodations well under \$100 per night.

If you're an adventurous traveler you can elect to stray at a Bedouin camp. The *Little Petra Bedouin Camp* offers a comfortable bed with a private bath for less than \$40. The breakfast buffet with omelet costs only \$6.

When to go? The middle Eastern deserts can be cold in the winter and hot in the summer. Plan spring or fall for your trip — April, May, October and November. The rainiest months are December - February.

One last tip, for your day in Petra bring plenty of water and pack a lunch. Or you can buy a lunch within the grounds.

If this summary has you sitting on the fence about whether or not to go to Petra, check out the National Geographic web site and also the Nat Geo film, "Petra, Secrets of the Ancient Builders." Those videos may push you over — one way or the other.

Cheers mates,

Pat

Other Links:

<https://www.nationalgeographic.com/history/archaeology/lost-city-petra/>

<https://www.britannica.com/place/Petra-ancient-city-Jordan>

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

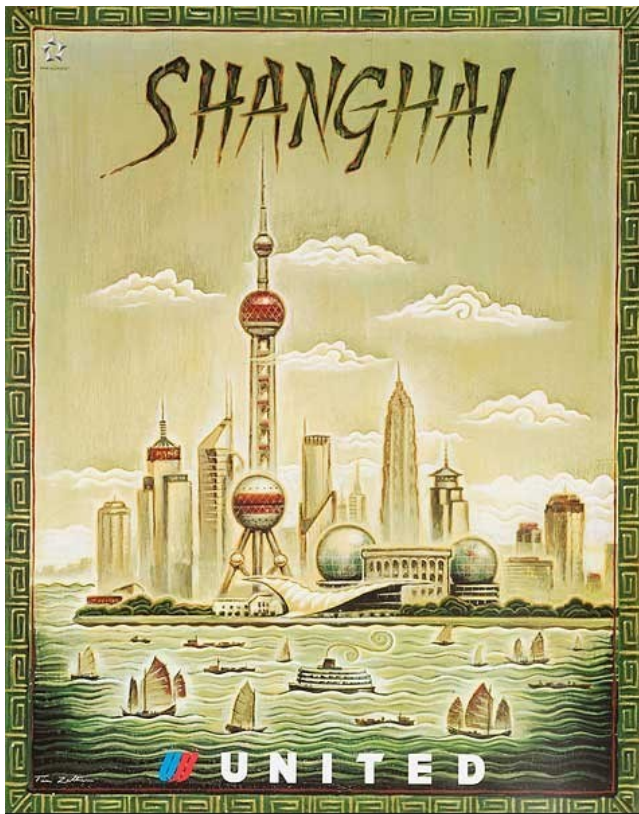
<https://www.history.com/topics/ancient-middle-east/petra>

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

Petra at Night



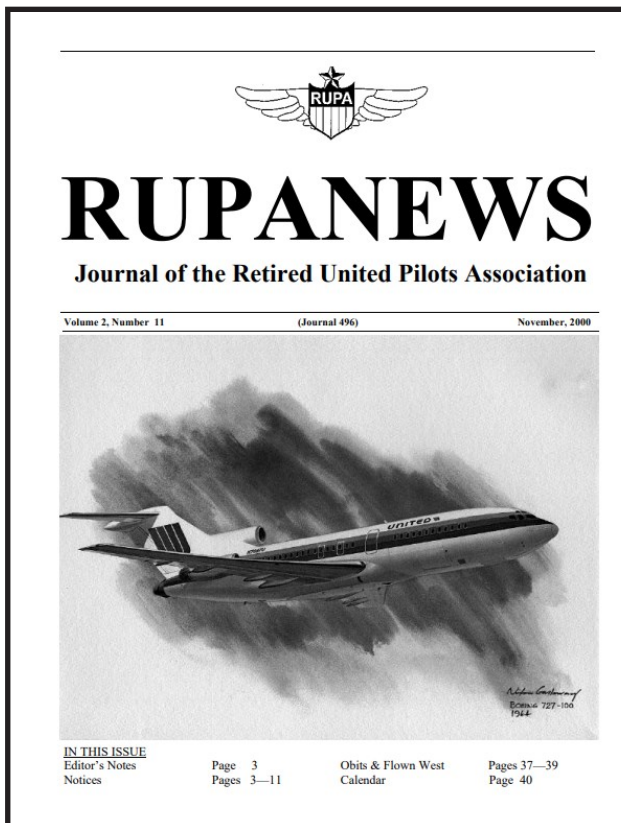
A LOOK BACK



RUPANEWS 10 years ago - Nov 2010



RUPANEWS 20 years ago - Nov 2000

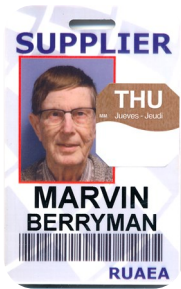
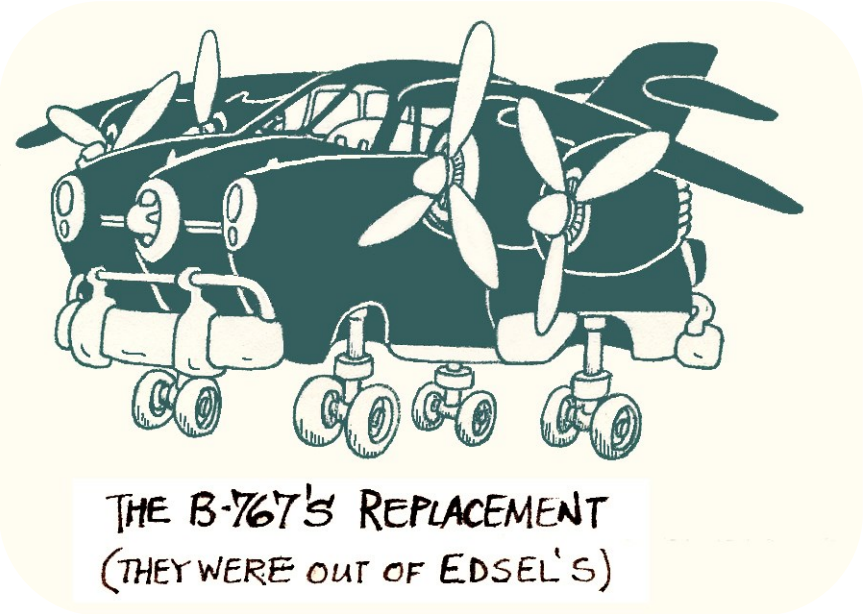
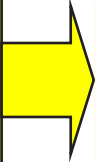


United Airlines Historical Foundation
"Preserve the Past, Inspire the future"
www.uahf.org



United Airlines Historical Foundation Room in the "A" basement of the Denver Flight Training Center. Tom Goodyear and Phyllis Jack are shown in disguise (masked).

B-767 Replacement:
 One of the stamps in a Milt Jines letter to UAHF contributor Marv Berryman



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 / LOCAL REPORTS

Pacific Northwest Flyers

We had a great get together Oct 1, 2020 at the HUB restaurant at Tacoma Narrows Airport.

There were a lot of RSVPs, but sadly, the fog did not clear out until about 1 o'clock so the three or four guys that were going to fly in couldn't make it. **Cort** diverted to Port Townsend'

Martie, Lindsey, and I just drove across the bridge from Tacoma proper, and **Earl** just walked over from his hangar.

A great time was had by all, just reminiscing and shooting the breeze. Since there were only four of us, we all agreed it felt a little like a layover! :-)



Left to right:

**Martie
Allison**

Earl Poland

**Lindsey
Johnston**

Dale Cope

Cort de Peyster
weather diverted
to Port Townsend
in his Remos GX



Ham Wilson Gold Coast Group

This was probably one of the best lunches in a long time and you'll probably recognize the intrepid aviators **Dan Petrovich** who is still active flying the 787, **Gene Anderson** who has retired from United and being a census taker, and **Jim Morehead** author and photographer reporting the news from the trenches at our luncheon.

We talked about plenty of things and we all left the building on our own and just had an absolute blast talking about so many things. The Marine one helicopter was not available so one got on a Harley and two were in conventional cars.

It was one of the prettiest days in probably a month and there's no rain in sight and almost clear skies with an east wind. Dan rode his Harley over to the lunch dodging the old and young South Florida drivers. That is a risk in itself!

Jim Morehead



*In the Before Times. . .
That's the time before the
Coronavirus.
Here's a typical crowd in 2014.*



Seattle Gooney Birds

The Covid has created havoc with our luncheons so we've explored ways to keep in touch various ways. One suggestion was to simply getting to know each other better so this month I'm sharing some personal experiences of one of our members. **Dave Mosby**. Dave's lifelong hobby has been photography. Here is his story.

Hank

Dave Mosby Photographer extraordinaire in his own words. . .



Born in Miles City, Montana Sept 3,'34. I Spent my early years on my Dad's homestead in eastern Montana, and yes, I did ride a horse to school, six miles each way daily. Fortunately, my folks did get a place in Miles City while I was in the second grade and that made it much easier to get to school... and back.

I had an older brother (eight years) that was a very serious photographer, so serious that in high school he entered a photo in a contest held somewhere on the east coast for pro photogs and won! Later, he was a combat photog during the Korean war. That naturally had me shooting pictures when, about all that was available for youngsters was the classic old Brownie box camera.

Later, I burned up a lot of 35mm film, but when digital came around, I promptly forgot chemical cameras. My first digital camera was a Nikon D200, now I have up through the Nikon D850. Is the Nikon the best? Not necessarily, but at the time I started they did have the best glass (lenses).

To continue the "about me", I went to high school at Custer Country High school in Miles City, graduated in 1952.

In 1957 I got a degree from Montana State College in Bozeman, MT. While there, I went through AFROTC, that led to flight school and then to gunnery school in the F-100. After three years in a squadron in Misawa, Japan, I returned to Luke AFB and instructed in the F-100 for three years.

After that, starting in Feb. '66, I went with United Airlines. The list of airplanes there goes through most of the fleets starting as an engineer on the DC-6, retiring as a DC-10 Capt. Retired from UAL in '94 and have been unemployed since.

Owned a number of light airplanes that includes the Cessna 180, Cessna 195, Giles G-202 and now an RV-8.

What else? Squadron gunnery team in '62. Caught a few fish, steelhead up to 12 1/2 lbs., halibut - 92 Lbs. I have no idea how many salmon and trout. Luke AFB ski team. UAL ski team. Worn out about a half dozen dirt motorcycles. My last deer was a 400-yard shot. I have printed and sold prints up to 40"X60".

Nope, as with most of the pilots I know, I still haven't grown up.

<https://fineartamerica.com/profiles/david-mosby>

Editor GeorgE -

The next page has some of Dave's photos from the web link. Remember, they are in color in the eRUPANews.





Mount Rainier sunrise - 2019



Barney - 2013



Nicaraguan Dancer - 2011

Big Island Stargazers

Due to the increase of COVID-19 cases on the island, we canceled our September meeting. Shortly thereafter, the Fish Hopper restaurant temporarily closed and will reopen sometime in October or November. We miss the camaraderie of our fellow members, but we continue to keep busy, safe and well.

Linda Hayes reports husband **Bill** (HA retired) just got a huge brush mower that they named the *Beast*. **Bill** has his work cut out for him getting their pastures back in shape.

The state of Hawaii plans to reopen to trans-pacific travelers on October 15th. In order to avoid a mandatory 14-day quarantine, travelers must take the nucleic acid amplification test, or NAAT, from a “trusted partner” of the state within 72 hours prior to travel to Hawaii. In addition to the NAAT test, The Big Island has implemented a rapid-response test required for all passengers arriving at KOA. Test results are available in about 15 minutes and will be done at the county’s expense, and will cost travelers nothing. Those who receive a positive result from that test will immediately be given a polymerase chain reaction, or PCR, test, known as the “gold standard” test, and will have to quarantine at their hotel or place of residence until results are received.

Those who underwent a test prior to travel to Hawaii but didn’t receive results before landing will still have to quarantine until those test results are received, regardless of the rapid-response test results. Travelers who forego testing prior to travel will still be subject to a 14-day quarantine upon arrival. These testing requirements have been put into place to prevent medical resources in Hawaii from becoming overwhelmed. A lot of information to digest, and subject to change!

Stay safe. A hui hou...

Linda Morley-Wells



Bill Hayes tackles his pastures with the *Beast*.



Back in the *Before Times* - 2014:

Standing Left to Right : Gerry & Joan Baldwin, Dick Slinn, Lauren & Bill Cochran, Don Diedrick, Linda Morley-Wells, Walt Wells, Joyce Jordan & Grace Slinn.

Seated Left to Right: Linde Rimkus, Beth Raphael, Al Rimkus, Linda Chen & Bob Michael



Mahai 'ula Beach

Dana Point

*In the Before Times. . .
The time before the Coronavirus.*

Here is a photo of the Dana Point group's last meeting before Covid hit. We were still speculating on how it would affect us. Some in the group had already taken precautions and stayed home. Looking forward to the time when all of us can have lunch again.

*Rico
Santamaria*



Monterey Peninsula Lunch Bunch

We had 13 "Bandits" show up for lunch at the outside deck of the Baja Cantina in Carmel Valley fully masked until the food and beverages arrived.

In addition to the names listed in our pictures, **Cheryl Bohrman** arrived and **Jon** was taking the pictures. The mid October warm weather and sun with temperatures in the low 80's was a comfortable setting. Conversations included **Wayne's** recent shoulder surgery to repair faulty work done years ago when he was still flying the line.

There was also discussion of our difficulties retaining and finding home insurance following the devastating forest fires we have been experiencing. We got to reminiscing about some of the great and not so great layover hotels like the Palmer House (great) and the Executive House (not) with all the wacko Jerry Springer guests riding the elevators in ORD along with great restaurants like Miller's Pub and the Berghoff to name a few. Then there was the Benson in PDX, the Pfister in MKE, not to mention the Mildew Plaza (not) on 8th Avenue in NYC where gun shots could be heard at night outside, and the Guards at the elevators in the evening keeping the hookers out. Then later we moved "to the East Side" to the Helmsley where UAL fed Leona money while she said "Little People Pay Taxes". There are many more but our senior minds were working hard to come up with these.

There was an announcement by **Terry Filson** that the Beach House for our annual Christmas Lunch is still reserved for December 9th, but she is not sure if the Monterey Peninsula Country Club will be able to host inside dining by December. In any case, she has the place reserved for December, 2021 in hopes we can dine safely by then.

Our next lunch attempt, weather permitting outside dining, will be Wednesday, November 11th at 1130 with RSVP's to **Phyllis Cleveland**; a must to reserve the outside dining.

Jon Rowbottom



L-R: Judy Quintana, Linda Mackie, Diane Emerson, Carlos Quintana



L-R: Wayne Aleshire, Ken Bohrman, Phyllis Cleveland, Jane Rowbottom, Jack Cowles, Terry and Steve Filson



As the editor, I am embarrassed and have egg on my face.

My apologies to the Monterey Peninsula Lunch Bunch.

In the October edition of the RUPANEWS on page 22, I included their photo (right) but inadvertently omitted their report.

However, embracing technology, I was able to correct it in the electronic version. Click [here](#) to see the corrected page with the report.



THERE I WAS ...

The Captain is lying ... and we can prove it!

The incredibly fascinating stories continue to cross the desk of the editor. Here is another example, and every word is absolutely the truth, or so says

Captain Joel A. Turpin.

Cartoon art by Mike Ray

I rarely have a problem with my passengers, but on one flight, there was an exception. Some of my first-class passengers called me a liar which, naturally, elicited a response from me. Here is the story.

It was a 6 AM departure from San Francisco flying down the coast to San Diego in a B-757. We departed SFO in darkness, but half way down to SAN, the sun popped up over the Sierras. Cruising along peacefully at 28,000 feet, and maybe 75 miles north of Los Angeles, I got a call on the interphone from the purser. She told me that some of the passengers on the right side of the first-class cabin were saying out loud that they thought the right engine was *not* running.

Specifically, they could plainly see the fan on the left engine spinning away, but the one on the right engine was not turning which they thought meant that the engine was not running. Naturally, my first officer and I got a good laugh from this as our 757 was cruising along effortlessly at about 300 knots indicated airspeed, and was not yawing towards the supposedly dead engine. I simply told the purser to tell those concerned that the engine was, indeed running quite normally.

I *incorrectly* concluded that this would alleviate their concerns. However, I had forgotten that we live in a cynical culture where the news media and Hollywood movie producers have convinced their audiences to trust no one in positions of authority, *including airline captains!* I had also forgotten that today, everyone is an authority on things they know nothing about, such as airplanes.

My denial of their suspicion that the right engine was not running quickly began to fuel a conspiracy theory among the first-class

passengers that there was a serious emergency and that it was being hidden from them. Another call from the purser informed me that several passengers on the right side of the cabin were trying to convince the others that the engine had failed, and that the captain was lying.

I then realised what it was that they were seeing, The sun had just come up in the East. We were flying almost due South, so the left side of the the airplane was brightly illuminated making the fan in the left intake clearly visible.

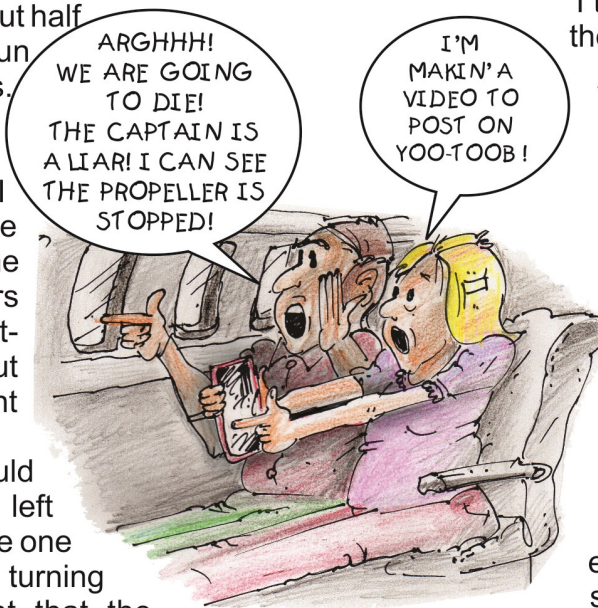
However, the right engine was in a shadow caused by the fuselage blocking the sun, and the fan in the right engine was not visible.

On the Pratt & Whitney PW3700 engine, there is a large fan in the front of the engine and right behind it is a set of stationary guide vanes.

The passengers were seeing the stationary guide vanes and mistook them for the fan. I got on the PA and explained all of this to the passengers and thought that would end the conspiracy theory. **WRONG!**

The interphone chime sounded a few minutes later and it was the purser again. She told me the passengers didn't believe me! Three of them were using their cell phones to take videos of the left engine and the right engine, and saying that they could plainly see the difference. No doubt about it, the right engine was not running and the captain was lying about it. I can only assume these video clips were to be released to the news media upon our arrival in San Diego and eventually posted on social media, making them heroes of the social justice crowd.

CONTINUED NEXT PAGE



"THERE I WAS" CONTINUED.

We were nearing the LAX airport at 18,000 feet and starting to get busy with the descent into SAN. I was getting a bit irritated at the conspiracy theory advocates who were trying to convince all the other passengers that something was dreadfully wrong with the airplane and that they were being lied to about it by the captain!

I made one more PA announcement saying, "Folks, this is the captain. There is a conspiracy theory among our first-class passengers that our right engine is not running and that we are trying to hide it from you. The Los Angeles airport is directly ahead of us and if the right engine really had failed, we would have declared an emergency and be diverting to Los Angeles and those of you listening on channel 9 would have heard this. I can assure you that the right engine is indeed running and is spinning at about 15,000 RPM while consuming about 3,500 pounds of fuel per hour. Both of these facts are more than circumstantial evidence that the right engine is running." I thought that this would squash the conspiracy theory, but again, I misjudged my audience.

Finally, the purser asked if I could send back my first officer back to show the passengers that what they were looking at was an illusion created by the sun. Sending him back would be a pain in the rear as we were getting very busy with ATC, but decided to do it anyway. When he got back to the cockpit, he told me that he didn't think that the passengers had bought his explanation.

After landing in San Diego, and parking at the gate, I got on the PA and invited those who had called me a liar to watch the fan on the right engine spool down when I cut the fuel to it. By the time we had completed our shutdown and parking checklists, all of the conspirators in the first-class cabin had deplaned.

Later, I asked the purser what their reaction was when they could see the right engine spool down. She said there was a feeling among them that could only be described as "crestfallen". Instead of being relieved that they had not been in any danger, they were actually disappointed that they didn't have a conspiracy story to sell to the media and in the process become heroes to the social media crowd.

Captain Joel A. Turpin

THERE I WAS ...

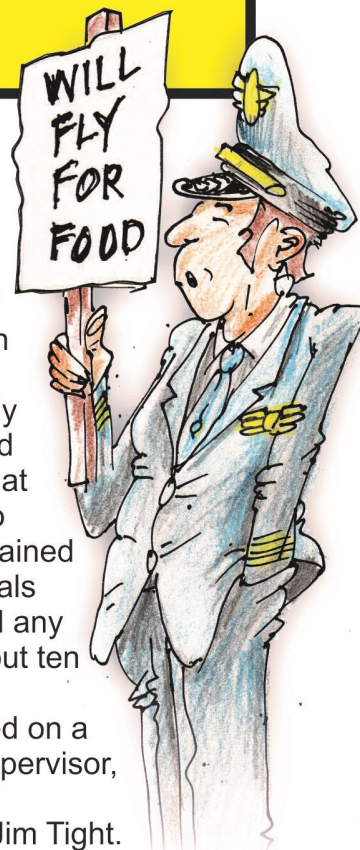
Every word is absolutely the truth, or so says
Captain Jim Tight.

There I was in Vegas; in the middle of that all-night charter turnaround United operated out of Detroit in the early ninties. We were about halfway through boarding when I overheard the A flight attendant making a rather bitter complaint. When I inquired as to the problem, she told me that their crew meals had not been boarded; that it would take forty minutes to get them, and that the late departure would be charged off as a crew delay. The ground people at LAS could be a pretty testy bunch in those days.

Taking the gate agent aside, I explained that I understood completely how she wanted to get the passengers boarded so she could get home and retire to her own comfortable bed, while we worked all night transporting that sodden rabble back to Detroit. I then explained how unreasonable it was to expect the cabin crew to work all night on an empty stomach. I further explained that while passenger meals were boarded for marketing reasons, crew meals were provided for safety purposes. "We will wait for the meals," I said, "and any delay will be charged off to servicing the aircraft." We had the meals in about ten minutes.

Enroute back to DTW I wrote out a full explanation of what happened on a legal pad I carried, and gave it to the A flight attendant to pass on to her supervisor, if that gate agent made an issue of what happened. Never heard a peep.

Happy Trails, Jim Tight.



THERE I WAS ...

... after three attempts to get airborne.

Here is another fascinating account from the zany world of airline aviation. Every word is absolutely the truth, or so says

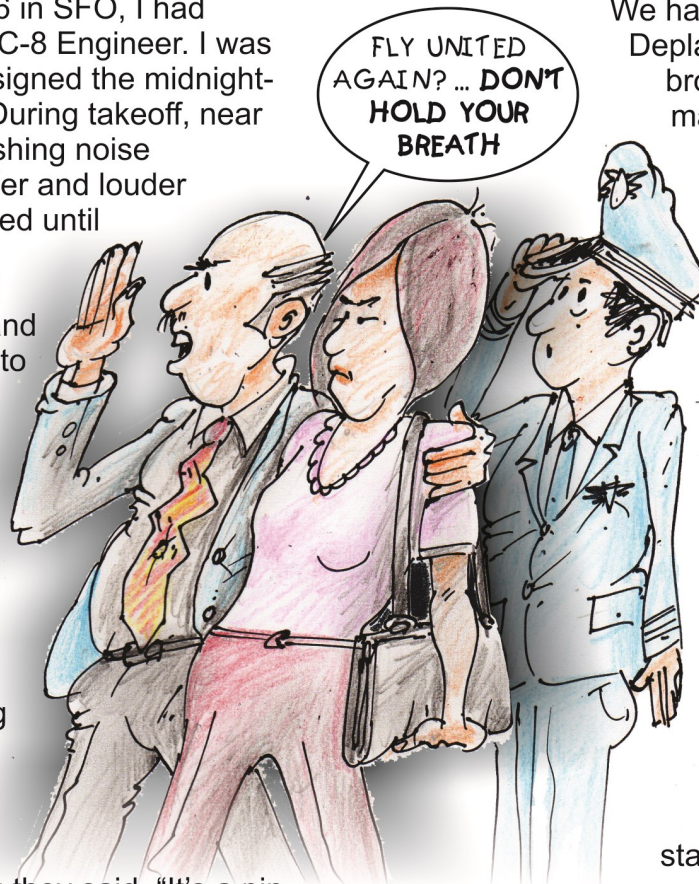
Captain Carl Carpenter

Cartoon art by Mike Ray

I think it was the winter of '68/'69 and after a year on the DC-6 in SFO, I had recently moved up to DC-8 Engineer. I was on reserve and was assigned the midnight-thirty red eye to ORD. During takeoff, near liftoff, a very loud air rushing noise developed and got louder and louder as the airspeed increased until you couldn't hear.

The Captain and F/O are looking at me and I am desperately trying to locate the source. I finally discovered that the sextant port was open. I closed it and things became nice and quiet. At that point, the captain said, "Now let's see why we can't get the gear up". Of course, the first thing that shot into my head was gear pins. I honestly don't think I had even seen gear pins in place. In training they said, "It's a pin with a big red flag and you can't miss it". I can tell you that at this point that wasn't very comforting.

So, we circled out by the Farallon Islands dumping fuel and returned to SFO and landed. You can imagine my relief when the mechanics came up and said the gear pins were out and they didn't know why we couldn't raise the gear. We deplaned the passengers and soon had another plane. After boarding the folks again, we had started one or two engines and were winding up another when it suddenly started unwinding.



We had sheared a starter shaft. Deplane again and they finally brought us a plane from the maintenance shop that had a long list of deferred items but was flyable. This time we were off and on our way without incident, but very late.

Coming into ORD, the weather was overcast in a snowstorm and poor visibility. The F/O was hand flying the ILS (can't remember why - maybe the autopilot was deferred) and coming down the glideslope the crosshairs suddenly retracted for two or three seconds and then reappeared. We were stabilized and continued the approach.

This happened a couple more times until we finally picked up the runway and landed.

After shutting down at the gate we were at the cockpit door saying goodbye to the passengers and frankly feeling we had gone above and beyond to get them there. Finally, one man stopped at the door and said, "Gentlemen, my wife and I are going to fly United again ... **BUT DON'T HOLD YOUR BREATH!**" and stomped off. I guess you can't win 'em all.

Captain Carl Carpenter

There I Was . . . Explaining to Dispatch how a Male Pax cut his “thing”

By David L. Webster IV Carpenter



As a 727 Line Check Airman, and later a 777 LCA, most IOE events were enjoyable and as lacking in anything unusual as most line flights. But this one was a bit different.

It was the last leg of an initial Captain's IOE, and we were enroute from DFW to SFO on the 727. We had covered nearly everything I could think of, and I had started filling out his paperwork for the last segment.

Then, the Second Officer, a very competent young woman I had worked with many times, answered a call from one of the aft Flight Attendants. It seemed a gentleman in coach had asked to use the first aid kit, but refused to tell them what he wanted it for, and he had no visible injuries. After a bit, he finally relented and let them know he had caught his organ in the splash pan of the toilet, had cut it, and needed an antiseptic wipe and bandage. So, yes of course, they let him have the first aid kit and he went back into the lav with it.

Needless to say, in the cockpit we pondered the not insignificant situation of a passenger injury and tried to get a handle on what had happened. From the right seat I turned to the brand new Captain and suggested that UA Medical might like to offer the gentleman some further aid on arrival in San Francisco. Maybe antibiotics or a shower. That seemed like an appropriate suggestion to him.

Trying our best not to make light of the situation, and be straight forward and professional, we had the S/O write a simple ACARS message:

PASSENGER HAS CAUGHT HIS PENIS IN THE SPLASH PAN OF THE TOILET AND IS USING THE FIRST AID KIT TO BANDAGE. WOULD YOU CONSULT WITH SFO MEDICAL TO SEE IF THEY WISH TO OFFER HIM ANY FURTHER TREATMENT ON ARRIVAL?

We commented to the S/O that it would likely be the only time she would use that word in her career in an ACARS message.

Almost immediately this message came back from Dispatch: I HATE IT WHEN THAT HAPPENS, followed by a few more messages from other dispatchers. We finally had to reply, SERIOUSLY, WOULD YOU CONTACT UA MEDICAL PLEASE. They did.

Later, when we rounded the corner into gate 69, waiting for us was the UA Medical van, a SFO paramedic van and a fire truck. Sheesh. As the poor gentleman emerged from the back, he was clearly embarrassed and wished no further assistance, looking at his watch and saying “Thanks but I need to make my connection to Shanghai.”

I signed off the new Captain, congratulated him, and walked two gates over to my flight home. As I walked on that aircraft the Flight Attendant at the door pointed outside and excitedly said, “Oh my God, did you hear what happened on that flight over there?”



There I Was . . . In the Buff and In the Hall

By Larry Darnell

Day 1: Junior man. Approximately 7 PM I received a call from the crew desk. I am the junior man for an eleven-day trip to Asia. I said Yes!

Day 2: Flight office.

I arrived at the flight office several hours early, as I had no charts or maps for Asia. I met a flight manager (temporary from DENTK) and I told him my problem and immediately was given a lecture "I am from DENTK and I know that when you get a 747 bid you are sent all the maps and charts for Asia." "What did you do with yours?" "I am on the DC-10: "What! the DC-10 does not fly to Asia." "It does now." He gave me his charts.



Day 2: Dead head to Narita.

I was given a seat in first class and was seated next to a man, about 60 years of age, clean cut, well dressed and, at that time, "civilized." We had a nice meal and as we went from topic to topic, he told me that he was a professor at Florida State University and was going on 15-day vacation. He would spend 5 days In Thailand, Taiwan, and the Philippines. In each country he was promised (some escapades) for his pleasure. He learned about this vacation from a magazine published in Florida called "Soldier of Fortune."

Day 3: Narita.

Narita View Hotel. In the old section where you can open the windows and watch the bamboo grow.

Day 4 to Day 8: Bangkok and Narita, back and forth, all night time.

Day 9: Narita. Leave Narita at 8:30 P.M.

Day 10: Honolulu. However, we are 4 hours late, and are scheduled to leave for SFO at 8:30 A.M. the next morning. Yes, after 5 days of All-Night trips, filled with "ADRENALINE," How do I get to sleep? I start with the YMCA working out in the weight room for 2 hours. Then, walking back to the hotel (the United hotel next to the Marine Surf), I decide to go to the Golf course and hit some balls. Back to the hotel, it's now 6:00 P.M. It's time for dinner, a few beers, and then a long, hot shower. I get out of the shower and fall into bed. I usually leave the light on in the bathroom, so I can find it. I did not. I "sorta wake up." I open the door, step out, and I see lights on/What? I turn around as the door closes. I am out in the hall "Naked."

What am I going to do? I run to the end of the hall to think...and to hide in a small alcove. I step into it and look down. The movie is getting out and the street is filled with people. "Do not look up."

I think about my alternatives. The elevator: I run down to the elevator and push the call button. Back to my hideout. The elevator doors open/nothing. The elevator doors start to close/I run down, and push the button again, and grab the emergency phone. The hotel desk answers, and I explain my problem, back to my hideout.

The short little Hawaiian man (he has worked there forever) comes from the elevator to my hideout. He has my room key and starts to give it to me and then pulls it back; then he laughs. Finally, he gives it to me and returns to the elevator. I rush to my room, and into bed.

Day 11: Honolulu - SFO. 6:30 A.M. I meet my crew in the hotel lobby. The FO says, "Did you do anything exciting on this layover?" I said "No, nothing new."

There We Were . . . In the Chief Pilot's Office and a 747 Saved the Day

By Al Hayes

It was a glorious autumn day in the early 80's as we barreled down Runway 19L in San Francisco for Cleveland in our trusty 727.



My copilot this day was **Dick Holt**, a tall gregarious former LSU basketball player. Dick's sharp satire could keep you laughing even on the grimmest of days.

Bob Buehler sat sideways, recently hired and still on probation. Bob was a big guy, with a bigger smile, who played football for Stanford. He radiated confidence and camaraderie. As crew team-ups go, this had to be a 10. I was well protected by two star athletes.

What a great crew, what a great day, and all signs pointed to a great trip. Clear weather in Cleveland, decent layover, and easy trip back to SFO the next day.

Now, this story has a lot to do with new technology, and what could possibly go wrong.

The newest technology at United in the early 80's was ACARS.

At that time ACARS was only used for automatically reporting block times and off & on times. Yeah! No more paperwork!! The ACARS box was up on the second officer's panel and we weren't supposed to touch it, even though it had a keyboard and display panel.

But several months before this trip, an enterprising second officer who also worked in UA engineering department told me the ACARS was capable of much more, but not yet in use.

He described the function, like how to send messages, and showed me how it worked by typing in a demo message then deleted it, cautioning me to not push the send button. "Neat stuff", I thought.

So halfway to Cleveland I decided to have a little fun with the ACARS and my crew. Dick, in the right seat, needed a blueroom break, so I thought "here's my chance" to pull one off on Dick.

I switched seats with S/O (remember this was the early 80's) and commandeered the flight engineers panel, and ACARS.

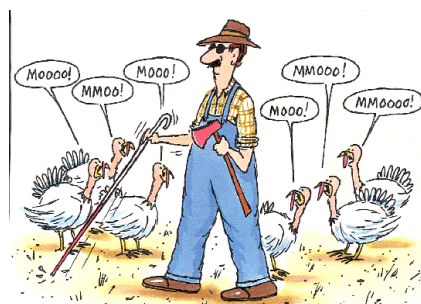
With Dick now back in the cabin, I decided to put the ACARS to good use, and typed in a brief message to be retrieved later by Dick when he returned.

As soon as Dick got back, I said " Hey Dick, did you know this ACARS stuff can do a lot more than report block times?"

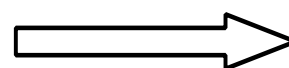
"Really?" he asked with a quizzical look "Yeah - it can even send and receive messages..... and one just came in for you. "It Did ????" "Yeah, just punch this button". I had him push the message recall button. The ACARS dutifully lit up brightly, fully displaying the artfully crafted "F--- Y--" that I had typed in. Big laughs all around.

I enjoyed having fun with my crew.

Fast forward to the next morning in Cleveland. Preflighting the airplane for our trip back home, a very worried second officer handed me a teletyped message addressed to him. "Tell me this isn't true" he grimaced, as he handed me the paper. I read it.



Continued . . .



" TO: S/O Robert Buehler
SFOFO.....Report to the Chief Pilots office
upon arrival SFO. Received your ACARS
transmission"

"Oh sh*t", I thought. "It's true, Bob" I said as I
tried to console him." But don't worry, I'll take
the heat. You had nothing to do with this"

"How could this have happened?" I thought.
"I never pushed the send button"

All this sent F/O Dick Holt into hysterics.
Although I was concerned about this, I
nervously laughed too. After all, the joke was on me.

S/O Bob, being on probation with a natural fear of being terminated, was mortified. Dick said "Don't worry Bob, I'll send you vegetables every Tuesday" And I piped in "And I'll cover the meat on Wednesdays"

We decided to see the Chief Pilot collectively. I would modify the truth only "slightly" so none of us would get fired. Like me. The story line would be that Bob and I were in our proper seats and that I commanded Bob to do this.

When we arrived in SFO, Dick and I were in the Flight Ops men's room at the same time just before having to execute the "walk of shame" into the Flight Office. Dick was laughing so hard he was crying" " I feel like we're going to the principal's office for writing F---- Y-- on the blackboard"

The three of us arrived at SFO flight office, where we were met by **John Schafer**, a really good guy who worked in the office back then, before he came back to the line. "What were you guys doing" John grinned at us. "EXO was up in arms". "All a gag" I promised. ".But the send button was never pressed." "You don't need to" John said. "As soon as you landed CLE it automatically sent."

it's true - a little bit of knowledge *is* dangerous.

Soon, Chief Pilot **Rod Gilstrap** arrived and we were all escorted to his office. The mood was tense. Rod's a good guy, but was genuinely upset. I related the incident as it unfolded with the one aforementioned "slight" modification.

"All meant to be a gag that stayed in the cockpit." I concluded. Chief Pilot Gilstrap said "Well, Clark Luther (then Sr. VP FLT OPS) thought that message was meant for him".

"No Rod", Dick piped up. "If we meant that to be for him we would have said "F---- Y-- Clark"

Only **Dick Holt** could have gotten away with that. Gilstrap shook his head in disbelief. The rest of us laughed.

Gilstrap said EXO got that message within minutes of it being sent. Dick again retorted "Rod, we could be hijacked, upside down and on fire, and you guys wouldn't get a message that fast". Laughter again, except from the Chief Pilots seat.

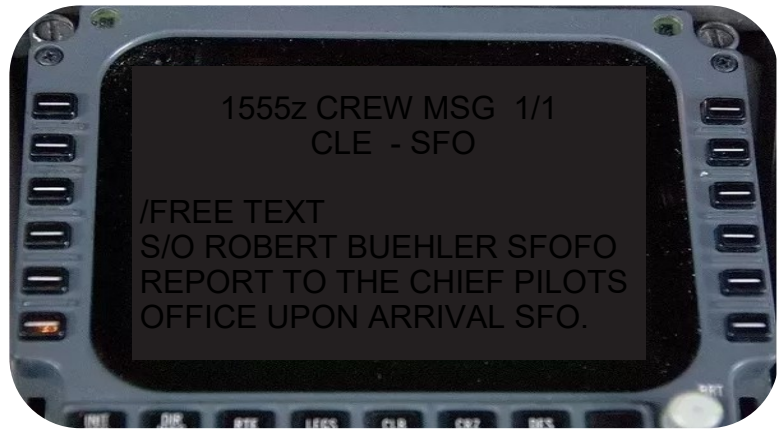
Behind Chief Pilot's desk, hanging on the wall was a large original painting of a United 747 departing LAX.

I thought the mood was just right, lightening up a bit, and now was my time to act.

"Nice painting of that 747" I said. pointing to the old 747 just about ready to lift off.

He swiveled in his chair and turned around to gaze up at it.

"Yeah, it is nice. One of our pilot's donated it to the flight office"



"Yeah---- me " I shot back, pointing at myself, with a slight grin of self-satisfaction.

Well, that completely changed things. Rod's previous demeanor melted like ice on a warm spring day. Now he seemed like he was one of us .

"Guys." He stretched out his arms as he surveyed each one of us. "help me out here "

Apparently, UAL had a lot of ACARS shenanigans prior to ours. and decided to make an example of the next guy screwing with it. That just happened to be me!

The Chief Pilot had to do something, and what he decided was for me to write a memo to pilots essentially telling them to quit messing with the ACARS.

Rod Gilstrap was very fair. I willingly accepted my penance. To the three of us, this was a victory. We left the office intact and very much relieved. **Dick** nor I had to send **Bob Buehler** weekly groceries. And I got away with my scalp.

Where are we all now?

Dick Holt sadly flew west after suffering a heart attack just before I retired in 2000.

Dick's good-natured humor, wit and friendship is sorely missed.

Bob Buehler had a stellar career and wound up in the training center as Fleet Captain, as I recall. Bob and I stayed in touch throughout the years and still laugh at our escapade described above. A true gentleman and a great guy.

Me? I flew for NetJets for 8 years after retirement, and still putz around in light airplanes.

Health and life are good. Enjoying the golden years.

Thanks to all at RUPA and keep up the good work

Al Hayes

1964-2000 SFO, LAX, HNL



Painting by Al Hayes



Al Hayes Retirement Flight Photo

There I Was . . . In Pitch-Darkness

By Gerry Baldwin

In the mid-1970s as a Navy flight instructor in T-28B/C aircraft, I was teaching basic instrument flying above an overcast, at night, with no moon. My student was flying from the rear cockpit and was doing simply fine. Nothing about the flight was particularly memorable till the unthinkable befell us. Everything went suddenly black...we had no electricity.

In theory, that could not happen. We had a main power switch with three settings, Batt; Off; Batt-Gen; or Battery, only; Off; and Battery-Generator. We normally left the switch in Batt-Gen during all phases of flight. If the generator failed, the system automatically switched to battery. If the generator were acting up, we could switch manually to battery, only. The battery had plenty of power to keep all essential systems operating for at least 45 minutes, plenty of time to get the airplane safely on the ground.

I shook the stick to indicate that I had control, my student already knew I had control, but protocol demanded a positive transfer. I switched to Batt to no avail. I switched back to Batt-Gen and got nothing. I pulled and reset circuit breakers; they were of no help. Fortunately, the engine had its own electrical system for ignition; so, it ran as before.

I had a flashlight, so I could see the altimeter, airspeed indicator, balance ball, wet compass, and the 8-day clock, the only instruments operating. The landing gear and flaps were manually activated and hydraulically operated, so they were of little concern. We had plenty of fuel, gravity fed and mechanically pumped. My only issue was the thick undercast.

Procedure dictated flying north till finding visual flight conditions and then finding a place to land. If one could not find visual flight conditions, then one was to bail out. I found neither of those options particularly appealing.

The cloud tops were at 8,500 feet; and I knew that the bases were forecast to be at 3,500 feet. Some might suggest that one could spin through the clouds and recover below. The T-28, though, went into a violent spin after one-and-one-half turns; so that was not an option.

I knew our position when we went dark; so, I dead reckoned to overhead the city of Pensacola. Though the clouds were thick, I could see a glow from the city lights. I circled till I could find a second glow. I thus had two bullseyes. I put one wingtip on the first glow and the other wingtip on the second glow. I kept the bullseyes in a fixed relative position and descended through the clouds.

We broke out right at 3,500 feet, as advertised, and in a wings-level attitude. I, then, flew visually back to Whiting Field, North, our homefield. I buzzed the tower to announce our presence. They gave me a green light; and I landed.

In the debrief, my student was flummoxed, too scared and too confused to know even what questions to ask. I explained all that I had reasoned and done from the point where I took control. He was amazed but left that night with his head down, with a lot of introspection, and a real story to tell his peers, friends, and family from that day forward.

Gerry



There I Was . . . At Three New York Airports in three hours and still On Time

By Rich Bouska

September 1986, I'm a copilot on a DC-10. We arrived the day before at EWR, took a crew van to the hotel in New York City for our layover. The next day we are waiting at the entrance of the hotel for our van to go back to EWR for the flight to SFO. It's raining, traffic is bumper to bumper and curbside parking is full.

Our driver taps me on the shoulder and asks if we are the crew for flight 35, I reply we are and he says he couldn't find parking in front of the hotel but he is parked at the side entrance. We get in his dilapidated van, it is hot and muggy outside with all the rain but he does have air-conditioning.

We leave for the airport and the windows soon fog-up. I'm turned sideways talking to the Captain next to me and the engineer in the back seat. I sense we are slowing down and turn around to see where we are. Are we approaching LGA? He says yes, he is taking us to LGA. I told him, No we are supposed to go to EWR. He says no, LGA. He doesn't have a radio or phone, so has to park, go into the terminal and call his dispatch to check. He comes back out and says yes, he is supposed to take us to EWR.

So, we take off for the next leg of our journey. After a short time I look up and see we are passing the hotel where we just stayed. After we come out of the tunnel on the New Jersey side, we see the sky has cleared and we are well on our way.

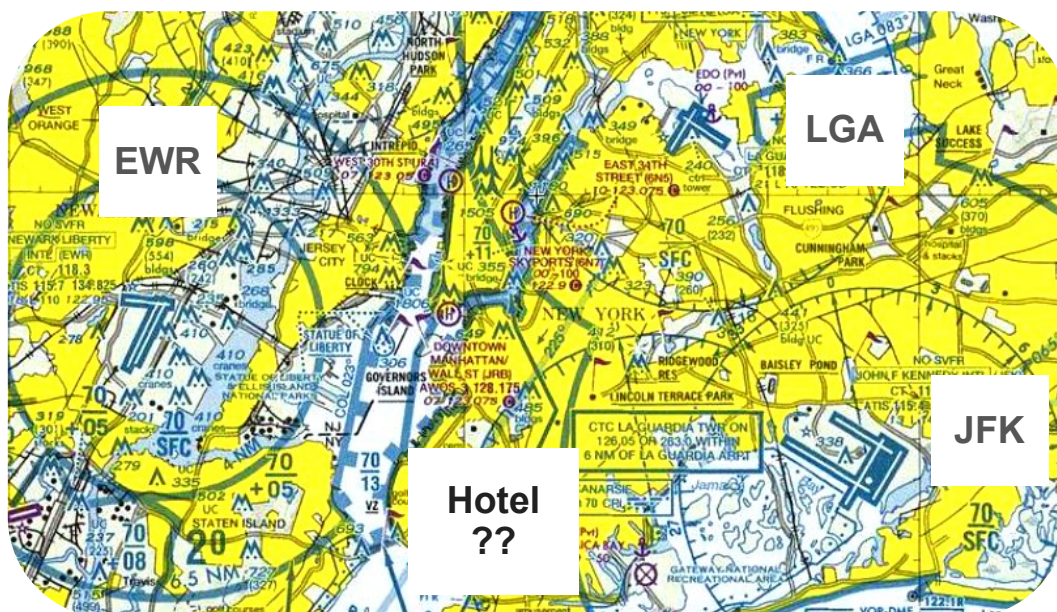
Approaching the terminal we can see our plane is not parked at the end of the banjo where it is usually parked - that made sense, bad weather, it's probably delayed. We leisurely stroll to the operations office knowing there is no hurry.

The guy behind the desk asks, Who are you guys? We're the crew for 35 to SFO. It was diverted to JFK, I'll see if I can get your driver to take you there. We hustle down the concourse for the van, get in and the driver says, I take you to JFK.

Through the tunnel again and out the other side, isn't that our hotel on the right? We finally realize this driver knows how to get to the various airports only from the hotel. We arrive at JFK, hustle to the operations area and identify ourselves as the crew for flight 35. Crew guy says good, the flight was diverted, and is just about ready to go; you should make an on time departure.

So, after leaving the hotel three times, going to three airports in three hours, we made an on time departure for SFO.

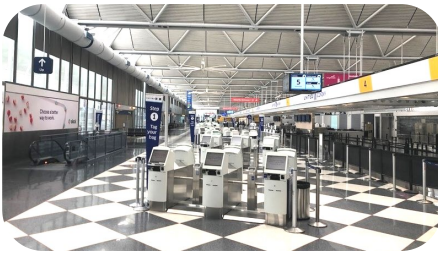
Rich



ARTICLES

United Airlines Reports \$1.8 Billion Loss But Looks Ahead To Friendlier Skies

David Schapner / NPR October 15, 2020



As the coronavirus pandemic continues to take a huge financial toll on the travel industry, airlines are trying to shift their focus from stopping the bleeding to planning for a recovery.

United Airlines CEO Scott Kirby is expressing confidence, saying a recovery is "now visible on the horizon," even though that recovery still appears to be a long way off.

"The light at the end of the tunnel is a long way away, but this is the turning point," Kirby told reporters and analysts on a conference call on

Thursday.

One reason for the optimism is that United is now able to test travelers at the airport for the coronavirus, with results in 15 minutes, to determine whether a passenger has been infected before the person boards the plane.

The rapid testing is being done only at San Francisco's airport for travelers going to Hawaii. If the test comes back negative, the traveler will not have to quarantine for 14 days upon arrival in Hawaii, which the tropical island state had been requiring of all incoming travelers.

United Airlines executives say news of the rapid-testing program has led to an increase in bookings to Hawaii.

But for now, the hemorrhaging continues, with United reporting that weaker-than-expected air travel demand over the summer months helped create a bigger-than-expected third-quarter loss of nearly \$2 billion. On Tuesday, rival Delta Air Lines reported losing more than \$5 billion in the third quarter.

Since March, the number of people flying commercially has plummeted. According to the industry group Airlines for America, air travel demand fell 94% at one point in April, and after a brief uptick in June and early July, demand dropped 65% to 70% in August and September, compared with the same months last year. And that's crushing the airlines' bottom lines.

United says overall, revenue fell 78% during the third quarter, with passenger revenue down 84% from July, August and September of last year, when the airline earned a profit of more than \$1 billion.

The one bright spot was a 50% increase in revenue from flying cargo.

And even though United has reduced operating costs close to 60%, the airline burned cash at a rate of \$25 million a day in the third quarter. That's down from a cash burn rate of \$40 million a day in the second quarter.

United began furloughing 13,000 employees Oct. 1, when a federal payroll support program expired, and talks to extend that aid remain stalled. United has promised to bring those furloughed employees back onto the payroll if Congress and the White House reach an agreement on providing airlines with the additional aid soon.

Kirby says the coronavirus pandemic has created "the worst financial crisis in aviation history," and he acknowledges that the "negative impact of COVID-19 will likely persist in the near term."

"We're not getting through this until there's a widely available vaccine, probably around the end of next year, so we've got [another] 12 to 15 months of pain, sacrifice and difficulty ahead," said Kirby. "But we have done what it takes in the initial phases to have confidence, and it's really about confidence, on getting through the crisis and to the other side."

Aviation industry analysts and airline executives say there does seem to be pent-up demand for air travel, as many people are eager to fly and get away, even for short trips. They expect warm-weather, leisure destinations to lead an air travel recovery.

But the bigger drag on United and its main rivals, Delta and American Airlines, has been the significant drop in the more profitable business-travel sector. Many business travelers tend to book later and even last minute, and they're willing to pay higher prices for better schedules and perks like business-class seating. United says its corporate travel is down 85% to 90% because of the pandemic, and Kirby says he doesn't expect it to recover as quickly as leisure travel will.

"Business travel is incredibly important to United," said Kirby. "It was our bread and butter before. I think it will be our bread and butter in the future. [But] it's going to be a few years before it comes back in earnest." He added that he doesn't expect business travel to recover to near pre-pandemic levels until 2024.

But Kirby doesn't agree with those who believe Zoom, GoToMeeting and other videoconferencing platforms will replace in-person business meeting and sales calls.

"We are social creatures. And I think the demand is going to come back," Kirby said. "I've been fond of saying the first time someone loses a sale to a competitor who showed up in person is the last time they try to make a sales call on Zoom."

United Airlines pilots ratify deal that will prevent 2,800 pilots from being furloughed

The vote comes just days before tens of thousands of aviation workers are slated to be furloughed.

By Lori Aratani / Washington Post

United Airlines pilots on Monday approved a deal that will allow 2,800 of them to avoid being furloughed should Congress fail to extend a payroll support program created as part of the Cares Act.

The deal will enable United to reduce the number of employees it will furlough come Thursday without Congress' help to less than 12,000, according to the airline. United, which employs 79,000 people, received \$5 billion in the first [coronavirus](#) relief package, which President Trump signed into law in March.

"Our members understood that in order to protect pilot jobs, we needed to approve this agreement," said Capt. Todd Insler, chairman of the United Air Line Pilots Association master executive council. "I am proud of our pilots for showing the unity and resolve needed in the face of uncertainty."

Under the agreement, existing hours will be spread across the pilot group, which means most pilots will temporarily work fewer days and make less money. But the deal ensures that all 13,000 United pilots will keep their jobs, Insler said.

Without the deal, roughly 2,800 United pilots would have been furloughed this year and an additional 1,100 risked being furloughed in 2021

The announcement comes as airline executives and workers continue to pressure Congress to reach a deal to extend payroll support for front line workers through the end of March. If no agreement is reached more than 33,000 airline employees will be furloughed Thursday

here is [widespread bipartisan agreement](#) for extending the aid to airlines, but negotiations have been stymied by differences over whether the measure should be a stand-alone bill or part of a larger package.

The letter of agreement signed by the union and the airline prevents any pilot furloughs until June 2021. In addition, the deal creates a second round of "early separation" options for pilots older than 50 and who have 10 years of experience.

Delta Air Lines and its pilots recently reached an agreement to delay decisions on possible furloughs of more than 1,900 until Nov. 1. At American Airlines, more than 1,600 pilots face the possibility of being furloughed Oct. 1.

In an appearance on "Face the Nation" on Sunday, American Chief Executive Doug Parker said an extension is needed to ensure that the industry is positioned to resume flying once travelers return

"Once we furlough those employees it's really hard, for example, to get pilots back in training," Parker said. "So once we've furloughed and shrunk airlines, our ability to continue provide services needed to pull the economy back out of this is going to be severely hampered."

United Airlines Announces Eight New Routes and Increases Flights to 19 Destinations in the Caribbean, Central America and Mexico for Winter Sun-Seekers

October 16, 2020

CHICAGO, Oct. 16, 2020 /PRNewswire/ -- United Airlines today announced a significant expansion of its winter international schedule, introducing eight new routes and adding flights to 19 destinations in Mexico, the Caribbean and Latin America. Starting in December, United will begin new nonstop service between Los Angeles and San Jose, Costa Rica and San Pedro Sula, Honduras; between Denver and Belize City, Belize and San Jose, Costa Rica; between Washington D.C. and Santo Domingo, Dominican Republic, and returning service between Cleveland and Cancun, Mexico. In January, United will begin new nonstop service between Liberia, Costa Rica and both Los Angeles and San Francisco. The new flights are subject to government approval.

Tickets will be available for purchase on Saturday, October 17 on [United.com](https://www.united.com). Tickets for Los Angeles and San Francisco service to Costa Rica will be available for purchase on Wednesday, October 21 on [United.com](https://www.united.com).

"These eight new routes highlight the continued expansion of our network and build upon our strong presence in Latin America," said Patrick Quayle, United's vice president of International Network and Alliances. "Our new and increased service offers travelers more opportunities to find warm-weather getaways and visit friends and family over the winter season."

Adding service to seven beach destinations in Mexico

This winter, United is also adding more flights to some of Mexico's most popular beach destinations including Cancun, San Jose del Cabo and Puerto Vallarta and is adding more weekend service to Cozumel from Chicago, Denver and Houston.

- Restarting nonstop year-round service between Cleveland and Cancun on December 19.
- Restarting service between Houston and Mazatlán on December 19.
- Increasing service between Chicago and Cozumel, San Jose del Cabo and Puerto Vallarta.
- Increasing service between Denver and Cancun, Cozumel, San Jose del Cabo and Puerto Vallarta.
- Increasing service between Houston and Acapulco, Cancun, Cozumel, San Jose del Cabo, Puerto Vallarta and Zihuatanejo.
- Increasing service between Los Angeles and Cancun, San Jose del Cabo and Puerto Vallarta.
- Increasing service between New York/Newark and Cancun, San Jose del Cabo and Puerto Vallarta.
- Increasing service between San Francisco and Cancun.
- Increasing service between Washington Dulles and Cancun.



Increasing service between Washington and the Caribbean

Beginning, December 17, United will start daily, year-round service between Washington-Dulles and Santo Domingo, Dominican Republic. From Washington, United offers nonstop service to 10 Caribbean destinations for the winter season including daily service to Punta Cana, Grand Cayman, Nassau, Montego Bay, Aruba, Turks and Caicos and San Juan, as well as weekend service to St. Thomas and St. Maarten. In addition to its extensive Caribbean network from Washington, United also serves Cancun, Mexico and San Jose, Costa Rica.

Connecting Denver to more Latin American destinations

Denver-area travelers now have more nonstop opportunities to get to Latin America than ever before. With its new service to Belize and San Jose, United now offers nonstop service to eight destinations in Latin America from Denver.

- Starting new nonstop service between Denver and Belize City, Belize.
- Starting new nonstop service between Denver and San Jose, Costa Rica.
- Continuing nonstop service between Denver and Cancun, Cozumel, Puerto Vallarta, San Jose del Cabo, Nassau and Liberia.

More options for West Coast customers to Central America

This winter, United will start brand-new nonstop flights connecting the Western U.S. with two popular leisure destinations in Costa Rica, enabling the airline to offer new options for customers planning travel to Central America. Tickets for United's new Costa Rica service from Los Angeles and San Francisco will be available for purchase on Wednesday, October 21 on [United.com](https://www.united.com).

- Starting new Saturday service between Los Angeles and San Jose, Costa Rica on December 19, which expands to daily service on January 5, 2021.
- Starting new three-times weekly service between Los Angeles and San Pedro Sula, Honduras on December 17, 2020.
- Starting new Saturday service between San Francisco and Liberia, Costa Rica on January 9, 2021.
- Starting new three-times weekly service between Los Angeles and Liberia, Costa Rica on January 8, 2021.
- Increasing to ten-times weekly service between Los Angeles and Guatemala City, Guatemala.
- Increasing to eleven-times weekly service between Los Angeles and San Salvador, El Salvador.
- Increasing to twice daily service between Washington and San Salvador.

Since the start of the pandemic, United has been a leader in enacting new policies and innovations designed to keep employees and passengers safer when traveling. It was the first U.S. airline to mandate masks for flight attendants, quickly following with customers and employees. United was also among the first U.S. carriers to announce it will not permit customers who refuse to comply with the airline's mandatory mask policy to fly with them while the face mask policy is in place. United was also the first U.S. airline to roll out touchless check-in for customers with bags, and the first to require passengers take an online health assessment before traveling. The airline also recently announced it plans to apply Zoono Microbe Shield, an EPA-registered antimicrobial coating that forms a long-lasting bond with surfaces and inhibits the growth of microbes, to its entire mainline and express fleet before the end of the year.

<https://hub.united.com/2020-10-16-united-airlines-announces-eight-new-routes-and-increases-flights-to-19-destinations-in-the-caribbean-central-america-and-mexico-for-winter-sun-seekers-2648228755.html>

Grounded airline planes turned into pop-up restaurants sell out in 30 minutes

Singapore Airlines will serve food on planes at Changi Airport

By Jon Porter@JonPorty Oct 12, 2020

All the joy of plane food, without having to leave the ground. Image: Singapore Airlines

Amidst plunging revenues due to the pandemic, Singapore Airlines is turning two of its Airbus A380 planes parked at Changi Airport into impromptu restaurants on October 24th and 25th, and it's proved surprisingly popular. [Bloomberg](#) reports that all seats at the restaurants sold out within 30 minutes of bookings opening, as people rushed to recapture the excitement of balancing a tiny meal on an even tinier fold-down airline table.



I admit I normally quite like airplane food, but that's probably because it's something to focus my attention on beyond an endless series of films I was never interested enough in to see in the cinema. Singapore Airlines is selling four different tiers of meals according to [Bloomberg](#), ranging from a meal in a suite for around \$474, right down to an economy experience for the equivalent of \$39. Around half the planes' seats will be available for dining to allow for social distancing.

Singapore Airlines is launching the dining experiences as earnings have plunged thanks to the pandemic. In July the company reported a net loss of over S\$1 billion (around \$825 million) in the quarter ending June 30th, and at the end of September it said it was exploring other ways of making money. As well as turning planes into restaurants, it said it would offer food deliveries to peoples' homes, complete with cooking instructions and a "specially curated playlist to recreate the SIA onboard experience," [Reuters](#) reports. Only 32 of the airline's 220 planes were operating as of the end of September, [according to ABCNews](#).

With hundreds of flights grounded around the world due to the pandemic, there's been a lot of airplane food in need of a new home. Multiple airline food suppliers have been offering their meals and snacks for purchase by customers directly, [according to the Lonely Planet](#).

Airlines' search for alternative revenue during the pandemic has led to at least one, Qantas, offering circular scenic flights in planes that take off and land from the same airport. [Reuters](#) notes that Singapore Airlines considered offering similar flights, but dropped the plans over environmental concerns.

Although seats on the A380 have now sold out, [Bloomberg](#) notes that Singapore Airlines plans to open a wait list and will investigate how it can accommodate the extra demand.



Qantas seven-hour flight to nowhere sells out in 10 minutes

Francesca Street, CNN • Updated 18th September 2020

(CNN) — Pre-pandemic, many of us viewed flying simply as a method of getting from one destination to another as quickly as possible.



Photo Courtesy Qantas

But amid global restrictions, travelers have been daydreaming not only about far-flung destinations, but the flying experience itself -- from the thrill of the take-off to the unmatched views of the Earth from the cabin window.

That's where "flights to nowhere" come in -- air travel that takes place purely for the purpose of the journey, not the destination.

Proving how popular these now are, a sightseeing flight to nowhere offered by Qantas sold out within 10 minutes, according to the airline, with passengers eager to take to the skies at a time when Australia has grounded almost all international flights paying premium prices.

"It's probably the fastest selling flight in Qantas history," the airline's CEO, Alan Joyce, said in a statement.

"People clearly miss travel and the experience of flying. If the demand is there, we'll definitely look at doing more of these scenic flights while we all wait for borders to open."

The seven-hour scenic flight will perform a giant loop taking in Queensland and the Gold Coast, New South Wales and the country's remote outback heartlands.

From above, keen fliers should be able to spot famous Aussie attractions including Sydney Harbour and the Great Barrier Reef. The jet will do a low flyover over certain landmarks, including Uluru and Bondi Beach.

Special onboard entertainment is promised too, including a surprise celebrity host.

The journey will take place on a Qantas Boeing 787 Dreamliner aircraft, usually reserved for intercontinental journeys across continents. Right now, there are very few flights operating to and from Australia due to travel restrictions and Qantas international fleet has been grounded.

The Dreamliner is renowned for its big windows, making it ideal for sightseeing from 30,000 feet.

Flight QF787, due to depart Sydney Domestic Airport on October 10 and return to the Australian metropolis seven hours later, had 134 tickets on sale -- spanning business class, premium economy and economy and costing from AUD\$787 to \$3,787 (US\$566 to \$2,734).

New trend

Nowhere fast: Qantas is selling tickets for a sightseeing ride in a 787 Dreamliner.

Across Asia, where the majority of borders remain closed, limiting leisure tourism, there have been a spate of recent flights with no destination.

Qantas' flight follows on the heels of EVA Air's Taiwan-based flight to nowhere, which offered a one-off journey on August 8, on board its Hello Kitty-themed A330 Dream jet.

Meanwhile All Nippon Airways (ANA) also operated a short scenic flight in Japan in August, which the airline said sought to replicate "the Hawaiian resort experience," with 300 travelers boarding the 1.5 hour flight.

Can You Get a Flu Shot Now? Yes, and Doctors Say You Should

By Concepción de León/The New York Times



People usually don't think about flu shots until the fall, so you might be surprised to learn that many places are already offering them. Public health officials, fearing that the confluence of Covid-19 and influenza cases could result in a "twindemic" that will further overburden hospitals and testing locations, are urging vaccination for nearly everyone.

"We don't have many arrows in our quiver in terms of combating Covid," said Dr. Kevin Ban, the chief medical officer for Walgreens, which began administering the vaccine across its stores on Aug. 17. That's

why medical professionals are focusing instead on minimizing flu cases, so "resources go where they need to," he added.

Here is everything doctors want you to know about the influenza vaccine this year.

Who should get vaccinated? "Everyone above the age of 6 months should be getting the flu vaccine," said Dr. Uchenna Ikediobi, an assistant professor of general internal medicine and infectious diseases at Yale University. In particular, those who are at a higher risk should get it, she said. This includes adults over 65 years old, those with underlying illnesses like asthma or heart disease, pregnant women, caretakers who are exposed to vulnerable groups, and essential workers, among others. For specific guidance about when these groups should get the vaccine.



Growing concern over the combined impact of the two viruses has even led some to mandate the vaccine. The University of California system announced this month that it would require all its employees and students to get a flu shot by November 1. And Massachusetts is requiring all students between 6 months and 30 years old to get the flu shot by the end of the year.

When should I get my flu shot? The Centers for Disease Control and Prevention recommends that everyone get the flu shot in September or October, before the start of the flu season. Experts suggest that adults over 65 and those with compromised immune systems wait until at least mid-September, so that the vaccine's protection lasts the entire season.

But if you are young and healthy, "if the flu shot is available in your area, I would suggest to get it" now, said Dr. Jasmine Marcelin, an infectious disease physician at the University of Nebraska Medical Center.

Dr. William Schaffner, the medical director for the National Foundation for Infectious Diseases, said it was better to go early than not at all. And if you miss the recommended time frame, you should still go, since influenza cases typically reach their peak in February. Not every vaccine is a perfect match, and sometimes people still get sick even if they get a shot. But it will make your illness less severe and make it less likely you'll end up in the hospital, Dr. Schaffner said.

Are influenza vaccines safe? Absolutely. Despite unfounded fears, there is no evidence of adverse effects in most people. Some people do experience mild symptoms like a sore arm, itchy eyes or fatigue after getting the flu shot, but these usually go away on their own within a few days.

Even if you are pregnant, you can and should get vaccinated. Pregnant women are one of the groups the C.D.C. says are at high risk for influenza complications.

Vaccines undergo several clinical trials, the results of which are reviewed and approved by the Food and Drug Administration before the medicine is released to the public. The vaccines continue to be monitored for safety and effectiveness, and every year the C.D.C. releases new flu vaccination guidelines.

What if I am allergic to eggs? Some vaccines are grown using chicken eggs, so some people with egg allergies have avoided getting the shot. Those with mild or moderate egg allergies should still get the shot, Dr. Marcelin said. If you have a severe allergy, however, you should consult your doctor, who should supervise the vaccination. There is also an egg-free vaccine available.

If you are pregnant and allergic to eggs you should consult your doctor about the best vaccine for you.

What if I don't like needles? There's a nasal version of the flu vaccine. While past studies have found that method to be most effective for children, that guidance has changed in recent years. The nasal vaccine is now approved for people ages 2 to 49, unless they are pregnant or have certain medical conditions. And you should not get this type of treatment with a runny or congested nose, Dr. Marcelin said, because that can interfere with the delivery of the vaccine. The nasal spray is not as widely available — Walgreens, for instance, does not carry it — but you can request it from your doctor.



Where should I get the vaccine? Rite Aid, CVS and Walgreens (and its Duane Reade stores in New York) all have the vaccine in stock, as do other pharmacies. To find a location near you, try the Healthmap Vaccine Finder tool. In an effort to expand access, the U.S. Department of Health is also allowing pharmacists to administer the vaccine to young children. Walgreens reduced its age requirement to 4 years old from 7 years old in eligible states, while CVS pharmacists are administering the shot to kids as young as 3. You may also contact your doctor.

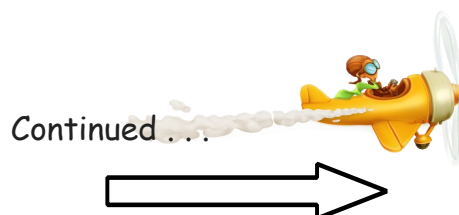
How is the vaccine different this year? As always, this year's shot was updated to include the influenza variants that are predicted to circulate in the United States. But there is a special vaccine for adults 65 years old and older with a higher dosage that has been updated to protect against four strains of influenza, rather than three as in previous years. A version of that high-dosage shot containing adjuvant, which boosts immune response, was also licensed.

How much does it cost? For those with private insurance, Medicare or Medicaid, the shot is typically free or comes with a low co-payment. Contact your insurer for more information.

If you don't have coverage, it may be worth shopping around. At Walgreens, the uninsured cost is \$40.99 for the quadrivalent shot, which is the most common variety, and \$72.99 for the shot geared toward those 65 and older. At CVS and Rite Aid, it is a little cheaper: \$39.99 for the seasonal vaccine, and \$69.99 for the high-dose vaccine.

Could we see a repeat of past shortages? It's too early to know for sure, but that's highly unlikely, Dr. Ikediobi said. This year, manufacturers project that they will deliver as many as 198 million flu shots, which is at least 15 percent more than the record number produced last year.

Still, it's best not to procrastinate. "What I'm telling my patients every opportunity that I get is that we do not know what this season is going to look like," Dr. Ikediobi said. "Find out now where you can get it without hesitation so that when the season starts in the next few weeks, you are in line and you've gotten yours."





What about coronavirus precautions? The C.D.C. has released safety guidelines for all health care providers. So as long as your provider is following these guidelines, it is safe to get your shot there. For example, Dr. Ban said, Walgreens has implemented rigorous cleaning protocols and is checking patients for symptoms of Covid-19, the disease caused by the novel coronavirus. Pharmacists who administer the shots wear both a face mask and a face shield, and patients are required to wear a mask.

How serious is the threat of a ‘twindemic’? Medical experts don’t know. Some hope that the measures taken against the coronavirus could also slow the spread of influenza.

Those precautions should be familiar by now: avoiding large groups, maintaining at least six feet of distance from others in public, washing your hands frequently, and wearing masks and other face coverings, especially indoors.

Dr. Schaffner said there have been some papers suggesting that “very rigorous use of masks, social distancing and indeed the lockdown” reduced the transmission of influenza in other countries.

But that may not be the case in the U.S., he warned. “There are the real careful people who are being very attentive,” he said, “and then there are lots of people, unfortunately, in this country who are being rather careless and carefree.”

This inconsistent behavior makes it hard to predict anything about the flu season.

But Dr. Ikediobi said that places with a good track record of following coronavirus precautions could have fewer cases of influenza. “This is just a prediction.”

Yes, Honey is Good for Colds

By Nicholas Bakalar/The New York Times

Honey is a traditional home remedy for colds. Now a review of studies provides scientific evidence that honey does indeed have a modest but significant beneficial effect on coughs and other respiratory symptoms.



British researchers pooled data from 14 randomized controlled trials testing honey for the relief of upper respiratory tract infections. The studies measured symptom relief by various criteria — reduction in coughing, pain relief, elimination of congestion and other measures. Two of the studies compared honey to placebos, the others to usual care or other medicines.

The analysis, published in *BMJ Evidence-Based Medicine*, found that over all, honey appeared to improve the symptoms of upper respiratory tract infections. Compared with usual care, the effect of honey was significant in lowering a combined symptom score and in reducing the severity and frequency of coughing. Honey did not shorten the time to recovery.

The lead author, Hibatullah Abuelgasim, a medical student at the University of Oxford, cautioned that honey should not be given to babies under 1 year of age because it carries a risk for infant botulism, and that it is appropriate only for mild symptoms of respiratory illness.

“This is a folksy kind of cure,” she said, “and we were interested in seeing if there’s any evidence for it. We didn’t do a randomized trial, but it does seem that honey is more effective than some over-the-counter treatments. It is also cheap and readily available.”

In ‘Growing Young,’ author uncovers the less-obvious tactics in the quest for human longevity

Erin Blakemore / Washington Post



Want to live longer?

You might want to spend less on exercise equipment and invest more time with friends. That’s the message of “Growing Young: How Friendship, Optimism, and Kindness Can Help You Live to 100,” a new book by Marta Zaraska that stresses less-obvious tactics in the quest for human longevity.

When Zaraska, a journalist who has written for The Washington Post, delved into the science of long lives, she didn’t find what she expected.

“My sit-ups and kale juice were not as important to my health as I used to think,” she writes. On her worldwide hunt for tactics to extend human lives, she found answers not just in laboratories but in senior centers and “cuddling rooms.”

The book is as much an exploration of longevity’s enemies — loneliness, anxiety, a lack of supportive social networks, a lack of purpose — as its boosters.

Take pessimism: In 2009, researchers found that women with cynical hostility, a personality trait defined by pessimism and mistrust, were more likely to develop coronary heart disease and die prematurely.

Last year, another study found that optimistic men and women have 11 to 15 percent longer life spans than their counterparts. They characterized optimism as “a psychological resource that promotes health and longevity.”

Brief interventions such as meditation, volunteerism and a spiritual practice are all associated with increased optimism, and Zaraska points out that it’s a skill that can be learned.

Other boosters have to do with the company we keep, and Zaraska dives into statistics that associate marriage with longer life spans and friendship with greater well-being. According to the Centers for Disease Control and Prevention, 1,443 unmarried adults per 100,000 died in 2017, vs. just 779 married people per 100,000. It’s still unclear whether that disparity exists because marriage actually protects against death or healthy people are more likely to marry.

Either way, Zaraska’s research reveals that long lives are rich and meaningful.

“It’s time we recognize that improving our social lives and cultivating our minds can be at least as important for health and longevity as are diet and exercise,” she writes. “When you grow as a person, chances are, you will also grow young.”

https://www.washingtonpost.com/health/in-growing-young-author-uncovers-the-less-obvious-tactics-in-the-quest-for-human-longevity/2020/06/04/13b7a88e-a5da-11ea-b619-3f9133bbb482_story.html

**What did the turkey say to the turkey hunter
on Thanksgiving Day?
Quack, Quack!**

Reassuring News in the Statin Debate

By Jane E. Brody/The New York Times

Cholesterol-lowering statin drugs, already one of the most popular medications worldwide, may become even more widely used as evidence grows of their safety and value to the elderly and their potential benefits beyond the heart and blood vessels.



Among the latest are reports of the ability of several leading statins to reduce deaths from common cancers and blunt the decline of memory with age. Perhaps such reports will persuade a reluctant 65-year-old friend who has diabetes, and others like him, that taking the statin his doctor strongly advised is a smart choice.

In addition to accumulating evidence that the benefits of statins far outweigh possible risks for the vast majority of people for whom they are now recommended, nearly all statins on the market are now available as inexpensive generics.

Full disclosure: I have a strong family history of heart disease and have been taking a statin — atorvastatin, originally marketed as Lipitor — for many years after dietary changes failed to control a steadily rising blood level of artery-damaging LDL-cholesterol. My prescription is now fully covered by my Medicare Part D insurance with no co-pay.

But cost of a medication is not the only consideration for a drug that can be lifesaving for many people. The primary indication for taking a statin is to reduce the risk of a heart attack or stroke by lowering serum LDL-cholesterol and, in some cases, also triglycerides, both of which can damage coronary arteries when levels rise above normal.

Statin offer further cardiovascular protection by stabilizing the fatty deposits in arteries called plaque that can break loose, block a major artery and cause a heart attack or stroke.

Current guidelines typically recommend statin therapy for:

- People with a history of heart disease, stroke or peripheral artery disease or risk factors that give them a 10 percent or greater chance of a heart attack within 10 years;
- People over 40 with diabetes and an LDL-cholesterol level above 70 milligrams per deciliter;
- People over 21 with an LDL-cholesterol level of 190 or higher (despite dietary changes to minimize saturated fats and achieve a normal body weight).

Currently, more than 60 percent of older people in the United States who, like me, have high cholesterol take a statin to help prevent a heart attack or stroke.

Still, there's been a long-simmering debate as to whether statins are advisable for people over 75, even though the risk of suffering life-threatening cardiovascular disease rises precipitously with age. Concerns have been raised about side effects associated with statins, potential adverse effects of the drugs on other ailments common in the elderly and possible harmful interactions with the many other medications they often take.

Writing in the Harvard Health Blog last October, Dr. Dara K. Lee Lewis noted, "The paradox that we face is that as our patients age, they are at increased risk for heart attacks and strokes, and yet they also become more sensitive to medication side effects, so it is a tricky balance."

Statin can sometimes cause blood sugar abnormalities, resulting in a diagnosis of pre-diabetes or diabetes, and possible toxic effects on the liver that necessitate periodic blood tests for liver enzymes. A very small percentage of people prescribed a statin develop debilitating muscle pain. An elderly friend developed statin-induced nightmares. There have also been reports suggesting statin-associated memory problems and cognitive decline, already a common concern as people age.

But likely the biggest deterrent was the existence of meager evidence for the role statins might play for older people at risk of cardiovascular disease. As is true in most drug trials on new medications, relatively few people over 75 were included in early studies that assessed the benefits and risks of statins.

The latest reports, however, are highly reassuring. One followed more than 120,000 French men and women ages 75 to 79 who had been taking statins for up to four years. Among the 10 percent who stopped taking the drug, the risk of being admitted to a hospital for a cardiovascular event was 25 to 30 percent greater than for those who continued taking a statin.



Another study in Israel, published last year in the Journal of the American Geriatrics Society, involved nearly 20,000 older adults followed for 10 years. Among those who stayed on statin therapy, the chance of dying from any cause was 34 percent lower than among those who failed to adhere to a prescribed statin. The benefits were not reduced for those older than 75 and applied to women and men alike.

This year a study published in JAMA by a team headed by Dr. Ariela R. Orkaby of the VA Boston Healthcare System found that among 326,981 United States veterans whose average age was 81, the initiation of statin use was associated with 25 percent fewer deaths over all and 20 percent fewer cardiovascular deaths during a follow-up of nearly seven years.

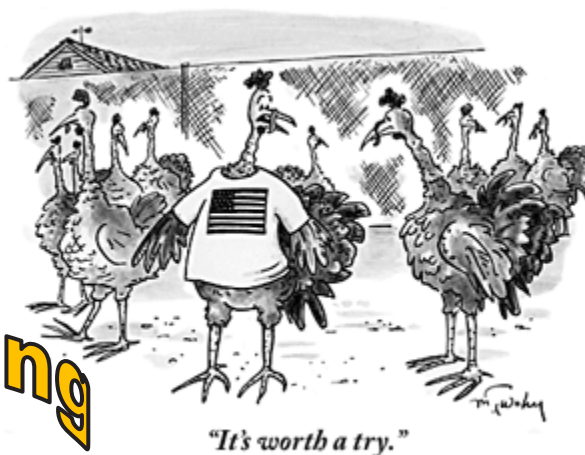
However, none of these studies represent “gold standard” research. The results of two such studies, the Staree trial and the Preventable trial, both randomized controlled clinical trials of statin therapy to prevent cardiovascular events in the elderly, have not yet been published. Both will also assess effects on cognition.

Meanwhile, a report last year from Australia published in the Journal of the American College of Cardiology found no difference over a six-year period in the rate of decline in memory or cognitive status between statin users and those who had never taken the drugs. In fact, among those who started a statin during the study, the rate of memory decline was blunted. Another observational study by a Swedish team published in Nature found beneficial effects on reaction time and fluid intelligence among statin takers over 65.

Finally, there are several reports that a major class of statins called lipophilic (including atorvastatin, simvastatin, lovastatin and fluvastatin) may have anticancer effects. One study of nearly 2,000 survivors of early-stage breast cancer found a decreased five-year recurrence rate in women who started a statin within three years of diagnosis.

In a report presented in June to a virtual meeting of the American Association for Cancer Research, Dr. Kala Visvanathan of Johns Hopkins Medicine in Baltimore described a 40 percent reduction in deaths from ovarian cancer among more than 10,000 patients who had used statins either before or after their diagnosis. The patients who benefited in this observational study had the most common and aggressive form of ovarian cancer.

Dr. Visvanathan explained that statins inhibit an enzyme in a chemical pathway involved in the growth and proliferation of tumors. At a press briefing, Dr. Antoni Ribas, president of the association, said that if the finding is confirmed in a randomized clinical trial, “this would be a great outcome.”



Happy Thanksgiving

Want a good life as you age? Book says finding purpose, maintaining social inclusion are some of the keys.

By Erin Blakemore / Washington Post

What makes for good aging?

For many older people, it isn't just the absence of health problems — it's the presence of meaning and connection. Social inclusion, which improves people's ability to take part in society, helps create sustaining ties for older adults, reducing health-care costs and cutting the physical and mental toll of loneliness.

"Aging Well: Solutions to the Most Pressing Global Challenges of Aging", a new guide by Jean Galiana and William Haseltine, lays out powerful reasons to consider social inclusion in everything from urban planning to hospice care. Haseltine, a scientist and philanthropist, is the chair and president of ACCESS Health International, a New York-based think tank devoted to accessible health care. The book looks at effective eldercare policies and practices around the world and points to ways to help people age well.



Most of the recommendations are straightforward, such as making long-term care insurance more accessible and coordinate primary care. But the recommendations don't just have to do with costs or care facilities. Instead, words like "purpose" and "resilience" echo throughout the guide.

The authors point out several tactics that can help older people find purpose and connections in their lives.

One of them is cohousing, in which people share common spaces and neighborly support. Another, intergenerational learning, engages older people with younger students in universities, schools and care facilities. Even parks can help with social inclusion — outdoor seating encourages generational interaction while giving the elderly a safe place to enjoy their neighborhoods.

Social inclusion helps combat loneliness, a condition long linked to poor health.

A 2017 study funded by AARP found that older people who lack social contacts had higher death rates and spent more on health care than their more connected counterparts. Social isolation was associated with an estimated \$6.7 billion in additional federal spending.

The authors say spaces and communities that include aging people fill "many psychological and social needs of older adults." They call such communities "a powerful antidote to the pervasive systemic ageist stereotypes and prejudices seen around the world," and a chance for people to continue lives filled with meaning, learning and relationships as they age.

https://www.washingtonpost.com/health/want-a-good-life-as-you-age-book-says-finding-purpose-maintaining-social-inclusion-are-some-of-the-keys/2020/01/17/035d567e-37f7-11ea-9541-9107303481a4_story.html



"No giblets, there is an organ-don0r card"

Aging in place: Many of us feel way older than we did just weeks ago

(Jess Rotter for The Washington Post)
By Karen Heller

Natasha Moskovitz mourns her old existence of only eight weeks ago. “I have a different perspective of life because of this. I feel so out of shape,” says the Haddonfield, N.J. resident. “Maybe this is what retirement feels like.”



Natasha, it should be noted, is 16.

“I’m always tired. I’m more stressed out than I have ever been,” says Jacquelyn Priestly, 40, of Glenn Dale, Md. She’s caring for three sons — ages 3, 6 and 8 — while working as an energy and infrastructure communications strategist. On the weekend, when she can get a break, “I nap more than I ever did before. It’s a bore. A day feels like it doesn’t stop.”

We are not only sheltering in place but aging in place.

The novel coronavirus pandemic has exhausted us. Time feels heavy and draining. Tuesday was a week. April seemed an eternity. Grief, anxiety, tedium, loss of control, restriction of movement, none of them rejuvenating, are part of our regimen.

Quotidian life has become smaller, quieter, routinized yet wearying. Our footprint has shrunk to blocks. New places, new people, fresh experiences — the things that invigorate us and enrich our lives — are unavailable.

Most people are lucky to have the comforts of home, particularly when others must report to work as usual, putting themselves at risk. The elderly are more vulnerable to becoming seriously ill from the virus. Merely feeling as if you’re aging is a privilege. Consider the alternative. But many of us are receiving a sudden education in what aging will bring us, and not always its best aspects.

There’s a physical toll from coping with constant stress and anxiety. “I have hurt my back from the weight of all of this,” says Jenny Abeling, 37, executive director of Laurelhurst House, an assisted-living facility in Portland, Ore.

She took early, aggressive measures when the outbreak began, and no resident or staff member has gotten covid-19, the disease caused by the virus. But Abeling is working 75 hours a week while she and her husband care for an exuberant 5-year-old daughter at home.

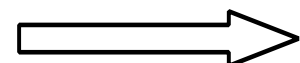
“I feel so much older,” she says. “I could be 60. I feel like my body has aged so much overnight.”

We feel fragile doing the things we long took for granted. We feel anxious going to the grocery store. A therapeutic walk can be an obstacle course in avoiding risk. Confinement limits our experiences, which massive amounts of Zoom and Netflix cannot mitigate.

“I miss the world. I miss feeling the humanity all around me,” says Jocelyn McCormick, 76, a retired publishing executive in Los Angeles. “I am sick and tired of Zoom exercise classes and Zoom cocktail parties.”

Self-quarantine can feel like punishment, sapping vitality. An excess of Zoom “feels like we’re all watching people in prison,” says Jonathon Aubry, 44, who runs a Los Angeles marketing and branding company while caring for 8-year-old twins with his husband. “Being so sedentary feels like it’s winding us down.”

Continued ...



Another casualty is “we’ve lost a kind of innocence. Our children have lost a kind of innocence,” says psychiatrist Michael Baime, director of the Penn Program for Mindfulness at the University of Pennsylvania School of Medicine.

“It is exhausting, coping with uncertainty, unfamiliar circumstances, anything that is a deprivation for your regular social context,” says Baime, 64, who is counseling hospital workers via Zoom, a video-call service. “Your vital energy is diminished. You’re more likely to be depressed.”

When your daily life shrinks, small things can matter more. Like the weather, the pabulum of conversational palate cleansers. Dinner has achieved outsize importance. It’s the day’s chief variable. We discuss dinner at breakfast. Mid-dinner, we discuss the next dinner.

We’ve rekindled our love affair with carbs. How great are carbs! Keto and paleo seem so January. But seductive carbs have a sneaky way of making us feel bloated, logy and even older.

Humans are designed to move and progress, all challenges when we’re governed by limitations. “I feel like I’m frozen or stuck. I’m not growing or changing or learning the same way I was. Every day is like the day before,” says Blake Jackson, 35, of Los Angeles, who is not working as a sports television editor because there are no sports right now.

His wife, Lia, 33, employed in television production accounting, says, “it feels like the outside world doesn’t exist,” particularly with the lack of seasons in Los Angeles. “Time feels like one big blob.”

Jackson spends his days caring for 1-year-old Beckett, and he finds it far more taxing than his former 12-hour office days: “I’m sore all the time.”

The work-from-home office chair is an ergonomic horror, a con swaddled in throw pillows. It will never be confused for the highfalutin work model that we long took for granted but no longer. Our backs ache. Our necks ache. We sit entirely too much, gazing at too many screens.

Our hair is a foreign country. Self-care has been reduced to soap. Eyebrows have staged a mass rebellion. The rapid proliferation of gray tresses has eliminated any need to present ID for senior grocery hours. (Carding seniors is not normal.) On social media, people share how April aged them into Ted Kaczynski or late-stage Howard Hughes.

We’re not shopping our closets. We’re shopping yesterday’s tossed pile of clothes. Different day, same sweats. Makeup, collared shirts and nonelastic waistbands are distant memories. Every generation, from toddler to the elderly, dresses more or less alike.

**My family told me to
stop telling
Thanksgiving Jokes...
...But I told them I
couldn't quit cold
turkey.**



“I don’t wear a bra when I hang out at home. I’m not worried about how I’m looking,” says singer Kora Feder, 25, of Philadelphia. She wrote “In a Young Person’s Body,” featured on NPR’s “All Songs Considered,” about how self-quarantine has aged her: “I look in the mirror and all I can see is a worried old woman in a young person’s body.”

Matthew Moskovitz, 17, Natasha’s brother, says, “I feel a lot more lethargic. There’s no motivation to exercise.” It’s a bore not having to be at a specific place at a given time. “It’s sort of an existentialist question: What’s the point of having a set structure?” He misses structure.

Therapist Tamar Chansky, an expert on anxiety, maintains a full schedule seeing adults and children, including former patients who have returned for guidance during the pandemic.

“We’re not suited to incredible overnight changes to our world,” says Philadelphia-based Chansky, 57. “We don’t have novelty right now. That feeds us. Novelty is a sign of growth and a sign of life. We certainly weren’t built to sit still in a crisis, when we’re under threat. We weren’t built to sit in front of a screen to get our emotional needs.”

We may also be aging in reverse, reverting to youthful behavior. Like occasional tantrums. Or, at every possible meal, desiring ice cream, noodles, sugary cereal and massive quantities of peanut butter straight from the jar.

“It feels like we’re permanently grounded. Like all our your freedoms have been taken away,” Aubry says.

Baime, the psychiatrist, admits, “I am regressed. I can get kind of cranky about the whole thing.” And he’s a meditation and mindfulness guy.

We’ve acquired wisdom, another benefit of aging. We’ve obtained coping skills in the worst possible circumstances. We’ve adapted quickly. Many people have grown kinder, more appreciative of small things. We’ve taken more notice of spring. Old friends have reached out to rekindle relationships and forgive past transgressions.

“Eventually, we will be able to see this as a period of growth, that we’ve grown, and that’s desirable,” Chansky says.

Susan LaDuca, 78, a retired therapist in Boca Raton, Fla., leads a workshop for seniors, now through Zoom, with members ages 68 to 90.

“We’re all doing okay, because we’re staying connected. But that lack of touching for so many people is so hard,” she says. Everyone is having trouble sleeping.

She and her husband, Tony, 79, a retired health educator, have few complaints, especially as covid-19 has ravaged many members of their generation. The LaDucas realize they’re fortunate.

“We know seniors are more vulnerable, but I just don’t feel it,” she says. They’re teaching classes, helping at a local food bank, staying active and involved. “We don’t have anything to complain about. We just feel old.”

https://www.washingtonpost.com/lifestyle/style/aging-in-place-many-of-us-feel-way-older-than-we-did-eight-weeks-ago/2020/05/06/cb7efdf0-8b13-11ea-ac8a-fe9b8088e101_story.html



LETTERS

Jim Huff - Vancouver, WA.

There was a recent post on Facebook about the Ben Frank Hotel, so thought I'd send my "comment".

Ben Franklin
San Mateo, CA

I met my wife at the Ben Frank pool area on April 1st, 1957. I was a single, second year junior co-pilot based in SFO and we "stew bums" used to hang out at the pool.

Vera Butler was a "stewardess" based in SEA. She was completing a layover and had come out by the pool while waiting for the crew car. She bent over and put her hand in the water and I asked (from my lounge chair) "How's the water?", she replied "wet"!!



Well, three dates later, we eloped to RNO and were married at the "Park Wedding Chapel", across from the courthouse, on May 17th! We then proceeded across the street to the Riverside Casino Hotel. The desk clerk recognized me (from the many layovers there, while flying the "gamblers express" in the CVR 340) and "comped" us the bridal suite!



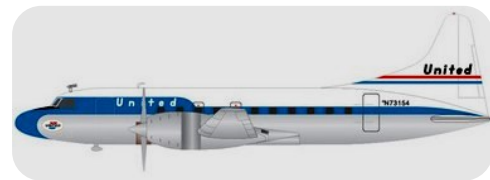
Vera (Butler) Huff celebrated our 63rd wedding anniversary on the operating table at Queen's Hospital in Honolulu (Life Flighted from Molokai) having a fractured left femur operated on.

Due to Covid-19 restrictions in Hawaii, I was forced to stay on Molokai until she was released 28 days later and I obtained a quarantine exemption from the Attorney General of Oahu to fly over and bring her back to Molokai on the same day. She is still recuperating and should hopefully be able to travel, by October, to our home in Vancouver, WA

Respectfully,

Jim Huff

Jan 10, 1955-October 28, 1989.



CVR 340

Once you have tasted flight, you will forever walk the earth with your eyes turned skywards, for there you have been and there you will long to return."

<https://airfactsjournal.com/2020/08/the-famous-quote-that-da-vinci-never-said/>

Neil Bretthauer - Marco Island, FL

Another orbit around the sun and it's time for my annual RUPA update. This is the year where I have to change the lead digit in reporting my age. Somehow, that "8" looks sort of scary!

That said, in spite of the assault on all of us by the Coronavirus, Vicki and I have managed to stay well and enjoy life in the present circumstances.

We've declared ourselves "Hurricane Birds," since we spend most of the year on Marco, but escape its less-than-pleasant summer weather and accompanying potential tropical cyclones for a few months. Arlington Heights condo living is great, too. Hey, it works in reverse for "Snowbirds," doesn't it?

Last November we flew to Singapore to begin a cruise that had stops in Thailand, Cambodia, Vietnam, and ended in Hong Kong. The flights over from RSW through EWR and SFO consumed about 31 hours, but being in the Polaris experience made it bearable. Homeward was HKG-EWR-RSW, so a bit less hassle. Those 20% discounted tickets worked out well. It was a fabulous trip and one I'd highly recommend.

Thanks to the virus, our Mediterranean cruise from Barcelona to Venice in May was cancelled. We've rescheduled for May of 2021. Also, a 15-day river cruise from Amsterdam to Budapest in August was scrubbed. Do you see a trend in using other people's boats now that we've sold ours after 30 years of owning it?



The house in Palatine finally sold this summer for less than it cost us to build it 30 year ago. Tells you something about what folks fleeing Illinois is doing to the market. We're just glad to be rid of it and all its continuing expense.

Many thanks to all the hard-working RUPA volunteers who make it such a great organization. As a long-time digital subscriber to the "RUPA News" I'm always eager to read each new issue to catch up on the doings of former colleagues and to digest the other news. The new color editions, now with hyperlinks, are especially enjoyable. Sadly, I see way too many old friends listed as having flown West.

Cheers,

Neil, UAL 1967-2000

Chuck Thom - Litchfield Park, AZ

Howdy, Folks! I just s\$&#-canned a long, sad, and boring story that was designed to have brought everyone up to date on ME since I retired the day before 9/11. The following recent short report will better suffice:

I went broke, lost my house, and my wife, Sandie died of Alzheimer's. I met Wendi, my flight student, we married, and she and our 4 year old son, are just fine.

In May, while undergoing an in-hospital Cardio Conversion procedure (electric shock to heart to regain normal heart rhythm) my heart stopped for five minutes, resulting in installation of a three lead Pacemaker. It works GREAT!

We thank God none of our family or friends have tangled with Covid, as I am very much at risk.

We have gone kayaking 12 miles down the Colorado River from Boulder Dam, hiked and off-roaded twice in Sedona, and we finally got to visit Medieval Times restaurant in Scottsdale. Life is GOOD!

Thanks, John, et-al, for the wonderful additions to an already GREAT RUPA News letter. I plan to submit some war stories, as the "Statute of Limitations" have probably expired long ago.

Chuck

Dot Prose – Osprey, FL

George – here's my annual letter on behalf of my dad, Ed Prose (UAL 1940-76, MDW, ORD) who flew West in 2010. He never missed his RUPA birthday letter so I'm continuing the ritual.

The last time our SW Florida RUPA luncheon met was in early March with 8 attendees. It was at the start of COVID. We'll have to see how our November luncheon materializes at the Olive Garden in Fort Myers. It is planned for Nov 9. Gary Crittenden, I'm sure, will send out invites.

I see that there are more articles and photos in the RUPA NEWSLETTER which is a pleasant plus.

I thought I'd send several photos with a short explanation of each.

Both my dad and mother were hired by United in 1940; dad as a new co-pilot and mother as a stewardess. They both flew the B-247 in their early days. This photo of the B-247 has been in the family for as long as I can remember in a place of prominence. It has the United Airlines logo on the fuselage. I now have it above my desk.



One feature of this 1930's modern passenger airliner was the main wing spar that ran through the cabin which both of my parents recalled with a chuckle. Mother had to step over it when serving coffee to the passengers from her thermos. Don't know how she did it given the persistent turbulence during the low altitude flights. Had to be steady on your feet!

Also, back then (around 1941) there were name plates of the crew for insert into slots in the front of the cabin. This practice I think must have started in the 1930s, but I have not seen any history on it. Back then the stewardesses had to be Registered Nurses (RNs) and this was clearly identified on the name plate.



This next photo is of a British Shackleton (Royal Air Force) which provided me a unique and fun experience while I was stationed with the U.S. Navy at Naval Station Keflavik in Iceland. I was in the J6 shop (Communications -Electronics) on the Iceland Defence Force which had as one of its main missions an Airborne Early Warning (AEW) mission utilizing B-707 AWACS a/c and F-4s to track Soviet bombers transiting from Murmansk, Soviet Union to Cuba.

Driving from the PX to the BOQ in 1981 at dusk one day this relic was parked all by itself next to a hangar. It looked so out of place with its tail dragger configuration, drab paint job, four engines and twin tail. It was like a figure emerging out of the movie *Twelve O-Clock High*.



I had no idea what it was or why it was at our base. Later found out they flew in to work with the AWACs crews. I had to work with them and in the course of their temporary duty the crew asked me if I wanted to fly with them to Jan Mayen island for a familiarization flight.

Before I could say “yes, you bet” they added that they were going to have steak and chips (French fries to us Yanks) on the flight for dinner. Of course, this made the invitation irresistible!

Jan Mayen is a Norwegian volcanic island, 9 miles x 35 miles, in the Arctic Ocean about 1200 miles north of Iceland. The bad news was that I had to wear a full body wet suit because of all the very cold Arctic water we would be flying over in December. Getting into and out of this contraption was a difficult effort to say the least. Two people had to help me get out of it after the flight.

The flight was about ten hours, low altitude for the most part, till we got to Jan Mayen, circled it, had our in-flight dinner, and flew back to Keflavik. The weather was over a very grey ocean with white caps, overcast but decent visibility.

The crew of about six had rather cramped spaces which felt very much like WW2 military vintage. The cockpit visibility was good but the amazing thing to watch were the six blade contra-rotating propellers on the four engines.

My latest research on this aircraft revealed that its first flight was in 1949, 185 manufactured by AVRO, Rolls Royce Griffon engines and named after the polar explorer Sir Ernest Shackleton. With an endurance of about 14 hours it was an off-shoot of the British WW2 Lancaster and Lincoln bombers.

To summarize this flight, it was not an exciting dangerous breath-taking event but it gave a very realistic experience of those very long tedious, almost hypnotic, surveillance maritime and airborne Cold War missions.

I was lucky to be at the right place at the right time. The Brits have always been close allies to fly with! Keflavik usually hosted some very unusual aircraft including the space shuttle.

This space shuttle photo, riding piggyback on a NASA B-747, came through Keflavik about the same time in 1981 and stayed a couple days. We found out about it prior to landing and everyone at the base drove to the fenced flight line to watch it land. Something again seemingly emerging from the grey skies looking for a refuge on its way to somewhere



(we never found out).

Here’s hoping for a return to our normal flying days next year. My fully paid United ticket for Sydney for May 2020, then moved to October 2020 and now moved into 2021 or 2022 is patiently waiting to be used, once Australia is no longer locked down to visitors. I’m enjoying all the articles and letters in the newsletter!

Dot Prose

U.S. Navy (ret.)



George Johnson – Seattle, WA

Another year that wasn't, is almost in the books! Did a trip to Kauai in February just before the big lockdown. May 31st was my last Lear trip as I decided 60 years of commercial flying was enough! Did a fishing trip to Ohio in September and had a great time playing with our son in law's new boat.

Still have the Geronimo and just added a Searey! It is probably the most fun flying machine I have ever flew.



Grandkids are doing well, Eddie just started a new job at the Kennedy Space Center, Leah is in NYC working as a model, Ellani is working for Twitter and Ellie is starting first grade!

Celebrated 55 years of marriage and we are still laughing!

Cheers,

Veronica and George

JFK, EWR, CLE, SEA, DTK, SFO



Larry L. Darnell - Fairfield, CA



This is my first letter to you and your wonderful publication since my retirement in 1994. I am a faithful reader, and I have read many letters saying how we got into aviation. Here's mine.

I was born in Nebraska, November 4, 1934. My mother and father separated 3 months before I was born. I never met my father.

The packing house in Nebraska City closed. When the workers got old and near retirement the packing house would close. We were starving there. So we moved, along with all the other Okies to California in 1939.

California had a 25% unemployment rate and the only jobs, for women, were for live-in domestics. My Mother would work as a domestic for 3 months at a time. Then after a house was clean she would be let go.

I lived with my Grandmother in a 10-foot trailer. She worked cutting fruit, and I ate fruit during the day. Then the war started and there was work for all. It was Happy Days for us!

Up to this time, because of my mother's many moves, I had gone to eight elementary schools. Then she got a job as "Rosie the Riveter," Shipyard #4, Richmond, California. New War housing. Life was good.



Within a month of the War's end, she injured her right hand. The War ended and we were on welfare. \$65 dollars child assistance and \$15 general assistance. I had a girlfriend in high school who believed in my social welfare. Thank Heaven.

I turned 18 November 4, 1952. Welfare stopped. I graduated February 4, 1953. I worked nights at the Post Office until March of 1953, when a job with Standard Oil came to my rescue. I got a \$350 a month raise. I was supporting my Mother and Grandmother.

In 1955 I met Gil Thompson (a retired UAL captain, now deceased), a high school friend of mine. He was in USAF pilot training and planned to eventually work for an airline. After meeting him, I went to the library and found that Airline Pilots made more than an average salary. "I was going to be an Airline Pilot."

I went to the USAF recruiter: 75 question screening test the next morning. "Is there anything I can study? No! You either know it or you don't." I went to the library again and checked out the book "Dick and Jane, How to Fly an Airplane." The next morning *The Test*: 50 questions on Airplanes. Got them all right!

I found out that I could get a USAF allotment to support my Mother and Grandmother. Twenty-three months later I was the Cadet Wing Commander and getting my wings! I went from there until my last UAL flight, October 30, 1994 on the 747-400. (See addendum below)

My health is good. My gym has opened. Hope to be around for a long time. 30 days or more. CIAO!

- - - - Follow-on Letter - - - -

It will, on October 27 have been 26 years since my last landing in Sydney, Australia (a grease job). However, every landing was a grease job on the 400.

A few things have happened in my life and not all of them good. My first wife of 38 years, Agnes, died of cancer in February of 1999. I remarried in 2005 to one of Agnes's best friends. Anne. Anne was a tennis player, tall and thin. She had a stroke while playing tennis and died in March 2011.

I am very fortunate to have had these two wonderful women in my life.

**It takes a village to raise a child.
It takes a distillery to homeschool one.**

I lived in Vacaville CA for 35 years until selling my property in 2005. That is when Anne took me in as a "homeless" person. I now live in our home in Fairfield CA.

Through all of this my health has been good. I was a body builder and still am to more modest degree. I have taken a 30-day cruise every year since 2000. I go to London every December for a week of Theater going. Life goes on.

I have another wonderful woman in my life. A good friend of both Agnes and Anne, Evelyn. We're both 80+ but we still have plenty of go.

My two sons are well and happy. My daughter, a former pilot, is working on her Doctorate at UC Davis, along with her two sons who are students. She is married to a UAL 767 captain.

Getting old is an Education in itself. My life has changed with age. In Vacaville I had a volunteer job until 2011 with Vaca Fish. We supplied food to 300 families a month (I helped for 35 years). However, I had to take a break. I am still looking for a replacement.

Whatever happened to? What became of the pilots that made themselves known?

I would like to thank a few pilots that helped me in my time with United. Rusty Miller, Walt Mayer, Walt Fink, Bud Lingo, and many others that made going to work a pleasure. 26 years of remembering. Thank you all! And to all the Canadian pilots who came down and saved our asses during the 1985 strike....Thank you!

Capt Larry Darnell DCA, LAX, SFO

CV 340, DC 6&7, B720, B727, DC 8, DC 10, B747 & 400.



Homeschool Marching Band

Eric Malm - Bonny Lake, WA



Eric & Susanne

Haven't sent a letter in a few years so I guess it is about time. Been getting the on-line version of RUPA News for three months now and can't thank all of you hard workers enough. GREAT JOB, now I don't even have to change to my winter address.

We finally sold the big house on Lake Tapps. Two Acres of waterfront was just too much work for my approaching 80 year old body. Additionally, the taxes were taking about 2/3 of my measly PBGC stipend. We moved to a Trilogy over-55 community about 5 miles south of Bonney Lake. It's great being in a new house after 35 years but as many of you already know, it is not easy getting rid of all the excess "stuff" Terry O'Brien is a couple of doors down and Pat Durgan just around the corner.



Eric & Terra

Susanne and I still spend about six winter months in old town Scottsdale and it sure beats watching the rain. We have been going there for over 20 years now. We completely gutted and remodeled a 60's era casita. John Rains has been visiting every January to attend the Barrett Jackson car auction (we are

just lookie loos) and help deplete our wine supply. Don't know how that will work out for Jan 2021.

Our daughter Marikka lives close to us in Phoenix and is working with clients in recovery as a counselor.

Daughter Kelsey moved to Walla Walla a couple of years ago with her husband Peter Devison. They both have been in the wine business for many years and Peter has been winemaker at several wineries. They started making their own wines recently and have been getting rave reviews. Two have earned 93 points from Wine Enthusiast Magazine. Check them out if you like good wine at www.devisonvintners.com.



Grandson Eric checking the new crop

They have a three-year old boy and daughter born on April 22 (Earth Day) named Terra.

October starts this week so I guess it is time to think about the migration to Arizona. Stay healthy and safe all of you out there.

Eric Malm

CEMalm@msn.com

Chris Wittenfeld - Bonney Lake, WA

Hello Fellow RUPArians,

2020 started out as just another year, skiing and life was good.



The trip to Revelstoke Canada the first week of March went smoothly, roads, weather and snow were great. The town, restaurants, ski area and people were fun. Only the morning gondola ride up had long lift lines, most ski runs had very few people and short lift lines. It was wonderful!

Upon returning to Bonney Lake the world shut down, with one-word Covid. Neighbors returning from Jackson Hole had caught it, winter ski resort activities ceased. My new lightweight alpine cross-country ski gear was finally getting a workout, things were looking up.

That suddenly changed, I fell and slid into a tree well at Chinook pass, resulting in a pinched nerve. Six days of sleeping in a chair and three weeks of rehab before I could do anything.

Thankfully hiking season started, short hikes became longer hikes and my back accepted a day pack. I finally braved my mountain bike, which I use to ride old gravel roads to trailheads.

After a good fishing trip, I was cruising down the rocky dusty road feeling lucky, it happened fast, down I went, thank God for helmets! It took two weeks to work out the kinks, then back to hiking and fishing. I hiked to an off-trail lake, supposedly with no fish in it, but 14 casts produced, 9 trout, 12 to 14 inches.

Did a load of pajamas so I would have clean work clothes this week.

Then came the smoke from the horrendously devastating fires of California, Oregon and Eastern Washington. The true reality of fire came when a friend called us to evacuate, pack up we did! Our small 500-acre Sumner Grade fire was spreading, fortunately we were outside the fire zone, but it sure got our attention, other than a few days without power all was well.

Our thoughts and prays go out to all who have lost everything in fires this year. May the politicians and Covid-19 quiet down and we all return to normal in 2021.

Do what you can, when you can; be flexible, creative, time is short, good health, happiness and financial peace to all,

Crazy Crystal Chris

Frank Morton, Jr. - Sun Lakes, AZ

I am writing this letter for my husband, Frank Morton, Jr., Unfortunately, he is still plagued with the dreaded Alzheimer's and is confined to bed. He is nonverbal now and not able to recognize any of the family. We show him photos of all the planes he has flown during his 40 year career at United but those too aren't even memories any more.

Two of our daughters and I live in Arizona so get to visit him often. Our other two kids live in Colorado and Washington but visit when time allows.

I read Rupa News cover to cover and so appreciate all the work to put it together. I leave you with blessings.

Any of you "old geezers" out there who surely flew with Frank from '55 to '93 I would love to hear from you. DC6, 7, 8 and 10, and the Queen, 747-400.

The best to all,

Bette Lovacat9@msn.com

PS Forgot the Convair!!!!



George Johnson - Seattle, WA

Another year that wasn't, is almost in the books!

Did a trip to Kauai in February just before the big lockdown.

May 31st was my last Lear trip as I decided 60 years of commercial flying was enough!

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Celebrated 55 years of marriage and we are still laughing!

Cheers,

Veronica and George

JFK, EWR, CLE, SEA, DTK, SFO

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

QUARANTEENS

Jim Rigsbee - Naples, FL

Time for a 20 year update.

80 in August 2020

Civil Air Patrol 1956 - 1956

US Naval Aviator 1963- 1968

UAL Pilot 1968 - 2000

Collier County Office, Pilot/
Deputy 1987 - 2018

(RESERVE / PART TIME)

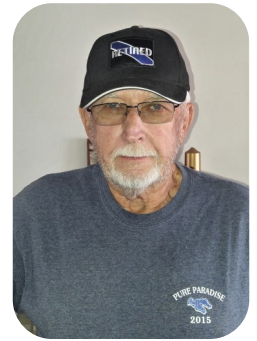
U.S. Navy - Various

UAL - Sparta, N.J. / Naples, FL

JFK, EWR, MIA, ORD, MIA

Next update 2040.

Jim



We'll pay you \$1,000,000 to fly for United!

If you're in your mid-twenties, you can earn as much as \$1,000,000 in your lifetime as a Flight Officer with United Air Lines. If you're a little "older," you may have to settle for \$950,000!

There are few ways left to make a million dollars. United offers you one of them.

Depending on your age, and assuming normal progression, you can make as much as \$1,000,000 (or more) with United. (This would include free retirement salary of as much as \$23,000 a year after age 60).

To give you an idea of how your salary progresses at United, consider the fact that you start at \$6600 a year as a Second Officer. At the beginning of your second year, you would earn about \$10,200; 3rd year: \$14,400; 4th year: \$15,600; 5th year: \$18,800, etc. etc.

At some locations, you can progress to First Officer in a year. Normally, it takes about 10 to 12 years

to make Captain—and a salary of \$23,000 to \$33,000 a year depending on the equipment you'd fly.

Now that we've shown you how to make a million, let's look at some of the other benefits of flying with United.

Training: United operates the most modern flight school in the world, at Stapleton International Airfield in Denver, Colorado. You'll train there for 13 weeks prior to line assignment as a Second Officer... while training, you'll earn \$550 a month; plus \$4 per diem to help cover your expenses.

Ten Domiciles: Chicago, Denver, Los Angeles, Miami, Detroit, San Francisco, New York, Seattle, Newark and Washington, D. C.

Benefits: United offers you free and reduced air travel fares for you and your dependents, company-paid life insurance, a stock purchase plan, and many more.

Grow with the biggest! By 1970, United will have an all-jet fleet of more than 300 aircraft.

Qualifications: You must be in excellent physical condition; 20/70 vision correctable to 20/20 with glasses; age 20 to 29 (up to age 35 if exceptionally well qualified); height 5'6" to 6'4". You also need a commercial pilot's license (United provides the training towards an instrument rating); high school graduate, college preferred.



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AUGUST 1966 | THE AOPA PILOT 51

IN MEMORIAM

James (Jim) E. Dowd



Jim Dowd passed away on September 11th, 2020 from complications of Myelodysplastic Syndrome (MDS).

Jim was born on Oct. 27, 1933 in Greenwich, CT. He attended Michigan State University on a swim and R.O.T.C.

scholarship.

Upon graduation, he married the love of his life, fellow alum, Connie, and began his USAF service and making babies. USAF 1956-1961, New York Air National Guard 1961-1965. Manager, East Hampton, NY (HTO) airport 1963-1964. Jim started his career with United Airlines in 1964, with 1965 bringing his seventh (7th) and final child into the world. Jim began his time at UAL on the DC-6 and retired as Captain on the B-747. Jim was type-rated on the DC-3, Cessna Citation, Learjet, B-727, DC-8 and the B-747.

Jim was always the coach, coaching many neighborhood kids as well as his own in Little League baseball, CYO basketball and neighborhood ice hockey.

His dedication to a long enduring faith in God and his Catholic faith allowed him to pass peacefully with family at his side while at hospice.

He was loved by many and will be missed. Jim and Connie would have celebrated 65 years of marriage on September 16th. They shared the joy of 7 children, 8 grandchildren and 9 great-grandchildren.

The family appreciated the kind, compassionate care of the Treasure Coast Hospice in Stuart, Florida.

Walter Holland



Walter Holland Jr., filed his final flight plan, on July 31st, 2020, destination Heaven, ETE (estimated time en route) nobody really knows, but for those of us who knew Walt, we are pretty sure that it was a very short trip.

Walt died at home, with his loving wife Jo Ann by his side. He was just a few days short of his 89th birthday.

Walt was born on August 4th, 1931, in Hollandale, Mississippi, to Walter and Kathryn McCain Holland. The city of Hollandale, was named after Walt's Great Grandfather.

Walt graduated from Hollandale High School in 1949, where he lettered in football, basketball, baseball and track. Upon graduation, he enrolled at Mississippi College in Clinton, Mississippi, majoring in physical education. Walt graduated in 1953 with a B.S. in Physical Education, and, once again, had an outstanding athletic career.

Upon graduation, from college, he was accepted into the Officer Candidate School, at Newport, Rhode Island. He graduated in the summer of 1953, with a commission of Ensign, in the United States Navy. He reported to Pensacola, in the fall of 1953, for flight training, and received his wings, in the spring of 1955. In May, Walt reported to Fighter Squadron VF-211, at Moffett Field, California, flying the FJ-3. He deployed, with VF-211, aboard the Bon Homme Richard, and completed 93 "Traps", Arrested landings, during that cruise.



FJ-3

One little sidebar; Later, while Walt was serving as an instructor, at Whiting Field, he gave John McCain a check ride. He reported that John was a very good pilot! I don't think that the fact that John and Walt's Mom had the same last name influenced that favorable report.

Walt was released from active duty in 1957, and reported immediately, to DENTK, in Denver, for training.

During his 33 year career, with United, he flew the DC-6 and DC-7, the B720, the B757 and B767, and finally the Queen of the Fleet, the B747. Walt retired in 1990.

On April 4th, 1981, Walt married the love of his, Jo Ann, at Carmel, Ca. During their 39 years, of Wedded bliss, they lived in all 4 corners of America, from Long Island, to Florida, to California, to Hawaii, finally settling in Las Vegas.

Missing Walt terribly, are his loving wife Jo Ann, three sons, one stepdaughter and dozens of dear friends, who loved him, respected him and honored him.

"Happy Landings" Walt Holland! You are missed!

Submitted by Dale A. Dopkins. Squadron mate and friend for 65 years.



A Last Salute *Author unknown*

Now here's someone who came with us
And joined an airline crew
A thousand tales they could tell
About the days they flew

What memories do they have
Of trips that they have flown
Of days and nights working hard
And friends that they have known

They've seen and done what most don't know
Those shackled to the ground
They've flown across the continent
Perhaps the world around

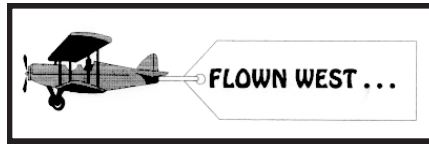
The freedom found in arial flight
Their heart has thrilled to know
The joy of dancing with the clouds
The world six miles below

The clear blue skies, the sudden storms,
Unequaled in their might;
The shining stars, infinity,
Adorning darkest night

Each one who's ever flown with us
Deserves immortal fame
So when you choose to speak of them
Recall their honored name

And so we give our last salute
To one who must depart
And hope their flying days live on
Forever in their heart





Walter Holland	July 31, 2020
Frederick D Coleman	September 6, 2020
James “Jim” E. Dowd	September 11, 2020
Thomas R Rump	September 24, 2020
William “Bill” E Northup	October 1, 2020
Costas John Sivyllis *	October 5, 2020
Mike Bowers *	October 7, 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)

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

Nov, 2020 Edition

\$25 Subscription—Check Renewal Date on Label.
Gouge: It is your birthday.

From:

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



To:

