

rupanews



Journal of the Retired United Pilots Association



*Capt Phil Truwin
SFO*

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Member Photos

Member-submitted layover and work-related photos



Jon Rowbottom - Fini Flight SFO



Bill Sleeper MEL 2006



John Rains, Last LHR Layover.
2000



Mike Coyle with Flat Stanley - ORD 2010

We were on our way back home from Europe to ORD. Coasted in Canada, about mid Labrador, and about 30 minutes later I noticed a Lauda Air 767 out the left window. 1,000' below us and maybe a mile out. Went to the common freq and said "Lauda Air, this is United (some call sign, who knows?) off to your right. I just took your picture and if you give me your email address I'll send you a copy". He replied "United, that's very nice of you. I just took one of you and if you give me your email address I'll send you a copy". WOW! How cool is that?



It took a couple of months but one day I get this email with an attachment from a foreign address and damn near deleted it. Took the risk and this is what I got. It's the only picture I have of me in a jet with the gear up that isn't a fighter. Special. *John Rains*

[About the Cover](#) . . . 747-400 commanded by Capt. Phil Irwin over Greenland in March, 2016. Photo by BA crew.

[Member Photos](#) . . . Photos from you. Prefer work-related and layovers photos. Include location and date please. **NOTAM**: Send as many photos as you like but we may have to limit one photo per member per issue.

[President's Letter](#) . . . **John Gorczyca** gives updates on recent United happenings and other topics. Welcomes new members.

[From the Editor's Desk](#) . . . My credit card data was breached. The story also tells you how you can see if your email was in a data breach.

[Travel Report](#) . . . Our intrepid traveler, **Pat Palazzolo**, tells us about new features with the United app.

[United Airlines Historical Foundation](#) . . . **Marvin Berryman** gives us part three of a three-part series about the early airmail service and "*What happens when the Government controls Private Business*".

[Luncheons](#) . . . Luncheons are still mostly grounded. However, **Linda Morley-Wells** submitted a 2015 "*In the before times. . .*" photo, **Dick Lammerding** a Zoom luncheon photo, and **Bob Langevin, Jim Morehead** and **Cort de Peyster** share in-person luncheon photos. Thank you Luncheon Coordinators!

[There I was](#) . . . The incredible stories keep coming in and I now have a queue. As such, arrival slots are in affect and a NOTAM is issued. **NOTAM**. Please keep story limit to 1000 words. A bit less if you have photos.

[Articles](#) . . . We have your regular infusion of industry and UAL related articles. And of course, medical and health related subjects.

[Letters](#) . . . More great annual birthday-month letters to let you catch up with other Ruparians. Keep those letters and photos coming. Also, please include your city & state with your letter.

[In Memoriam](#) . . . Remembering RUPA Members who have Flown West.

[Flown West](#) . . . Remembering United Pilots who have Flown West.

[Officers-Board-Chairs-Luncheon Reps](#) . . . Names and email addresses of our leadership.

[Luncheon Information](#) . . . Luncheon locations and points of contact.

[A Look Back](#) . . . Check out the vintage post card and **RUPANEWS** magazine covers from 10 & 20 years ago. Reading this on-line? If so, simply click on the cover and you'll link to the whole issue.

[Member Photos](#) . . . Photos from you. Prefer work-related and layovers photos. Include location and date please.

[About the Back Cover](#) Cargolux - Photographer unknown.

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President's Letter

John Gorczyca rupapres@rupa.org



Folks, we are coming to the end of this pandemic. The number of cases are finally starting to decrease in the country which is a good sign for us all to get back to normal ops. I cannot wait until our RUPA luncheons are back on track. Hooray! I have now received my second Covid vaccination at the beginning of March. Many have reported that the second vaccination has some side effects such as nausea and headaches. Well, I can attest to that. I had soreness on my arm, slight headaches, chills and an elevated temperature. Happy to report that is over with but I still intend to take precautions.

Much has been reported on the United Flight 1175 fan blade failure that occurred on a flight from Denver to Honolulu in February. Fortunately, the flight returned to Denver with no casualties or injuries due to excellent airmanship from the flight crew. United immediately removed 24 B-777s powered by Pratt & Whitney 4000 series engines from their schedule. The company will work with the regulators at the NTSB and FAA to ensure these aircraft meet the rigorous standards prior to returning to service. Some of this flying will also be covered by the 787 and 756 fleets. Various production issues have occurred with the B-787 Dreamliner throughout the past year, resulting in ROL1LIWWQR suspending deliveries of new aircraft to customers. The mend of the 787s could affect 88 stored aircraft. While Boeing fixed production problems that resulted in the skin of the fuselage being not as smooth as required, aircraft with the flaw were continued to be produced. The fuselage skin was not the only problem the Dreamliner suffered throughout 2020. Shims, which are used to fill gaps when two fuselage panels are joined in assembly, were found to be improperly manufactured as well. The skin and shim problems in combination could have resulted in the fuselage not being able to withstand loads during flight. Good news for East Coast travelers. Towards the end of the year, United will be flying a Boston to London Heathrow route.

I would like to personally welcome our new members to RUPA and wish them the best with our organization:

W	<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
e	Odd Waade	SFO	Carol	Bellingham, WA
i	John T Winters	DCA	Alison	Salem, SC
c	William "Bill" G Stromblad	LAX	Dolores	Hemet, CA
o	Joseph Goldwasser	DCA	Janice	Atlanta, GA
m	Peter C Stephen	SFO	Susan	Blaine, WA
e	Michael "Mike" F Keenan	SFO		Edgewood, WA
	Bruce W Conner	DEN	Maripat	Evergreen, CO
	Curtis "Curt" D Ramptom	SFO	Donna	Reno, NV
	James "Jimmy" H Stewart II	EWR	Cris	Grapevine, TX
	Phillip "Jeff" J Snoy	DEN	Nanette	Parker, CO
	Eugene "Gene" F Massad II	IAH	Barbara	Dallas, TX
	Richard F Goodfellow	SFO	Roseanna Munoz-Goodfellow	Napa, CA

*Still Flying High,
John Gorczyca*



From the Editor's Desk

George Cox rupaeditor@rupa.org



Mayday, mayday, mayday. We've had a Data Breach. Running the Checklist!

I am sure you have heard on the news about data breaches. That's when a company, who legitimately has some of your personal data, gets hacked.

A couple of weeks ago Chase Bank cancelled all my credit cards. How did I find out? My bride was #1 checking out from the grocery store and presented her Chase card for payment. FAIL! Hmmm? So she presented Chase card #2. FAIL again! Hmmm again. That's really strange but mostly embarrassing, as folks were staring at her. She then used an AMEX card - SUCCESS!

It seems someone called Chase saying they were me, and that my card was lost and could Chase cancel it and send another. However, since "I" was traveling, I needed the card to be sent to a hotel. Red Flag alert. Chase cancelled all my Chase-issued cards. I'm still sorting that out because of all the auto-payments I have. The good news is that any auto-payments I've had for six months or longer will still be paid for 150 days. However, there was also a silver lining to this story. I had to go to the bank to get cash and the teller noticed my driver's license expired a few days prior. Ugh!

Well, the *Rule of Three* prevailed: A few days later, someone called our cable provider and changed our subscription services too. It took several phone calls and days to sort that out.

The final *Rule of Three* was very interesting. Over the past month, two wireless PlayStation Game controllers addressed to my bride showed up at our house. She has very a small digital footprint, so that in itself was strange. We don't have a PlayStation, or any video games, not even Microsoft Flight Simulator so I can keep my currency - LOL.

Seems these were both purchased on eBay and the buyers were returning them. I tracked down one buyer with a bit of internet sleuthing, and he said my bride's name and address was where he was told to return it for a refund. The bad news is that it probably didn't go through any eBay channels for the return and there won't be a refund nor any action he can take.

So, even if you have great passwords and do two-factor authentication (2FA), your life can still be made miserable when no one actually hacks YOUR computer.

This begs the question **How do you know if your email was included in a data breach?** One website is <https://haveibeenpwned.com/> (I use it but this is not necessarily an endorsement)

Once there, you can subscribe and it will notify you if your email is found in a future data breach.

What do I do if my email has been involved in a data breach?

The BOLD FACE is to figure out what was stolen (Name? Address? Credit card number?, etc.) & change your password on the site that was breached. There is much more to this process and I plan to have more detailed information in an upcoming issue.

Where is my RUPANEWS? Sec/Treas John Rains and I have received several emails asking *Where's my RUPANEWS?* I can tell you that the USPS received the March issue from the printer on 5 Mar 21. I received my copy on 15 Mar 21. Looks like it's a delivery issue from my seat.

Anniversary. The May issue will be my one year anniversary as your editor. Thank you to our RUPA President, John Gorczyca, and the entire Board for their support. Also, thank you to all who provide RUPANEWS input and helped me get this far.

Editor GeorgeE

RUPA Pass Travel Report

Retiree Travel information

Employee Travel Center (ETC)
is not currently answering their
phones or email.
+1 (877) 825-3729
etc@united.com

April 2021

Captain Pat Palazzolo
rupapasstravel@rupa.org



New features for stand by travelers on the United App

Hello fellow aviators,



Three relatively new and related features have been added to the United app for stand by travelers. They allow you to indicate your preference for what type of seat you want and another that will, with light loads, automatically assign you a seat according to your preference, if possible. And a third feature will give you the ability to change your seat using the app once your seat has been automatically assigned to you.

In a continuing effort to give big names to little things, the company has created the Standby Process Automation which, translated into English, means automatic seat assignment.

Whenever a flight is projected to have less than a 70% revenue load factor, seat assignments will be automatically generated and assigned one hour before departure on domestic flights and at least 75 minutes before International flight departures.

With this in mind, stand bys may now indicate after checking in if their preference is for a window or an aisle. To do this, after checking in, go to the HOME page on the app, there you will see a prompt to select your stand by seat preference, either window or aisle. If you do nothing it will default to window. This preference will apply to all legs on your PNR.

You can still go to the counter and ask for a different seat after automatic assignment if you would like to.

Now the obvious question: "What if I would rather have a standard Economy aisle seat rather than an Economy Plus middle seat? That, my friends is coming in phase 2 of the upgrade due out any time in the next... um... year maybe? Phase 2 is also expected allow people to choose seats to sit together or near each other.

But what if the window to assign and change seats has begun (See below) and I don't get a text and I'm not given a seat assignment? It's most likely because the projected revenue load factor has increased above 70%. So in that case, expect them to call your name from the podium.

OK, so now you've got this automatic seat assignment but what if you want to change it? There are two ways:

1. The old fashioned way — go up to the podium and ask.
2. The way your kids would probably do it — on the app.

Doing it on the app is pretty easy, but there are time limits you must be aware of.

Changing your seat with the app is available for domestic flights from one hour before departure until 30 minutes before departure.

For international flights the app is available to change seats 75 minutes before departure until one hour before departure (only 15 minutes). After the time window has closed you'll have to change your seat the old fashioned way.

If you're assigned a seat automatically you'll get a text message on your phone saying something like, "Lucky you! You've been assigned a seat! Go to the United app to see your seat assignment."

Tip for the month: Don't go to the app to see your seat assignment because you can see it when you go to change your seat. If you waste time by doing it twice, others may grab the seat that you may have wanted.

So how do you go straight to the feature that lets you change seat assignments? Remember this (or write it down and stick it in your wallet for when you get the text message):

Go to "**My Trips**" at the bottom of the app,

Then tap on the **origin and destination of your flight** such as "Chicago to San Francisco" (not the boarding pass) then select "**Travel Options.**"

Scroll down until you see "**Change Seats>**"

After you click on Change Seats you'll see your seat number and all seats that are still available. Tap on the seat you want, touch "Select" and then **PRESS SAVE!!!!!!** After you save it, that seat is now yours. Can you change again? Yes, as long as you're still within the 30 minute (domestic) or 15 minute (international) window.

But what if I'm on the upgrade list? Lucky you! If you get upgraded you'll get another text message telling you that you've been upgraded (the software will try to honor your window/aisle request you entered after checking in on the app). And yes, you can immediately begin to change your upgraded seats (you can even go back to economy if you want, but that may be a one-way trip that you may not be able to undo without professional help from the podium, so be careful).

If the change seat prompt is not visible, it means the time window has closed. Then you have to do it the old fashioned way and go to the podium and beg.

Cheers,

Pat



Wonderful CSR
Person,
Pleeeeeease can you
change my seat?



R & I Report

Retirement and Insurance Information

Bob Engelman rupari@rupa.org

Pilot Retiree Life Benefit

This is kind of a repeat issue, but I recently got this inquiry about the Pilot Retiree Life benefit:

Bob,

Who better to ask than you for clarification about this topic.

In 1995, UA published a thick document (easily over an inch) entitled '**UNITED AIRLINES Summary Plan Description For Pilots**'. In 2002, UA entered into (and later emerged from) bankruptcy. The common thinking/understanding is that, as a result of this activity, a company relieves itself of earlier financial responsibilities. For purposes of this discussion, I think this is not so and that certain obligations continue.

In short, emergence from bankruptcy does not relieve a company from certain financial obligations existing prior to the event. *Attachment 1*.

In this 1995 document, in the chapter labeled **BENEFITS AFTER RETIREMENT**, a **Retiree Life Benefit** is described. *Attachments 2 and 3*.

My question is this: Is my estate entitled to this benefit when I die? This is a matter of \$15,000.

Bob, what is your opinion?

Respectfully, /s/

I suggested that he contact the UAL MEC R&I Chairman, **Fred Greene**, and this is what Fred was kind enough to send us:

NOTAM: The attachments are too long and unwieldy to include, but if this applies to you and you want more information, contact me at rupari@rupa.org and I can forward those attachments to you.

"Attached is the Bankruptcy 1114 Order, reference page 15, paragraph 5, you will see that for any pilot that was enrolled in the UAL medical plans as of 7/1/2004 would lose their retiree life insurance benefit.

The other attachment spells out the life insurance in more detail.

Below is a correspondence with a UAL attorney over this issue a couple years back that I found. VSOP stands for Voluntary Suspension of Participation. Below is his response which I hope will clarify the issue. Any questions let me know.

Fred

"Our understanding is that it depends on whether they were enrolled in retiree medical (or VSOP'd). If enrolled, they lost retiree life. If not enrolled, they kept retiree life. We also believe (although it's not stated here) that retirees enrolled in retiree medical (or VSOP'd) could request to waive/drop their right to retiree medical going forward and then get to keep retiree life (though we're doubtful anyone would've actually taken that deal – but you never know). It appears from the attached sheet that the benefit amount was \$10,000."

Aetna statements and providers' billing names that are different from the doctors' names. Lots of confusion

While going over our Aetna annual EOB statement, I found that several of our medical providers didn't show up. It turned out that, since most are now corporate-owned, they file their claims with Aetna using one name, probably their corporations billing name, and send us bills using another name, and neither are the name we know our providers as. This can cause a lot of confusion.

I always wait for the monthly EOB before I pay the bills sent to me by providers, since sometimes they have not yet been paid by Aetna, so the bill is higher than what we owe them. A couple of times, we've paid for diagnostic tests up front, then we see the EOB and find we were charged more than we owed. Do they automatically send you a check or credit your credit card account? No. At least not in my experience. So, I recommend waiting until you get the EOB, or go to the Aetna website and try (good luck!) find the claim and then the EOB before you get the monthly EOB.

BTW, my wife and I got our COVID-19 vaccinations in early February, so we're feeling a little safer. We're still being very careful away from the house, and we can't wait until our kids, who live far away, are vaccinated. . FaceTime and ZOOM have been great but we are looking forward to seeing them in person. I'm sure you all feel the same way.

By the time you read this, I will have attended my first RUPA luncheon in a year!

Take care, and stay safe. We're almost there.

Legitimate COVID-19 Medical Treatments – Health & Human Services Department

This site, combatcovid.hhs.gov has a tab to click to get to [LEARN ABOUT TREATMENT OPTIONS](#). That's the second one down. After clicking on that you can scroll down to read about available treatments. The one that made me check out this site was for "monoclonal antibody treatments." I believe that's what the former president got at Walter Reed and his results were excellent. The verbiage says the following:

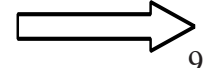
Monoclonal antibody treatments: The FDA has issued emergency use authorization for two investigational monoclonal antibody treatments that can attach to SARS-CoV-2, the coronavirus that causes COVID-19. These antibodies could help the immune system recognize and respond more effectively to the virus.

These treatments have been authorized for patients with mild to moderate cases. This includes those who have had symptoms for 10 days or less, who are 12 years of age and older, and who are at high risk for progressing to severe COVID-19 and/or hospitalization. It also includes people who are 65 years old or older, and who have certain chronic medical conditions. Learn more about antibody treatments with [bamlanivimab](#), the combination of [etesevimab and bamlanivimab](#), and the combination of [casirivimab and imdevimab](#).

Then there's a tab that says "[Learn what monoclonal antibodies are and how they can help.](#)" I clicked on that and read this:

"If you've tested positive for COVID-19, one of the first questions you may have is, What can I do to reduce the risk of getting sicker? The good news is, there are treatments that may reduce that risk. Depending on your age, health history, and how long you've had symptoms of COVID-19, you may qualify for a promising form of treatment for the disease. It's called monoclonal antibody (mAb) treatment.

Some early evidence suggests that mAb treatment can reduce the amount of the SARS-CoV-2 virus (the virus that causes COVID-19) in a person's system. This amount is known as viral load. Having a lower viral load means you may have milder symptoms thereby decreasing the likelihood of you being hospitalized.



mAb treatment may help people who:

- *Have mild to moderate symptoms of COVID-19, and*
- *Have tested positive for COVID-19 sometime in the last 10 days, and*
- *Are at high risk of getting more serious symptoms. Visit the page [“How Do I Know If I’m High Risk, and What Do I Do Next?”](#) to learn more.*

This page describes what mAbs are, how they can prevent mild to moderate symptoms from getting worse, and what to expect if you get mAb treatment.

[FIND INFUSION LOCATIONS](#)

Remember, I’m not a medical professional and can’t give you any recommendations, and this is definitely not that. I’m only letting you know that most of us had heard that the monoclonal antibodies treatments were only available to people who were “connected.” That may have been true months ago, but now they’re available to the general public, and very underutilized. That may be due to the lack of information out there, including to doctors. If you click on the “FIND INFUSION LOCATIONS” tab, you’ll see that there are locations all over the country and you can see where in your area there are places that have the infusions in stock. If you have mild to moderate symptoms and/or have recently tested positive, etc, check with your doctor and ask about this treatment.

The site also show other degrees of symptoms and other available treatments, so it’s a good go-to place to find what’s out there.

The following article is from the South Florida Sun Sentinel newspaper, edited for length

Free life-saving treatment for coronavirus patients, just like Trump received, is going unused in South Florida

By Cindy Krischer Goodman : South Florida Sentinel

A free life-saving COVID-19 treatment available in South Florida is going unused at local hospitals.

Doctors say not enough people in South Florida seem to know about the treatment — an infusion of antibodies — which, when administered early after a COVID diagnosis, can prevent symptoms from worsening and stave off hospitalization or death. The infusion, the same treatment given to President Donald Trump when he tested positive for COVID-19, takes one hour, followed by an hour of observation before patients are released to self-monitor at home.

“We have seen unbelievable results,” said Dr. Boaz Rosenblat, medical director of the Emergency Department at Memorial Pembroke. “Patients have gone from sitting in beds lethargic and not eating to waking up and having breakfast and feeling energized. I’m a huge advocate based on what I have seen.”

The treatment is offered as an outpatient service at hospitals, and any primary care doctor can send a patient for antibody infusion. Most hospitals also have hotlines to get a referral for the treatment, or they encourage calling the hospital Emergency Departments to get one.

The treatment reduces the progression of the disease in people who receive a positive COVID-19 test result, but it must be given within 10 days after COVID symptoms surface to be most effective. To qualify, you must meet three requirements: have mild to moderate symptoms of COVID-19, have tested positive for COVID-19 within the previous 10 days, and be at high risk of getting more serious symptoms because of age or co-morbidities.

Since December more than 430 patients have received the therapy at Memorial, but the hospital says it has at least 600 more doses available. Other South Florida hospitals also have excess supply waiting for those newly diagnosed with COVID.

“Here is a treatment that is effective, and so few people know about it,” Rosenblat said. “I’m not sure where the disconnect is.”

Two different forms of the monoclonal antibodies treatment are available. One is called Regeneron, a cocktail of drugs, the therapy Trump was given. The other is bamlanivimab, which can now be combined with etesevimab and administered together as a cocktail.

So far, tests on two [variants of the coronavirus](#) show that antibodies in these therapies can neutralize both. Researchers say having different drugs in the cocktail allows for a better chance of holding up well against variants. In Florida currently, COVID tests do not indicate the variant of the virus.

A deal between the manufacturers and the federal government supplies the monoclonal antibodies to hospitals, which give them free to patients. However, there may be a charge for the drug's administration, depending on the patient's insurance coverage.

When Ellis Mass received a COVID-19 diagnosis, he acted fast. Only 50, the Parkland resident has a high body mass index that puts him at risk of a worse outcome.

"You have to have the treatment within 10 days, so it was a race against the clock," Mass said. When he arrived at Memorial, Mass had a fever, cough and fatigue. After an infusion, the fatigue lifted and fever subsided by the next day. He took a COVID test a week later and received a negative result.

"It cleared the virus from my system quicker than I would have on my own, and I didn't have any long-haul symptoms. I followed up with my primary care physician and cardiologist to make sure I'm in good shape and I am," he said.

Broward Health officials say the hospital has plenty of doses and has administered only about 17% of what's available — and more doses are arriving this week. The infusions are available at Broward Health Medical Center, Broward Health North and Broward Health Coral Springs.

Dr. Warren Sturman, a cardiologist with Broward Health, says early results have been encouraging. He urges anyone in the high-risk category to be aware of this treatment and act quickly to make an appointment.

"If you are at high risk, with COVID you can't wait because you can't predict when you could take a turn for the worse," Sturman said. "Once you are in the hospital and on oxygen, you're considered too sick."

Across the country, much like in South Florida, monoclonal antibodies treatments are sitting unused in hospital refrigerators [as vaccines roll out](#). Data collected by the federal government suggest hospitals have given only about 20% of their supply to patients, according to [The New York Times](#).

Even after [Trump touted his miraculous recovery](#) from the therapy, demand from patients has been less than expected, and South Florida emergency room doctors say even physician practices seem unaware of this option for patients.

"There's definitely a knowledge gap," said Dr. Kitonga Kiminyo, an infectious disease specialist in Palm Beach County.

Kiminyo and other Palm Beach County doctors are calling for increased awareness and availability, particularly in underserved communities. "Those are the people who end up in the hospital from this disease, and that is where these treatments would make a difference," he said.

Devin Grandis of Delray Beach, 61, said he has diabetes and hypertension and would have been much sicker had he not received the treatment four days after he learned he had COVID. Before the infusion at Bethesda Hospital West, Grandis said he experienced chills and exhaustion.

"The next day, it was like a light switch went on. I didn't feel like I have anything," he said. "More people need to know about this. It's a great solution to this unfortunate situation we are in."

Take care, and stay safe. We're almost there.

Bob Engelman

RUPA R & I



Luncheons / Local Reports

Check the Luncheon Information [page](#) for your area

SFO North Bay Group

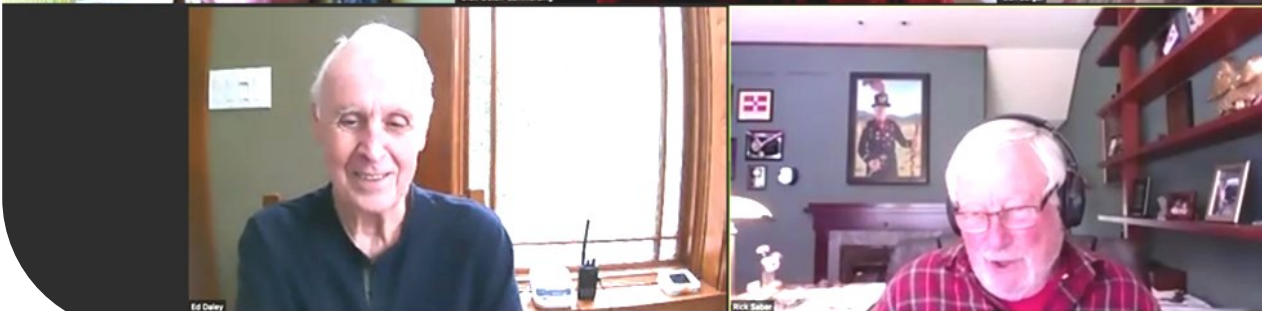
Screen pic of our latest North Bay RUPA meeting — small, but lively. Top left one of our ole [nearing 'old'] Council 34 Chairmen, **Pat Flanagan**, great to have him in from Reno; Urs truly; **Dan Bargar**; Bottom row, one of our SFO Chief Pilots of my era, **Ed Daley** from PA; and the illustrious **Rick Saber**.

Since the attendance is less than hoped for **Rick** suggested putting a note in our RUPA News so that anyone who'd like to join would be welcome. My personal ZOOM meeting number is 848 617 3653, which should remain constant, with ZOOM passcode of 'rupa', all lower case. We plan on continuing to meet on ZOOM, first Wednesday of the month at 'Hi Noon', until we can resume meeting in person.

Dick

**Zoom Meetings: 'Hi Noon', 1st Wed of the month.
Mtg #: 848 617 3653 pw= rupa**

Top L-R: Pat Flanagan - Dick Lammerding - Dan Bargar



Bottom L-R: Ed Daley - Rick Saber

The moderator told a joke over the zoom meeting.
It wasn't even remotely funny.

Big Island Stargazers

February came and went without a meeting for The Big Island Stargazers.

As I write this report in early March, our vaccine program has ramped up and more kupuna (seniors) are able to receive their vaccinations. Some restrictions have been relaxed throughout the islands, and Hawaii County has increased the size of outdoor social gatherings from 10 people to 25.

Hawaii State is one of the safest destinations in the world, and we continue to see an increase in tourism. However, negative pre-travel COVID tests are still required prior to arrival in the islands. Travel requirements can change, so if you are contemplating a trip to the Hawaii be sure to check out the state's "Getting to Hawaii" webpage for the latest information: [Getting to Hawai'i - Hawai'i DOH: Info & Resources for Managing COVID-19 \(hawaiicovid19.com\)](https://www.hawaii.gov/doh/2020/06/01/getting-to-hawaii/)

Meanwhile, here is a look back in time to our February '15 meeting.

Stay safe. A hui hou...

Linda Morley-Wells

*Back in the before times.
That's the time before the Coronavirus . . .
Feb 2015*



L-R: Sam Wilson, Don Diedrick, Lauren & Bill Cochran, Maribeth & Dick Kuhn, Bob & Linda Michael, Dave Carlson, Linda Morley-Wells, Grace & Dick.

Iceland is only one sea away from Ireland

Treasure Coast Sunbirds - March 9th 2021

Yup, here we are back at Shrimper's again for our Monthly RUPA Luncheon.....and we are darn glad to be here. It's getting to seem like Ole Times again.....and we are all enjoying getting back into the routine.....happy to be here and (more or less) getting our lives and routines back to NORMAL!

We had seven (7) at our Luncheon for March and they were: **John Pinter** (finally down from Vermillion, OH; **Buck Buchanan, Duff Daily, Ted Osinski** (who comes up from Palm Beach Gardens); **Jerry Holmes** (who comes down from Vero Beach); **Denny Keast** (who comes up from Boca Raton) and myself, **Bob Langevin**.

We were served wonderfully by Logan and other member of The Shrimper's staff all the while have a variety of different conversations. Some of the Subjects included: the cloudy and windy WX that we've been experiencing day after day lately; the Covid-19 vaccine shot difficulties in signing up; the changes taking place at Fox News and the UNANIMOUS DISSATISFACTION with those changes ; and the difficulty in crossing our Northern Border of the US coming in from Canada as opposed to the EASE in which the Illegal Aliens from Mexico, Central & South America are crossing our Southern Border into the US !!!

On Tuesday, April 13th we'll be back at Shrimper's once again, so if you are in the Stuart, FL area around that time we'd love to have you join us (11:30 AM is the start time). Meanwhile, wishing you and your family and friends a Happy Easter Holiday and much Good Health.

Bob





Starting Front Center then Clockwise: Duff Daily, Bob Langevin, Buck Buchanan, John Pinter, Denny Keast, Jerry Holmes and Ted Osinski.



FINAL UPDATE: SUN-n-FUN Aerospace EXPO at Lakeland, FL

It looks like things are still on schedule for the SUN 'n FUN Aerospace EXPO at Lakeland, FL.
RUPA Day still scheduled for April 15, 2021 at the OX-5 Club House.

Photo at 1 p.m.

The lineup of airshow performers looks very good including the Blue Angels, an F-22 Raptor demonstration and a Saturday night air show. If you can't make it there will be a follow-up summary in a RUPANEWS in June or July. Will see how many show up! Stay tuned with their web site at www.flysnf.org. If any questions please email me at prosed@yaho.com.

Best regards, *Dot Prose* (Osprey, FL)

Check flysnf.org for more info
RUPA Day Scheduled for 15 April. 2021

Ham Wilson Gold Coast Group - March 11, 2021

We had a great lunch today and this time it was 100% United people. Usually we have others from other airlines.

Our normal gal, April, put up with us as we all wanted to be at the same table, but Covid variant 47xB46 found in rural Jamaica precluded and clouded some of our members' better judgment. Maybe it was too many Covid shots and almost everyone was vaccinated and no one was found to be swaying too close to anyone in an way touching or fondling anyone.

No recalls or petitions for recall came from today and no impeachments were expected to evolve from today's lunch. We were pretty much in agreement on everything and we agreed that in the next election there would not be a BID but Unfilled allowed to happen. We compromised and decided next time in lieu of erroneous ballots that we planned to choose by lottery or alphabetically by height!

The calendar says the 2nd Thursday of April is April 8 for our next lunch.

Our good friend **John Pinter** who has attended some of our lunches from Stuart is having some medical issues and may move totally back to Ohio from Stuart. I know he would like to hear from any of his friends.

Also it was mentioned that former head of the crew desk in the 1980s era **Sam Napolitano** died in mid February of a heart attack. A really good person and friend.

Jim



L-R: Gene Anderson, Denny Keast, Jim Morehead, Mark Strasfeld,
Paul Livingway, Bob Senderoff.



L-R: Bill Garrett, Franci Garrett, Greg Madonna, Rich Farmer, and the front row Lyn Wordell.

**Historic Days in British Military History:
The Royal Air Force is formed
1st April 1918**

WHO ARE WE GOING TO GET TO FLY THESE THINGS?

GOD KNOWS.. THEY'RE BLOODY DANGEROUS, YOU'D HAVE TO BE AN IDIOT..

Facebook: BRITISH MILITARY HUMOUR TOO

LET'S GET ARROGANT, SELF OBSESSED, OVER CONFIDENT PUBLIC SCHOOL TYPES. IDIOTS THAT THINK THEY'RE INVINCIBLE. SMART UNIFORMS, A LITTLE EXTRA PAY, TELL THEM THE GIRLS FIND THEM IRRESISTIBLE AND HOPE THEY NEVER REALISE THEIR LIFE EXPECTANCY IS 23.



~ Tacoma Narrows Bridge ~
7/1/1940 - Opens to traffic.
11/7/1940 - Collapses from winds.

Pacific Northwest Flyers

The Ides of March (15th) were upon us, as 12 stalwart RUPA PNW Flyers assembled, by car and plane at the **Hub Cafe** on the [Tacoma Narrows Airport](#). The fickle winter weather decided to keep to it's TAF and remain VMC for our arrival.

Lots of catching up and story swapping ensued, as we all enjoyed getting together again after bad forecasts limited attendance for our last two fly-in lunches.

Pictured below is our happy group breaking bread, as well as **Bill Sleeper's** magnificent Pratt Whitney R-985 powered, [Stagger winged Beech D-17](#).

Any RUPA members who are in the Puget Sound area are welcome to join us by land, sea or air. Meetings are at random airports in the area and often last minute due to weather concerns.

If you would like to be added to our email list for a future invitation write: CortReno@aol.com

Respectfully submitted

Cort



L-R: Steve Craig, George Johnson, Ken Turpin (Active), Bob Braunstein, Brian Silcox, Karen Flynn, Dale Cope, Earl Poland, Cort de Peyster, Ron Prynne, Bill Sleeper, Bill Sanford, with Ken's beautiful RV in the background.

If God had meant man to fly, He would have given him more money or airplane tickets.



L-R: Dale Cope, Karen Flynn, Bob Braunstein, Bill Sleeper, Cort de Peyster, Bob Prynne.



Rolling out for RW 35 @ [TIW](#)
Tacoma Narrows Bridge on the right.
Click [here](#) for history of the 1940 bridge collapse.

There I Was . . .

(Please Limit submissions to 1000 words)

There I Was . . . With a Latter Day Captain Bligh

By Alex Dunn

I was a Viscount F/O in DCA during the summer of 1968. I worked with some great Captains on the Viscount and at least one not so great, who will remain anonymous. I will call him Capt. Bligh. It was pretty much the same all month as the story that follows.

ATC was having a slow down and there were two hour delays at our destination, EWR. On arrival at dispatch in DTW, the captain tears a strip off the dispatch rep. for no good reason. We then go to the gate and he tears a strip off the passenger agent, same deal. We board the plane and he tears a strip off the flight attendant, ditto. The mechanic brings the log book with the autopilot inop. He tears a strip off the mechanic and tells him to fix the autopilot. The mechanic leaves without comment. The captain calls for the mechanic to return to the cockpit. The mechanic knows better and sends the maintenance supervisor. The captain says he wants the auto pilot fixed before departure. The maintenance supervisor tells the captain he has the authority to defer the autopilot and that is what is going to happen. We can see our hangar from our position and there are two or three Viscounts sitting on the hangar ramp. The captain says "Then bring one of those airplanes over if you want the trip to operate." The supervisor leaves. The Captain picks up his bags and walks through a fully loaded airplane to the rear exit and leaves. I ask myself "What the hell am I going to do sitting here by myself?" A couple of minutes later I decide to pick up my bags and leave too.

A replacement airplane is brought over from the hangar. We are ready to leave and I figure it will be my turn next. All goes well. We get to EWR and during the ride to the hotel in Manhattan the Captain says, "Let's go for a beer." At that point the company had a strict 24 hour rule. It was said they would hire a private detective to watch someone at times for violation. It was my view that this captain had made plenty of enemies and could be one they may watch. I'm thinking that if I go for a beer on an 18 hour layover with a senior captain and the company catch us and fire the captain, I'm just going to be collateral damage and get fired too, so I declined the invitation.

Years later, during my ten years as a 727 F/O my duties preparing for departure were minimal, so I assigned myself the task of reading the messages inside the compass card. By this time, it seems Capt. Bligh was a 727 Captain as many of the compass cards had a message, "Bill Bligh hates ice cream", all in the same handwriting. I don't know who wrote these, but my assumption was that Capt. Bligh hates everything else so he probably hates ice cream too.

Again, years later while on reserve I get a call from the crew desk to fly one leg. It turns out the first officer got off the airplane and refused to fly with this captain. Guess who the captain was. I got to fly as F/O on his last leg before he was forced to retire, my guess is for having mental issues.

If there is, or was a real Bill Bligh in the airline, I give my sincerest apologies and state clearly that this story is not about you.



There I Was . . . On Chactaw's Tarmac

By Gerry Baldwin

I love to teach. That is largely why the old man (commanding officer) of Navy Training Squadron Three, VT-3, in 1974, made me the head of standards. We flew T-28B/C aircraft out of Whiting Field, FL. As head of training, I often flew "off-wings." That means that I would fly with other instructors' students from time to time to assure that standards were met.

I flew one such flight with Bill (not his real name). It was Bill's fourth flight, familiarization flight four or FAM-4. I would have let him solo right then. That is why I was confused when he came back to me after failing two safe-for-solo check rides. Normally, students soloed on their fourteenth flight. Bill had completed eighteen flights by that time without a solo. I would have to determine if he should stay in training or go home for good.

I took Bill up; and he was awful, totally different from what I had seen on his FAM-4. I took the airplane and played the twenty-questions game. It turned out that his wife was the problem. She was terrified of flying; so much so that she would not even fly commercially. When he got home each night, she would start in with, "What flowers do you want at your funeral? Do you want to write your epitaph? You can also write the letter to your parents..." Bill was totally demoralized.

He so loved flying that he could not bring himself to drop on request, DOR. He, thus, determined to fail in favor of harmony at home. We all know, though, that giving up one's life-long dream career does not lead to marital bliss.

We were in normal cruise at 8,000 feet. I said, "I want you to watch carefully what I am about to do." I then did what we "jet drivers" called a squirl cage. It was virtually every positive-G aerobatic maneuver known to man, one-after-the-other, without a pause between: an aileron roll; a wingover; a barrel roll; a hammerhead; a loop; a full Cuban-8; an Immelmann; and a split-S. I finished up at fifty feet above the water at 300 knots.

I said, "Now, I want you to do everything I did." He said, "Everything?" I said, "Omit nothing." He took the airplane, zoom-climbed to 8,000'; and did an instant replay of my maneuvers. I said, "Now, I want you to go over to Choctaw Field and make a full-stop landing." Choctaw is an outlying field routinely used by the Navy and Air Force for training.

After we cleared the runway and stopped, I opened the canopies and jumped onto the wing. I told him to go out, take off, burn all the fuel in the airplane, land at home field, get another airplane, and take it out and burn all the fuel in it as well. He asked, "How will you get home?" I said I would call down another student solo and ride home with him. I then told him to meet me in the ready room at 5:00 pm for a debrief.

In the debrief neither of us talked about the fact that he would be "introduced" to aerobatics later in his training. After talking about the day's activities, however, I pointed out that military aviation is too demanding to carry all of one's baggage into the air. We needed to leave it on the ground. As we were about to part company, I paused and said, "Oh, by the way, I got word last evening that one of my friends from high school died in a house fire two nights ago. I did not think about that till just now, after my day's work was done."

Bill went on to get Navy wings. In fact, he finished first in his class. He could have chosen any fleet assignment he wanted. What he chose was to return to Whiting Field as a flight instructor.



There We Were . . . Hijacked to Cuba

By Bill Barham

I had been on the line for about 17 months, transferring in from ORD to LAX (B-727). Russ Cottle was Chief Pilot, Frank Salerno was Council 57 LEC. The LAX crew desk called and assigned the trip in the morning. A PDX layover, all west coast, Ah, the Benson Hotel and Jakes Famous Crawfish, I love this job.

The ID was LAX/SAN/LAX/PDX layover PDX/LAX 727 QC 7302, Capt. Joe Kolons, F/O Ray Quigley.

After landing in SAN at 16:30, we had about 2 1/2 hours and went to the terminal restaurant that many of you have been to. We found out later the hijacker was in there at the same time. This was when you could go terminal curbside to the gate with no security.

After departing SAN around 19:00, we were descending over Long Beach harbor for 25L. There was a loud knock on the cockpit door. I thought the F/A could not get a galley door closed. I opened it and the hijacker had his arm around a F/A's neck with a pistol out and rushed into the cockpit. She looked like she was about to faint. He put the gun to my head and said "Cuba" several times. There was about a minute of denial that this is not really happening, you just read about this stuff. He was Hispanic wearing a leather jacket, spoke very little English and kept yelling. He was establishing control. I looked at the gun, probably a 38 snub nose. He was a coach passenger and had his two children with him, left them in coach, ages about 10 and 12.

Joe and Ray were trying to calm him down. He wanted to go to Havana from right there and we were trying to explain there was not enough fuel, pointing to the gauges. This went on for several minutes. We got a vector. He said no landing at any US airport.

SOUTH BAY

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6th Year—No. 306 Torrance, California Monday, November 2, 1970 10 Cents 38 Pages Today

UPI Telephone

Dotted line shows the planned route of the hijacked airliner from San Diego north along Pacific Coast. Instead, the plane followed solid line enroute to Cuba.

Marshals Not on Aircraft

MIAMI—Passengers bound for chilly north-west Oregon, found themselves on a Caribbean island this morning—the second group of airborne tourists brought at gunpoint to Cuba within forty-eight hours.

United Air Lines officials said 75 persons were aboard Flight 598 Sunday night when Capt. John Kolons radioed that a gunman had entered the cockpit.

Kolons diverted the San Diego-Portland, Ore., flight when nearing Los Angeles and flew to Tijuana, Mexico, where it was refueled for the trip to Cuba.

The Boeing 727 three-engine jet touched down at Havana's Jose Marti airport at 3:46 a.m. EST, about 5½ hours after the hijacker stepped into the cockpit.

A United spokesman said he did not think any of the new federal sky marshals was aboard the plane. He added that the United boarding gate at San Diego does not have a magnetometer to detect the presence of weapons on the persons of passengers.

Kolons radioed the tower at Los Angeles International Airport and said, "we're going to Tijuana."

The aircraft landed there and took on about 46,000 pounds of fuel. Authorities said would be enough to get it to Cuba. Mexican authorities requested

stop. Federal and state judicial police surrounded the airport but did nothing more than keep curious bystanders away from the runway.

A United spokesman said the hijacker was believed to be a Mexican nationalist and that there may have been two other men on the plane involved.

Jorge Mendez Aleman, Tijuana control officer said Kolons told him to have the plane refueled as soon as possible.

"Keep everyone away from the plane and do not attempt anything," Collons was quoted as saying.

"The lives of the people aboard are more important. We have 67 passengers aboard. I have a hijacker aboard and we are going to Cuba," Aleman was told by the pilot.

The FAA in Miami reported the craft skirted the Gulf of Mexico shoreline rather than flying straight across the gulf to Cuba, presumably to remain inside the FAA's radar.

The arrival of the United jet in Havana came on the heels of a similar air piracy of a National Air Lines flight.

STREAK ★ BLUE STREAK ★ BLUE STREAK ★ BLUE STREAK ★ BLUE STREAK



I had flown into Tijuana, while instructing before United, and suggested it and he finally agreed. The runway was right across the border and Mexicana goes in there. We made a slow 180 back down the coast at reduced speed to talk to ATC and the company. We had no approach plates for Tijuana and we were gathering information from ATC. He wanted the cockpit door was left open and there was a DC-8 crew in 1st class. They were on a scheduled DHD coming in from HNL and ran to make our flight. Sorry guys, you should have been 15 more minutes late.

The worst part was the hour on the ground in Tijuana. We taxied to a ramp area. They dropped the aft airstair from the outside panel. He would not let any passengers off. No PA announcements. We were trying to get a ARINC patch through to dispatch and ATC, trying to get a weight manifest and flight plan to Havana. Charts were flying everywhere and he was nervous and shouting and wanted to start taxing. You could see the Mexican Federales around the plane with rifles out and we thought they were going to shoot the tires out. We finally got airborne.

We initially flight planned with a fuel stop in Monterrey Mexico, but later determined we could make it non-stop with good winds. In cruise he was calming down. Joe and Ray were small talking with him, asking questions and assured him we were going to Havana. Before we moved our hands for any switch or our flight bags, we had to explain it to him. Whenever I looked back from the panel, he would stand up with the gun. We asked him if OK for drinks to be brought up. He would switch his with ours, suspecting we drugged it. He was in the cockpit aft jump seat with the F/A on his lap. He started rotating with the other 2 F/A's in the back. It was a bout a 4 hour flight. I kept glancing into the cabin with DC-8 crew staring back.

On landing there was a layer to ground fog just above the runway we flared into. Not much fuel remaining. At the gate, he wanted assurance from the police and military he was in Havana. Authorities escorted him away. We all ran for the forward blue room. He assumed he was going to get a hero's welcome. I was told they take the hijackers to jail. Never found out what happened to him, but was told he lived near Fresno and wanted for homicide. He didn't want money like DB Cooper, only to get out of the country.

There were other hijackings to Cuba the last 2 years. The Swiss Embassy was handling the liaison and coordinating with US authorities. Passengers went into the terminal. We went to some office for paper work and to call MIA dispatch for a flight plan.

They had problems with fueling. I had to try and make the connections on the hoses to the panel on the leading edge using their antiquated slow pumping fueling truck. I had to get his bag out of the cargo pit. We flew to Miami and Joe Kolons had a long talk on the PA with the passengers.

After landing there were company and FBI debriefings. We came home on National Airlines in coach (I'm Ginger, Fly Me). When the flight attendant came by with the liquor cart, we said just park it here.

We didn't have time to review the FOM for company hijack procedures with a lot going on, but I'm sure the verbiage said something like don't engage and give him what he wants. No criticism from the company or negatives from the company. The photo of us and the metal detectors was taken by gate 80 with Flight Manager Jim Turner. We were supposed to go back to EXO for another debrief, but they called the jetway phone while boarding and scrubbed it.



L-R: Ray Quigley, Bill Barham, Joe Kolons.



THE BREAKS OF NAVAL AIR



It was June 1961, a real bad time for a Marine Lieutenant to start flight training at Pensacola, Florida. Why is that, you might ask? The first phase of naval flight training is preflight, 3 months of rigorous academic instructions.

Here is the problem, June is graduation month at the naval academy. Here come 200 brand new Ensigns - these guys have been studying the same subjects for 4 years. Everyone of these Ensigns is an engineer. Do you know what that does to the grade curve? I'll tell you, it makes Marine Lieutenants look like dummies. Our class had 250 students, 200 Ensigns and 50 Marine Lieutenants.

Most of the Marine students were required to take remedial courses (stupid study) in aerodynamics, navigation, flight physiology, code, engineering, etc. just to keep up. Six weeks later were mid-term exams, all 50 Marine Lt.'s passed everything except engines. Three Lt.'s failed and were sent to see the instructor.

Capt. Trundy USMC was the only marine instructor at preflight. He taught engines (piston & jet) in a large room in a sub-basement. The 3 of us stood tall as Capt. Trundy spoke, "You are the 3 dumbest guys I ever met, you will probably kill yourselves trying to get through this program. So from now on, you will report to me every spare minute you have, any questions?" "Yes sir, we don't have any spare time, we are on stupid study for everything else." "Well then get here whenever you can. Now get out of my office!"

Six weeks later were final exams, the night before Capt. Trundy gives the 3 of us a "practice exam". The next day it's the same exam, all 3 of us pass (barely). Capt. Trundy calls us to his office. He said, "You are the 3 dumbest guys I've ever met. Good luck, you are going to need it. Semper Fi" We all graduated and now it's on to flight training. Wow!

Fast forward 25 years, I am on a 3 week active duty as a full Colonel, I am sitting on a Colonel's promotion board at Headquarters Marine Corps, Washington, D.C. One day we broke for lunch (lunch in the Marine Corps has nothing to do with food, lunch means either 30 minute workout or a haircut). Today it's a haircut for me, Marine barbers know only one style, "High and Tight" What do you want for 50¢? I'm sitting in the barber chair right next to me is a three-star General. We both finish at the same time, as we stand and adjust our uniforms I see his name tag - Lt. Gen. Trundy, holy cow! As we walk down the hall Gen. Trundy says, "Colonel, where do I know you from?" "Sir, I'm one of the 3 dumbest guys you ever met." Gen. Trundy laughed, he asked whatever happened to those other guys? I told him Ray was a Capt. for American Airlines; George, after a combat tour in Vietnam, flew Helios in Laos for Air America and I told him about my career. He congratulated me and sent regards to Ray & George. He shook my hand, he had a big smile on his face and I swear he was shaking his head as he walked away.

"Semper Fi"

Col. Ralph Dilullo USMC Ret.



There We Were . . . With a Cloud Over Diamond Head

By David L. Webster IV

Not all “There We Were” stories are happy, just as not all lives are lived pain free. This day qualified as my most unusual layover event.



The B-777 out of SFO had a 6-day SFO-KIX-HNL-KIX-HNL-SFO trip that was a nice way to get two HNL layovers in one outing. My flying First Officer had never walked up to the top of Diamond Head, something I did on every single HNL layover if it wasn't pouring rain. On this particular trip we agreed to do the hike together on our return from Osaka.

From Diamond Head Road, directly across the street from Kapiolani Community College, one could take a shortcut to the tunnel entrance, around a chain blocking a closed, narrow paved road through the trees. As we walked along, chatting, I stopped, turned and looked back over my shoulder to see a man hanging by his neck in a tree just feet off the road. At first we thought he looked like a mannequin, and maybe someone was playing a cruel trick, but on closer look, it clearly was a gentleman who was quite apparently deceased. He looked so...normal; hair combed, glasses on, well dressed.

As neither of us had a phone, we hustled back down to the KCC parking lot and borrowed one to call 911.

“Honolulu Emergency, what are you reporting?”

“We've found a man hanging, dead, in a tree just below Diamond Head”

“Can you hold please?” A long pause. “OK, what is your location?”

A few minutes later multiple police cars showed up and we walked them up to the location. In the same tree a plastic bag was hanging from a branch with his wallet in it. We could hear them radio the information and heard the reply that the gentleman had been missing for two days. They took our contact information and we continued the walk, but with a much more somber mood than when we left the hotel.

For many months I walked by that exact spot, always wondering what had happened to end the stranger's life that day. One day I stopped in the Waikiki police office and was given a number for a detective. She returned my call and I asked, “Is there something you can tell me that will give context or meaning to what we found that day?” She was very kind to offer his name, age and that he had told his wife he was going to work. It was ruled a suicide based on their investigation.

Whatever his pain was, we shared in it just a little that memorable day. We will never know what made it unbearable to him. But it's a reminder that people who are in pain, who need help, can look exactly like people who don't. Be kind.

*The right word, in the right
place, at the right time, can calm
and heal.*

There I Was . . . With a Catastrophic Engine failure in a Single Engine Airplane!

By Larry Wyman

Dateline November 1960. I had some leave (USAF) so I rented a T-34 from the Aero Club and flew from my base in Texas to my home town of Sterling, Colorado. The day before I was going to leave, I took two friends for rides in the T-34, which included aerobatics, some of which had periods of inverted negative G flight. They both thought it was very exciting. The T-34 is certified for short periods of negative G flight, as it has a weighted oil pickup on a flexible tube. The time limiting factor is because it does not have fuel-injection, just a pressure carburetor good for about 15 seconds before fuel starvation.

I departed the next day. It was a very cold day, but no snow on the ground. About an hour into the flight my oil pressure dropped to zero, and the prop went to full RPM; ...it got my attention! I immediately reduced power to idle, began a descent from 7,500 ft. (terrain elevation around 4,000 ft.), grabbed my chart and started looking for the nearest airport, which was a "duster strip" at Kanarado, Kansas, abeam of my direction of flight, and about 18 miles away. I increased throttle to get the best L/D speed and 500' down. My plan was to level at 1,000 ft above the ground and increase power to approach speed until I was on a glide path to the airport. I was about 3 miles from the airport and lined up on the runway. I had it made! Ya, right, ..in my dreams! The engine ran for about one minute, then there was a huge BANG followed by the engine shaking so violently I thought it would separate from its mounts! I immediately closed the throttle, mixture to idle cut off, fuel pump off, mags off, and fuel selector to off. It became clear that I would not make to the airport (soo close, and yet so far!). There was a field of new wheat (about 4" high) with furrows running east and west (I was landing north) The only obstacle was a wire fence about half a mile from the runway. I decided to hold the flaps and gear until knew I would clear the fence. I cleared it by about 20 ft., dropped the gear and flaps, and landed. The furrows made it seem like a washboard, but, hey, I wasn't complaining! I came to a stop only about a quarter of a mile short of the runway!

I walked to the runway and to the other end. There I saw a man working on his Stearman crop duster. He turned and looked at me in my flight suit, my winter flight jacket and overseas cap and said "where in the Hell did you come from!" I explained what had happened. He threw a length of chain in his pickup, and we drove to the airplane. He hooked the chain around the nose gear strut, and we towed it up onto the runway and to the other end (there was nothing between the field and the runway). We opened the top left cowling and saw a great big hole in the top of the engine case. The engine had thrown a connecting rod through the case near the #6 cylinder. We put the plane in a hanger, and I notified the Aero Club.

It was determined that the cause of the loss of oil pressure was that the flexible line on the weighted oil pickup had become stiff and cracked, the extreme cold being a contributing factor. The result was an AD requiring either replacing it with a fixed metal pickup and de-certifying it for inverted flight, or replacing it with a new improved flex line, and periodic mandatory inspections.

The propeller is to keep the pilot cool. If it stops, the pilot begins to sweat.

I asked my wife if I was the only one she'd been with.

She said yes, all the others had been nines and tens...



What happens when the Government controls Private Business

Part 3 of 3. Click [here](#) for part 1 or [here](#) for part 2.

In order to file new airmail bids, other airlines had quickly changed officers and resumed operations under new names.

American Airways became American Airlines and Eastern Air Transport became Eastern Airlines.

During the government-forced reorganization, Joe Ripley was able to get United Air Lines off the ground, free of debt and with \$4,000,000 in working capital. The airline division had approximately one-third of the assets of The United Aircraft and Transportation holding company but received more than half of the money. Ripley also urged Rentschler and other heads of the holding company to name Pat Patterson as Philip Johnson's successor as President of United Air Lines.

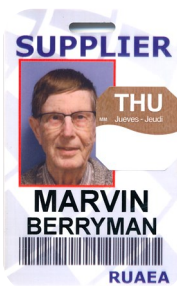


On April 13, 1934 Patterson assumed the presidency of the newly incorporated Delaware company, United Air Lines Transportation Company. To the public, it was still "United Air Lines" and in 1943 the name was officially changed back.

Following the reorganization, United bid-for and won-back all of its former routes except the Chicago-Dallas route where Braniff Air Lines underbid United (by half). United continued to fly the Chicago-Kansas City segment as a passenger route until May 12, 1934.

The Air Mail Act added two more hoops-to-jump-through, in addition to the U.S. Post Office, the airlines now had to deal with the Interstate Commerce Commission and the Department of Commerce.

The ICC cut United's average return on air mail from 38 cents to 31 cents per plane-mile and also put a 300 pound-per-plane limit on what the Post Office could pay. As a result United had to fly many 300 pound bags of mail for free. This loss of income led to the cancellation of the Chicago-Kansas City passenger flights.



A last-minute clause in the Air Mail Act forbade any carrier from holding air mail contracts for more than one primary route and two secondary routes.

United's Transcontinental Route was designated a primary route as was its Pacific Coast route. This meant that United could not keep the PAT route unless it was split-off into a separate company and was completely independent of United. Faced with protests from Pacific Coast cities, Congress relented and designated it a Secondary Route.

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



Articles

Industry related news and other articles

Truck driving, warehouse work, food stamps: How pilots have survived Covid travel slump

"I can't afford to sit and wait for a flying job to come around, so I chose this to pay the bills in the meantime," said one pilot who now works at a lumber warehouse.

By Ben Popken | NBCNews.com March 11, 2021

LaGuardia Airport in New York this month. The airline industry saw passenger totals drop 60 percent last year, according to one report. Timothy A. Clary / AFP - Getty Images



Downsized commercial airline pilots are turning to medical evacuation work, truck driving and even warehouse jobs to feed their families during the cataclysmic drop in air travel over the past year.

The \$1.9 trillion coronavirus relief package passed Wednesday contained \$15 billion in payroll support for airlines, extending that program until the end of September. That's on top of the \$50 billion provided to the industry in previous stimulus packages.

It's a welcome relief for a beleaguered industry that saw passenger totals drop 60 percent during 2020, [according to recent figures from the International Civil Aviation Organization](#), a United Nations agency.

But it's too little, too late for many pilots who were already placed on furlough, nudged out of the cockpit and forced to get creative with their income.

Pilots interviewed by NBC News said they have been holding on, trying to make ends meet in whatever way they can, while holding out hope that vaccines, declining infection rates and pent-up consumer demand will usher in a brighter tomorrow, eventually.



Joshua Walden, 32, of Phoenix, says he was one of the lucky ones. His employer, Compass Airlines, a regional carrier for several larger airlines, completely shut down in March after losing its major contract.

He immediately began "shotgunning" résumés to friends and family, which led to one landing on the desk of a chief pilot who was hiring. Within a week, Walden was medevacing Covid-19 patients out of Arizona's Show Low Regional Airport, near several Native American reservations.

He took a pay cut. He also had three separate Covid-exposure events, took 23 Covid-19 tests and two of his roommates got the coronavirus. He did not. But the gratification he got from pitching in was worth it, Walden said.

"I could choose to be a victim of my circumstance — or get out there and go fly medevac," he said.

After getting laid off from a commercial airline in March, pilot Joshua Walden said he was lucky to land a job doing medevac duty during the pandemic at a small regional airport in Arizona near several Native American reservations. Courtesy Joshua Walden

Pilots who got their notice later in the pandemic fared worse, hitting the job market en masse, with fierce competition for the best jobs. The preferred gigs involved flying, from cargo planes to flight instruction to charter jets.

If that failed, pilots started to look for other work that involved their main skill set: steering a piece of heavy machinery around. Some ended up in trucking, mining or rail transportation.

Others have gotten by however they can.

“I’ve been burning through savings and using SNAP and partial unemployment to keep a roof over my family’s head and food on the table,” David Venci, a pilot for a low-cost carrier, said in an email. “The company has paid us minimum training pay.”

Further down the experience list, pilots took whatever jobs they could.

“The [flight] school I used to work for closed down, and other schools are filled up with airline pilots who were furloughed, which gives newer people like myself slim chances,” said a 26-year-old former flight instructor and father of one, who spoke on the condition of anonymity to preserve his job prospects.

“I work at Lumber Liquidators now as an assistant manager,” he said. “I can’t afford to sit and wait for a flying job to come around, so I chose this to pay the bills in the meantime.”

Airlines say they’re doing what they can and are reliant on vaccination efforts, government support and guidance as they make recovery efforts.

“We are grateful to governments — including the U.S. — that have stepped up to help protect workers’ jobs with payroll support and other measures,” Perry Flint, spokesperson for IATA, an airline trade association, said in an email. “Now, as testing and vaccination programs gather pace, we need governments to build and share their plans, benchmarks and timetables for reopening borders to travel.”

While the airline industry is used to weathering ups and downs, aviation still comes with a certain cosmopolitan mystique. You get to ride the skies and see new places. But time away from home, dealing with management and regulations, and high upfront out-of-pocket training costs can all take a toll. As does the uncertainty that you might get furloughed during the next downturn.

So until effective and widespread vaccinations among the traveling public is achieved, aviation will likely continue to suffer.

“The solution is social isolation. And that’s the antithesis of aviation,” said Adam Pilarski, senior vice president at Avitas, an aviation consultancy.

He predicts the industry will return to its 2019 levels by 2024. But even then, pilots will face significant headwinds. Business travel, the primary driver of profits for airlines, may be forever dented by the more widespread use of video conferencing and other technologies popularized during the pandemic. And pressure will only grow for expanding the use of automation.

“If we fly the same number of people in early 2024 as we did in 2018, how many additional pilots do you need?” he said. “The answer is not that many. As negative as it sounds, we can’t pretend that it’s different.”



This ought to get their attention. Hehe



The number of unruly passengers on US flights is too high, FAA says, so it's extending a get-tough policy on masking

Greg Wallace, Pete Muntean and Hollie Silverman, | CNN Travel 16 Mar 2021



(CNN) — The Federal Aviation Administration will extend its stricter enforcement against unruly passengers -- specifically targeting those who disobey masking policies -- after receiving more than 500 reports of misbehaving passengers since December, the agency said Monday.

"The number of cases we're seeing is still far too high, and it tells us urgent action continues to be required," FAA Administrator Steve Dickson said.

The announcement was made as the Transportation Security Administration (TSA) said that more people have traveled by air in the last four days than during any other similar-length period during the pandemic.

The TSA said it screened 1,344,128 people at airports on Sunday, meaning 5.2 million had flown since Thursday. On Friday, 1,357,111 passengers were screened, the highest single-day number since March 15, 2020.

While the increase in travel is good news for the struggling airline industry, the uptick in passengers could mean an increase in in-flight incidents.

The FAA's Dickson said he has instructed agency officials to consider both civil fines and criminal charges for reports of unruly passengers.

"I have decided to extend the FAA's unruly-passenger zero-tolerance policy as we continue to do everything we can to confront the pandemic," he said in a statement. "The policy directs our safety inspectors and attorneys to take strong enforcement action against any passenger who disrupts or threatens the safety of a flight, with penalties ranging from fines to jail time."

The stepped-up enforcement had been set to expire at the end of the month but will now remain in place until the Centers for Disease Control and Prevention lifts its order requiring face masks be worn on mass and commercial transit modes.



FAA reviewing more than 450 unruly passenger reports

The reporting period for the more than 500 complaints of unruly passengers included the time around the Capitol riot. Previously, CNN had reported several attendees struggled to gain access to flights following the riot, with some being put on no-fly lists.

The FAA is currently reviewing more than 450 cases and have begun taking action against unruly passengers in 20 cases, it said.

At least four fines have been imposed on passengers under the stricter enforcement policy, the largest being for \$27,500.

The agency said individuals who are fined may respond to the agency, and it has not publicized the final amount those individuals paid.

The passengers who have thus far been fined are accused of, in addition to not wearing masks, assaulting flight attendants, shouting obscenities, and drinking unapproved alcohol on planes.

In June, [CNN reported](#) that American Airlines had to temporarily suspend a passenger from its flights after the person refused to wear a face mask.

Other airlines permanently banned passengers for not following guidelines, including Delta, which banned [460 anti-maskers](#).

While the FAA has not revealed how many cases it is pursuing against passengers, the agency said about a month ago that across all modes of transportation, it had received reports of "fewer than 1,000 passengers ... refusing to wear a face mask."

The president of a major flight attendant union that had called for the policy to be extended called it an "important deterrent."

"The patchwork, politically skewed discussion around masks has created confusion and conflict," said Sara Nelson of the Association of Flight Attendants-CWA. "We don't have time for failure to comply with the federal mask mandate. On an airplane, that behavior puts everyone at risk and we can't stand for that."

The FAA penalties are separate from those that the TSA may issue under a set of security directives.



*The 'bottom' of the helo,
as viewed in this inverted
position, is really the top,
and is blue,
and thus the saying . . .
"Keep the Blue side up"*

Return to travel exposes consumers to new scams

The Better Business Bureau reports a proliferation of fake travel sites

Mark Huffman | Reporter | ConsumerAffairs.com



Photo (c) bagira22 - Getty Images

The vaccinations of millions of Americans against the coronavirus (COVID-19) made this past weekend a huge one for travel. Government data shows that Friday was the biggest day for air travel in more than one year.

But while travelers may have less to fear from the virus, the Better Business Bureau (BBB) warns that they face increasing threats from scammers. Specifically, criminals are creating websites that appear to be the ones that frequent travelers use to sign up for expedited airline boarding.

These phony websites mimic those of Trusted Traveler programs, such as TSA precheck or Global Entry in the United States and NEXUS in Canada. According to the latest [BBB Scam Tracker](#) reports, scammers are using these websites to gain access to consumers' personal information and, in some cases, take their money.

The scam works because so many people need to renew their participation in these programs, which have been largely unused for the last 12 months. To do that, most people go to their favorite search engine to find the program's website.

Fake sites show up with the real ones

Included in the search queue are the new sites that scammers have created. The official site is undoubtedly included in the list, but it may not be at the top. If you click the link for one of the bogus sites, you could become a victim.

According to the BBB, these sites may charge you the cost of the application fee, plus a large service fee. Worse still, you'll have to fill out a form that contains sensitive, personal information that may include your full name, passport number, and home address.

"When I clicked on the link, it appeared to be an official TSA Precheck site," one victim posted on BBB's Scam Tracker site. "This company asked for all the information as I would expect to provide in the process... including your full name, passport number, and home address. Then, you are prompted to pay \$140, making it seem I was paying for TSA fee."

The BBB says people who end up on one of these scam sites not only lose money and reveal sensitive information that could result in identity theft, but they aren't enrolled in any travel program, resulting in a rude surprise the next time they arrive at a crowded airport.

How to protect yourself

As long as search engines don't screen the links that show up in searches to weed out scams, consumers have to remain vigilant and do the job themselves.

Don't assume any company that appears in your search is legitimate. When looking for a federally-run Trusted Traveler program, look closely at the URL in your browser's address field to make sure it is a secure link.

You can tell that a site is secure if the link starts with "https://" and includes a lock icon on the purchase page. In the United States, all government websites end in ".gov." In Canada, government agency websites are under "gc.ca."

For seniors, these vital tips can help you age well

By Steven Petrow | Washington Post | April 15, 2017

Even at age 70 or older, the choices you make about exercise, eating and your health remain important --and at this point in life, it's worth taking a second look. As Miriam C. Morey, an expert on aging at Duke University, put it, seniors "need to reset your thinking in terms of what you've been doing and what you want to do in the future."

Here are some questions to ask yourself — or your doctor — and simple measures to adopt to maximize your chances of aging well.

Miriam C. Morey, professor of medicine at Duke University School of Medicine and senior fellow in its Center for the Study of Aging and Human Development:

As you get into the older age bracket, you need to reset your thinking in terms of whatever you've been doing and what you want to do in the future. We need to transition into thinking about mobility, how to augment or enhance it. From an exercise point, ask: Are my legs strong enough? Can I get out of my chair without using my hand to help? Do a simple test: Put your arms across your chest and see if you can get out of the chair without using your arms. Also, what is my balance like, because once you reach this age [many] start to lose their balance. Can you stand on one leg? Start practicing. You should think about your strength because that's one of the most important thing about maintaining your independence. Do less cardio and do more things for strength — lower- and upper-body.

Alicia Arbaje, an associate professor of medicine and the director of transitional care research at Johns Hopkins Medicine:

Reevaluate and revise your health-care goals at least twice a year. (Choose your birthday and another day during year.) Avoid the care you don't need. For every medication that you are on, ask yourself and your health-care provider the following questions: Do I still need this medication? Do I still need it at the same dosage? Is there an alternative to this medication, such as a change to my lifestyle? Have a captain of the ship. As your health-care needs evolve, it is critical to have one health-care provider coordinating your care and reviewing your medications. Seek the guidance of a geriatrician to help.

https://www.washingtonpost.com/national/health-science/for-seniors-these-vital-tips-can-help-you-age-well/2017/04/14/27f82860-1fc2-11e7-be2a-3a1fb24d4671_story.html?tid=a_inl&utm_term=.e7c16ca37012

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Exercise is the Only Way to Defy Aging

Regular exercise done the right way can and will slow the inevitable effects of aging

By Sean Gill

Photo by Matthew Bennett on Unsplash



Aging is an inevitable part of life. But how we age — and how much we enjoy the aging process — is within our control. The natural deterioration of our bodies — which is said to begin [as early as 30](#) — cannot be stopped, but it can be slowed. And slowed significantly for that matter. Using exercise to ‘treat’ the aging process is not unlike using exercise to treat any chronic disease.

As an Exercise Physiologist, I use exercise to treat arthritis, chronic pain, diabetes, and heart disease to name a few. The list goes on and on. The evidence is clear that exercise has a profound effect on these conditions. Aging is like a whole bunch of conditions happening gradually, all at once. Exercising can have a hugely positive effect on aging. This article will point out the three keys reasons exercise is truly the only way to defy aging.

We Must use Exercise to Maintain Muscle Mass

It’s a natural fact of life that muscle wastage occurs as we age. But by performing regular resistance training, we can really put the brakes on this process. The loss of muscle due to aging is called [sarcopenia](#). Skeletal muscle makes up roughly [30–40%](#) of the human body. It should be alarming then that muscle mass loss occurs at [10%](#) per decade, which is only accelerated further by failing to slow the loss.

Regular resistance training has the ability to [significantly reverse](#) age-induced reductions in muscle mass. And it’s never too late to start either. Because of the ability of older adults to [achieve muscle protein synthesis](#) — the process required for muscle growth — it’s always a good time to start performing resistance training. It’s crucial we keep as much muscle as possible to ensure we can maintain our mobility, and ultimately our independence.

Furthermore, more muscle means more calories burnt. Because muscle is living tissue — as opposed to entirely dormant body fat — it requires blood and nutrients. For this reason, just having more muscle means we burn more calories. More calories burnt at rest means it’s easier to maintain a healthy weight, whilst potentially being able to eat more food.

To ensure you do maintain a healthy amount of muscle mass, it’s a good idea to prioritize consuming a good amount of protein in your diet. This macronutrient is the [most important](#) nutritional consideration for building and holding onto our precious muscles. Better yet, consuming a high protein diet has also been found to be an excellent way to lose weight, and maintain it in the long run. Multiple studies have found that a high protein diet is [great for weight loss](#) as it can decrease appetite, boost your metabolic rate, and help to maintain an optimal body composition — one that contains lots of muscle.

I have an 83-year-old client who trains at the gym three times a week and has been doing so for over a decade. He can perform Bulgarian split squats. He can push a heavy sled. He can row 1km in under 4 and a half minutes. I’m certain this is the reason he still lives in his own home, can mow his own lawn, tend to all the maintenance around the house, and can walk his dog every day for half an hour without a single worry.

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)

Exercise Puts the Body Into Positions we Must Maintain

Being able to maneuver into cars, and in and out of chairs means we must maintain a solid level of mobility. Exercise allows us to work on this every time we clock on for a training session. Squatting translates into many real-world situations, like the ones mentioned above. I once had a Muslim client, who at 73 years old was no longer able to move into the various prayer positions required for him to practice his religion. Being of great importance to him, he found this quite distressing. By identifying where his limitations were, a targeted exercise program was able to remedy this problem.

The ability to get on and off the ground, in my opinion, should be viewed as a skill. A skill we can take for granted and one we should never want to lose. By exercising, specifically those exercises requiring spending time on the ground, we can regularly train this skill. There are several positions we need our bodies to get into as humans. Be it kneeling to maintain the garden, or lunging to reach an awkward power socket. Regular exercise can help to restore and maintain these movements. It may be the difference between you being able to join in on the grandkids' game or not.

The Undeniable Mental Benefits of Regular Exercise

Exercising for its physical benefits is just as important as exercising for the mental benefits. The much-studied effects of exercise on improving the symptoms of anxiety, stress, and depression paints a clear picture. Exercise can and does benefit all of these conditions, both in the short and long term. But let's not forget about the cognitive component of exercise.

We're told to do crosswords and puzzles to help stave off age-related diseases such as Alzheimer's. Well, exercise offers this cognitive challenge in the form of remembering what an exercise is and how exactly to perform it. To do an exercise, you must first recognize its name, the equipment you need, and finally — what to do. This may seem silly when you're younger, but this display of memory and comprehension is helpful as we age. I've seen my older clients completely blank on what a squat is.

What to do to Slow Aging

- Train all major muscle groups at least twice a week with resistance training.
- Perform vigorous cardiovascular exercise that gets you to 85% (unless advised not to by your doctor) of your maximum heart rate at least once a week (track your resting heart rate to get a gauge on your fitness level — the lower the better).
- Perform core-specific exercises at least three times per week.
- Move every day even if it is just walking to encourage your blood vessels to dilate, reducing your blood pressure.
- Stand more often; always be looking for ways to reduce the time you spend sitting.

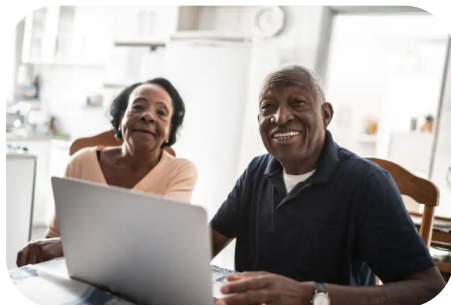
Father Time is coming, that much is certain. But you do have control over the toll it takes on you. Choose to exercise regularly and you can minimize the effects of aging to lead a longer, more independent life.

<https://medium.com/in-fitness-and-in-health/exercise-is-the-only-way-to-defy-aging-ab79a7debe48>



Often, the elderly handle the pandemic very well. Here's why.

By Ellyn A. Lem | Washington Post



When storms knocked the power out in my mom's senior apartment building for the third time in 24 hours, I expected her to be in a panic — no air conditioning, stove or lights. Instead, her 84-year-old self sounded exuberant as she called from a friend's cellphone to let me know she was managing fine. There was a lot of laughing and chatter in the background as she gathered with acquaintances, pooling flashlights and candles like bold adventurers.

Stories abound of many older Americans handling the pandemic with the kind of resilience and aplomb my mother showed in the storm emergency. My father's cultural calendar far exceeds my own with Zoom lectures ranging from the cast of the Netflix miniseries "Unorthodox" to human rights activist [Natan Sharansky](#), which he views in between Silver Sneakers exercise classes also streamed in from various sites to the comfort of his living room.

Unlike teenagers and those in their 20s who have grown up with the immediate gratification of social media "likes," those 65 and older are more seasoned at waiting and can tolerate patience in a way that is hard for many of the rest of us, who were done with this pandemic months ago.

That many individuals in their 60s and beyond are coping well in these uncertain times corroborates much of the research I did with that demographic for my book, "[Gray Matters: Finding Meaning in the Stories of Later Life](#)."

The surveys with 25 open-ended questions on aging were distributed at social and residential facilities that cater to those 65 and older and shared electronically with survey participants' friends and family members nationwide to capture a range of elders' experiences. Of the over 200 people who completed the surveys, nearly every one described their "general mood most days" in very upbeat terms despite also acknowledging health concerns, caretaking responsibilities and some loneliness.

Research also has noted that the majority of people worldwide become happier as they age, perhaps because they accept inevitable changes that occur over time and develop appreciation for the good that remains in their lives.

When Patrick Klaiber, a doctoral student at the University of British Columbia, and colleagues collected [daily surveys](#) from people ages 18 to 91 during the pandemic, they found that older generations reported handling the stress of covid-19, the disease caused by the novel coronavirus, more effectively than those who are younger.

Other reports reveal similar data, including a study by the investment company Edward Jones and the think tank Age Wave looking at 9,000 people across five generations. The [older participants in the study](#) reported the highest percentages of coping "very well" with covid-19.

I have lost my mind and I am making no effort to look for it!



There are times when my greatest accomplishment is just keeping my mouth shut.

This disparity may be partly explained by seniors often having fewer work-family conflicts than those with younger children. But others recognize that living in one's later years gives perspective that difficult times will pass eventually, and that there is experience to draw upon to help remain resilient during hardship and challenges.

My Uncle Lou, for example, who just turned 90, describes his surviving the Korean War at 22 to be a "defining moment" that taught him to be "thankful" to be alive; he still remembers his four brothers serving in World War II, including one who was taken as a prisoner of war. Lou has been spending time during the pandemic listening to music and working on his autobiography. He commented, "We are handling [the pandemic] with a positive attitude."

To point out that many older people are weathering this pandemic is not to minimize the serious problems that are affecting them. More than [48,000 nursing home residents](#) have died of covid-19, and [Blacks](#) and other people of color have been disproportionately affected. Countless nursing homes still do not have sufficient [testing](#) and the [personal protective equipment](#) needed to guarantee the safety of employees and residents.

[Isolation](#) for those in senior-care facilities has been heightened during the pandemic as well with strict limits on visits with family members and overall fear of exposure to the virus leading to stringent self-policing by some residents who are afraid to come into contact with asymptomatic carriers.

But amid these worrisome trends, positive developments have emerged.

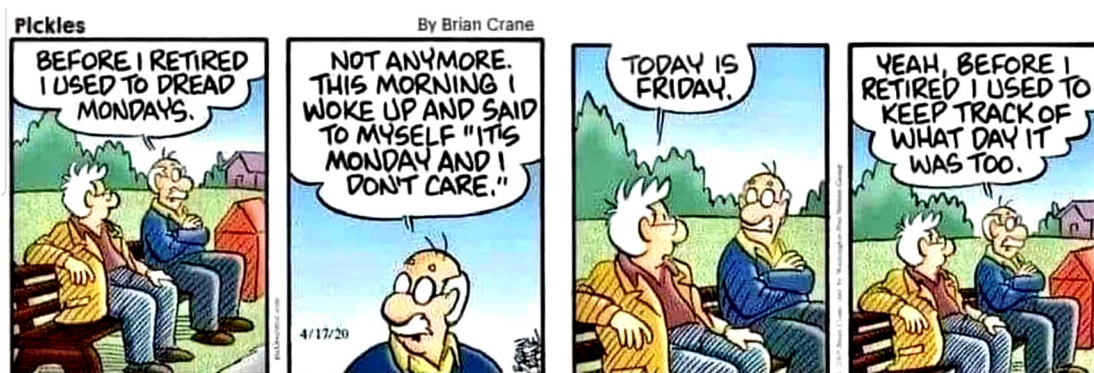
Quarantining during the pandemic has made people experience what many older adults go through every day, spending significant time at home without a set schedule providing structure to days and a certain tempo. With everyone having less social interaction outside of the house when quarantined, families spent more time using technology to connect with relatives.

For those seniors without available family members, organizations have developed innovative projects to expand older adults' social interaction. The nonprofit group [TimeSlips](#) initiated Milwaukee Tele-Stories, for example, pairing local artists with 10 "underconnected" elders for weekly conversation and creative engagement that will end with artists making a "legacy gift" for each.

TimeSlips founder and chief executive Anne Basting also started a "creative care" postcard project with care facilities that have requested personal, uplifting mail be sent to their residents. Basting says that "FaceTime calls" can be great but a postcard can be a "little gasp of joy again and again. All day long."

As we all sail into the unknown, there is some emerging [data](#) that being exposed to "age diversity" contributes to longevity. I think of that now more than ever when I arrive at the Y pool for water tai chi with an intergenerational group that ranges from 15 to 90. One of our movements is called "accepting with grace." Many older people there and elsewhere already have mastered this timeless ideal.

Ellyn Lem is a professor of English at the University of Wisconsin-Milwaukee at Waukesha.



Physical Therapy Has Benefits for Back Pain

By Nicholas Bakalar/The New York Times

People with back pain are often referred for physical therapy, though studies on its effectiveness have been mixed. A randomized trial suggests that, despite some limitations, physical therapy may have real benefits.

Researchers studied 220 adults, aged 18 to 60, with back pain and sciatica (pain radiating down the leg) of less than three months' duration. They assigned half to usual care — one session of education about back care — and half to four weeks of physical therapy, including a specified program of exercise and hands-on therapy. All patients completed eight well-validated questionnaires covering back and leg pain, disability, physical activity and quality of life.

At four weeks, six months and one year, the therapy group showed less disability and decreased back pain intensity compared with the controls. There was no difference between the treatment group and controls in how much additional health care they used or how many days of work they missed, but the therapy group was more likely to rate their treatment as successful at one month and one year. The study is in the *Annals of Internal Medicine*.

“We know that with back pain and sciatica, being active and exercising within your limits is a good thing to do,” said the lead author, Julie M. Fritz, a professor of physical therapy at the University of Utah. “But there’s an additive benefit in the care provided by a physical therapist. With added physical therapy, you’re less likely to have a prolonged case of disability.”

The FAA has approved the first medical certificates for professional pilots who depend on insulin to control their diabetes, a policy years in the making that builds on the success of a similar policy for private pilots.

FAA Issues First Medicals to Professional Pilots With Insulin-Treated Diabetes

AOPA.org Apr 2020

Following several years of literature review, analysis, and consultation with diabetes experts, the FAA has issued [medical certificates](#) under special issuance authorization to the first commercial pilots who use insulin to treat diabetes. These new issuances are the result of an exhaustive process of review of data, particularly the technology and accuracy of continuous glucose monitoring (CGM), which has significantly improved diabetic patients' blood glucose control. CGM was a key factor in the FAA's decision to publish the [policy announcement in late 2019](#).

“With the use of CGM as a required element of the policy for first and second class medical certification, the FAA's Office of Aerospace Medicine is now able to establish the required level of safety for the national airspace system, a responsibility and mandate that they take very seriously. They can't ever put the toothpaste back in the tube,” said Gary Crump, AOPA's director of medical certification. “They are always going to take whatever time it takes to ‘get it right the first time.’” In this case, it took several years for all that data analysis, literature review, and consultants' expertise to create a workable policy.

AOPA was a strong proponent in 1996 for the change that led to establishment of a policy allowing special issuance of third class medicals to private pilots with insulin-dependent diabetes. That policy has been quite successful, and the requirements for commercial pilots, though robust and comprehensive, incorporate elements of the third class medical policy, including treadmill stress testing for applicants over age 40, comprehensive eye examination, and periodic reports of A1c hemoglobin, in addition to the new requirement for CGM.

“With the ongoing coronavirus pandemic, it's nice to see some positive news in aviation right now,” said Jim Coon, AOPA senior vice president of government affairs. “While many private pilots who are insulin dependent have been flying safely since 1996, the future of aviation can remain bright as this new protocol will allow an even greater number of qualified pilots to begin flying commercially.”

Potpourri Crew Layover aka's.

Remember deciding where to eat on a layover? On international layovers we didn't always know the real name of a place so crews would have a descriptive aka. Sometimes different domiciles would have different names for the same place. Here are some Also Known As . . .



Crew aka: *The Yelling Screaming Place* (PEK)
Real Name: ???

Across from the Pearl Market. An FA tol me it had the name because when you walked in they'd be a lot of yelling across the huge room so the servers would know how many people were in the party, etc. Just a lot of yelling & screaming to us. No longer there.+



Crew aka: *The Red Door* (PEK)
Real Name: ???
A crew favorite across from the Lido
Holiday Inn.



Crew aka: *The Orange Door* (FRA)
Real Name: Klosterhof
Incredible food.

WANTED:
Your Crew Layover aka's.
Share the memories. Send
info and any photos to
rupaeditor@rupa.org

Letters

Member-submitted annual birth-month updates.
Include your City & State in the letter.

Denny Schaar – Rapid City, SD

Hello George and Fellow RUPArians,

Kudos to you George for the new format of the RUPANews. You obviously had a good mentor because the final product is outstanding in all aspects.

As I approach my 80th orbit around the sun, I've been reflecting on the good fortunes that have blessed my life.

Being born into a family of hard working Christian mid-westerners got me off to a good start and taught me the rewards of hard work and a job well done. I always had a job of some sort from my teenage years onward, newspaper boy, grocery store bag boy, mowing lawns, snow shoveling, hangar boy at the local airport, etc. That was where I became enthused about aviation and knew that I wanted to be a part of that industry one day. I worked my way through college, paid for some flying lessons and got hooked. My first job after college was in the flight kitchen at Pan Am in SFO. It was there that I met a Pan Am pilot who was a flight instructor. He must have sensed my desire to be an airline pilot, so he took me under his wing and got me started on my career pursuit.

In the meantime, I was able to go to work in the Flight Training department at Pan Am as a ground school instructor on the B-707. Eventually I became a flight simulator instructor in the fixed base Dremel cockpit trainer and got to go on training flights. In the meantime, I obtained a commercial license with instrument rating and multi-engine rating, so was able to do some charter flying and aircraft delivery work for a Piper dealer at Palo Alto airport, allowing me to build my hours rapidly.

In the spring of 1966, I, along with some of my hangar buddies, interviewed with Eastern Air Lines during a recruiting event being held at the SFO Airport Hilton. Everybody knew of Captain Eddie's Airline and that it was a pilot's airline. I also interviewed with United, TWA,

and Continental about that same time. Eastern was the first to offer me a class date of July 18, 1966, so I accepted it. The IAM machinist strike against five airlines started on July 5, so I loaded up my 1965 Corvaire and hit the road for Miami. I called my mom a couple of days later and she informed me that United had sent a letter of acceptance for a September class date. I was already committed to Eastern, so I continued my journey to Miami.

I have no regrets for that decision because I had 24 good years at EAL, no furloughs, moderate career progression and a comfortable way of life. I married a wonderful woman who was a TWA Hostess (F/A) and we had two sons. The skirmish with Lorenzo was a difficult one but we put our heart and soul into defeating that blight on the airline. Eighteen months after walking out of the doors at EAL, Providence smiled on me and I was welcomed into the United Air Lines family. UAL provided me with another 10 years of my dream job before the age 60 Grinch knocked on my door, so I will always be grateful to the UAL pilots who supported us and welcomed so many of us into your family.

The retirement years have been good to us. We remain in reasonably good health with the usual aches and pains but are able to remain active with our church and civic associations. I still manage to do some hunting and fishing but missed my visit to Captain Mac's Sportsman's Lodge in Ketchikan this year. We are hopeful that he will be able to open the lodge this year. We didn't do any traveling in 2020, which hurts because we miss seeing our sons and grandchildren, but hopefully we'll turn the corner on this virus soon so that we can get back to a normal way of living. We are starting to downsize in preparation for moving to a retirement village. After living in one place for forty years, we have accumulated a lot of memories, but realize this move will make it easier in the long run for all concerned.

The invitation still stands for any of you that are visiting the Black Hills that our latchstring is always out and we would enjoy your visit.

Regards,

Denny ORD 1990-2001

George E. Nolly - Castle Rock, CO

First of all, a big THANK YOU to everyone who manages this magazine and the website! I sent my dues, plus a little extra, on the website, which is sure easier than mail!

Whenever I hear a news report about “A 76-year-old man...” I picture a really old guy, probably bent over and horribly wrinkled. Certainly not the vibrant, athletic mature person with a full head of hair that I see when I look in the mirror.

But then, I made a mistake. While walking by the mirror I glanced over when I had forgotten to hold in my stomach! THEN I looked at my reflection while wearing my glasses - without the glasses I hadn't been able to see the wrinkles! Finally, my grandson showed me a photo of me playing with him, and all I could see was some bald-headed old man!

Okay, I accept the fact that I'm now 76. This disappointment pales in comparison to what this past year has been like. (Previously reported: almost two years ago I was hired as a Fleet Technical Instructor [FTI] on the B737 at United.) When COVID hit, the Governor of Colorado issued an executive order for senior citizens with health conditions to stay home. I have Ischemic Heart Disease caused by my exposure to Agent Orange in Vietnam. My cardiologist told me it would be a very bad thing - likely fatal - if I were to contract COVID.

I contacted the B737 manager at TK to see if there was a workaround for me to perform some duties virtually, like giving voluntary systems reviews, conducting briefings, etc. “No”, he said, “just call in sick until you use up all your sick leave, then you'll go onto Absent No Pay (ANP) status. You'll be eligible for unemployment.” So, all sick leave was used up, my pay stopped and the manager put me on long term sick leave status. Turns out I'm not eligible for unemployment, because I also work as a Lecturer (virtually) at Metropolitan State University of Denver. I requested an accommodation meeting with United, and in September had a virtual Teams meeting with five people, three of whom were attending from their homes. I presented my Certificate of Disability from the VA and again asked for an accommodation. I informed them that Frontier conducts pre-simulator briefings virtually, and I could easily do that. Also, with my 20,000

hours and extensive instructional experience, I would be a good resource for project work. “No”, said the #2 guy at TK, “unless you can do EVERYTHING in the FTI job description, you stay ANP”. And THEN, a week later, I received the (required listening) recording of the previous Standardization Meeting, in which this same manager was requesting volunteers to participate in 6-12 months of project work! By the way, all the managers at TK work from home more than half of each week!

I was, and am, pis..., okay, I'll keep this clean, torqued. I have gotten EEOC involved and I plan to make things uncomfortable for United. Unless it is an undue burden, United is REQUIRED to make an accommodation for a person with a disability. I hope, when all the dust settles, I will get something akin to the pension we all lost! The saddest part of this isn't losing the pittance United pays FTIs, which are the lowest paid in the industry. It's the realization that, despite all the talk about “Caring”, United is still the same greedy company that screwed us all over in 2005.

On a personal note, my wife and I have been on COVID-avoidance house arrest for 9 months now, and have avoided the pandemic so far. We've received our vaccines, and time will tell if they work. Last October my wife slipped on the ice on our back patio and fractured her femur. She needed surgery, and the hospital recommended she stay in their rehab facility, but we took her home the day after surgery to avoid COVID. The day after we returned home, COVID spiked at the facility, so we dodged a bullet. She's been doing therapy at home and is getting stronger every day. My being at home all the time has really been a blessing, since I'm finally able to partially repay her for all the house-work and cooking she's done over the past 54 years.

Life goes on. I'm re-starting the speaking business that COVID sidelined by making virtual presentations. I received the Wright Brothers Master Pilot Award by mail, since an in-person presentation is not currently feasible. And I'm staying fit: I celebrated my 76th birthday by performing 76 pushups without stopping - video evidence of a bald-headed old man doing it is available on LinkedIn!

George E. Nolly

Matthew Poleski – McHenry, IL

Dear Rupa members,

I believe this is my first endeavor at writing to the group.



After retiring in 2001 from the 747-400, my life has been filled with many ups and downs.

Following UAL, I flew Kingairs and Learjets for an air ambulance company, which was an exciting job, requiring constantly changing challenges. Both, the flight and medical crews were a tight-knit group....almost family in some respects.

After four years with that company, I fell off of a maintenance stand and broke my knee. At that, it was one thing after another, taking it's toll on my body which ended my professional flying. For a while, light planes were part of life for both my wife and myself.

However, my flying goggles were finally hung up because of more physical problems. It was a good run, flying for over sixty five years since beginning at the age of fourteen.



I was greatly blessed after marrying a second time. My sweet wife, Colleen, has been my greatest blessing of all. We have been married for thirty years and have done many fun things together. We had a river home (grand kid magnet) built in McHenry near family, and expected to live our remaining lives in comfort.



But, as life has it's twists and turns, Colleen has contracted ALS (Lou Gehrig's disease). Guessing God has different plans for her.

I stay at home most of the time, assisting in all of her needs. One thing I have learned: that is to treasure every moment of life and to tell our life's partner how much they are loved at every opportunity presented.

Gratitude is the bottom line for the rest of my life. Life overall has been a marvelous adventure.

Take care fellow UALers.

God bless,

Matthew ORDFO

[The Garden of Reflection](#)

The Official Pennsylvania Memorial to the Victims of the 9/11 terrorist **attacks**
Click for more [information](#) or [donations](#) (Website: 9-11memorialgarden.org)

Carl B Jordan – Port Charlotte, FL

Well, here I am - - 88 years old, already. I remember a time when the “Olds 88” was considered to be THE car! Well, I’m now an Old 88, and I’m not really “THE” anything.

I also remember when airliner wings went straight out to the very end of the wingtip and B-737’s had “little” engines. These days all wingtips curve straight up! I’ve always wondered why it took so long for the designers to catch onto the benefits of such a thing. I know that as kids in school, we all knew that when making folded paper gliders out of homework papers they always (!) flew better if we folded the wingtips up.

Just for the heck of it I thought I’d toss out a few common utterances associated with airliners I used to fly just to see how many of you might remember the planes to which these comments belonged. “Two green, and I have a wheel!” “Up, open and locked.” And how one particular captain would always say, “Eject the extenders!” just for fun in lieu of “Extend the ejectors!” And, to which airliner was the phrase, “There’s a new sound in the sky” credited?

Also, it occurs to me that as a female third generation retired airline captain, my daughter, Cathy, is a pretty rare find indeed. I can’t believe that there are very many such gals around, yet. My dad was with American, I was with United, and Cathy was with Southwest. These are three of the four remaining “major airlines” that are still around after the Deregulation Act that ultimately eliminated a multitude of airlines of the time.

I even remember hanging around Chicago Municipal Airport before it was renamed “MIDWAY Airport” during World War Two. Also, how Mayor Richard J. Daley touted it as “The World’s Busiest Airport.” And back then it really was! And how within a year of being hired, so many pretty, young stewardesses had to resign when they got married. Today’s flight attendants are no longer obligated to do so.

I also remember that UAL did fly “men only” flights, but these days nobody believes that such a thing really ever happened. I’m told “That’s absolutely too outlandish!” But they were operated between Chicago-Washington, and Chicago-New York. They were flown with “Captivating Caravelles” and were called “Executive Flights.” Load factors were always high. Men could kick off their shoes and wear slippers. They could smoke pipes or cigars. And back then only United flew to Hawaii, so we had

lots of exclusively-obtained macadamia nuts for the guys to munch on while they drank their martinis.

These two routes were the most heavily traveled in the entire world, and before the merger (I’m speaking now of that previous merger in 1961) Capital Airlines was the number-one carrier on these two routes. I was a member of the Merger Committee - - for a while, anyway. I’m aware of the fact that there were TWO pilots, each of whom were designated as “number one” on their respective seniority lists. And that after the lists were merged, only ONE of them remained happy. Every other pilot (or flight engineer) on the entire subsequently merged seniority list was naturally quite dissatisfied!

Also, all “brand X” Capital pilots were given NEW employee numbers that began with 89 something. That was why, for the rest of our careers, we were easily determined to be “Brand X” or “red tail” pilots. “Brand X” being derived from “EX-Capital.” (United pilots were called “Blue Hats” by the Brand X guys.)

Today, United or Continental memorabilia is sought by RUPA as shown in the monthly issues of the RUPA magazine. Capital Airlines is hardly remembered. And “Old 88’s” such as yours truly, are also hardly remembered. But hey, it sure was fun while it lasted!

(The previous “mystery airplanes” were, DC-3, DC-4, one model of the DC-8 and the Vickers Viscount.)

Carl MDW-ORD-LAX 1956-1993

Here are the answers:

Just for the heck of it I’ll explain that the main wheel tires were visible from the DC-3 cockpit, so part of the pre-landing checklist was each pilot saying, “I’ve got a wheel.” By the way, my dad began by flying Stinson Trimotors and Curtiss Condors with American Airways in 1935. At the time, when the DC-3 came into service, he called it, “The *ultimate* airliner!” “Up, open and locked” in the DC-4 was the captain calling for flaps up, cowl flaps open and flight controls locked after each landing. “Extend the ejectors” referred to the process of restoring the reversers on all four engines from their stowed inflight positions into their usable positions as thrust reversers after each landing. The new sound in the sky was the four Rolls Royce turbine engines on the first turbo-prop airliner in service in the U.S. of A.

Letters continued. . .

Wallace R. Sitton - Lowell, AR

I was hired by United fresh out of College in 1956. After a couple of years I was drafted into the Army and spent the majority of my time in Alabama managing the Fort Rucker Flying Club on base. When I got out of the Army I resumed my flying career with United flying out of LAX until retirement in 1990.

We settled 30 acres right on Beaver Lake in Lowell Arkansas where we built a log home and landing strip AR91.

We have enjoyed the "GOOD LIFE" for 62 years of married life. My most memorable trip accrued when I decided to accept a Military Air Command contract to fly troops and material to Vietnam. The trips we flew were usually very quiet and somber. When flying Troops home they walked single file down a corridor where drug dogs were positioned and if they were not stopped they boarded the trip home.

In December of 1973 I had a schedule that would get me home by Dec. 23, just in time before Christmas. As it worked out, I was assigned on the 23rd to fly a turn to Osan Air Force Base in Korea. Instead of heading home on the 22nd I would be heading for Travis Air Force Base on the 24th, Christmas Eve. Our Flight plan had us fly the NorPac route. This was a long, non stop trip with 175 troops going home for the first time in 18 months. The troops were very quiet and most were asleep. As we passed a beam of lights over Anchorage, Alaska I decided to make an announcement over the PA system and take a chance of waking the passengers. I said that the lights on our left were the first sight of America: Anchorage Alaska. The plane exploded in applause and cheering. I was so glad that I was able to welcome them home to America.

By 9am I was home with my wife and kids. I was never so proud as that morning when I was able to welcome our troops home that beautiful Christmas morning.

My wife and I are doing well and most of our children, 15 grandchildren and 15 great grandchildren have settled here in Arkansas near us.

Leilani and Wally Sitton

In Memoriam

RUPA members who have Flown West

Edward D Clark



Captain Edward Donald Clark, age 86, passed peacefully in his Los Altos, California home on August, 22, 2020. He was proceeded to his heavenly estate by his devoted wife, Barbara Jean DuBois, and his parents, Edward Clark and Mary Boshek.

With fondness, Edward, recalled his experiences during the war years when he and his Uncle Andrew Boshek listened to the radio from the attic late at night hoping to catch the communications from pilots as they traveled the skies near his home in Scranton PA.

It was these and other experiences shared about his Uncle Albert Boshek, one of the first great aviators in American history, that led Edward to pursue a career in aviation, much to his mother's disliking. Traveling a great distance by foot, Edward worked many hours at a local ice cream soda shop the modest earnings from, along with the proceeds from sales at the hobby shop he ran out of his parent's home, were promptly invested in flying lessons.

His dreams began to take shape when at twenty-two he became one of the youngest B25 instructors for the United States Air Force. His military flight training came in handy when, for example, he brought a DC-9 to a safe stop after the landing gear failed to operate.

Following an honorable discharge in 1965, Edward joined United Airlines as an instructor and flight captain, retiring after more than thirty years of service.

Upon retirement, Edward joined his son Edward Jr. as a corporate pilot where he had the opportunity to fly interesting aircraft such as the Falcon, Beaver and Grumman Goose.

Edward enjoyed sailing, model air planes, cycling and camping in his Class A motor home.

A devoted father, Edward is survived by his admired brother, Arthur Edward, and beloved sister Marilyn; children Edward, William, Donna, Lisa, and Constance, sixteen grandchildren and five great grandchildren. He is remembered for the many important life lessons, skills and experiences he shared with this children who will always hold him in their hearts with love, admiration and respect who if they listen can still hear the lines from Edward's favorite poem:

"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,... Up, up the long, delirious burning blue I've topped the wind-swept heights with easy grace Where never lark, or ever 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."

Garry Ray Clark



Garry Ray Clark, age 77, of Frisco, Texas, passed away on Wednesday, January 13, 2021. Garry was born April 8, 1943 in Albuquerque, NM to Gordon and Blanche Clark.

He received a B.S. in Business Administration from the University of

Minnesota and faithfully served his country in the United States Marine Corps. Hired by United in 1967, he retired as Captain in September, 1999 after 32 years with United.

He is survived by the love of his life, his wife, Carol M. Clark; son, Scott Gordon Clark of Corona, CA; daughter, Shannon Clark Scheller of White Bear Lake, MN; grandchildren, Morgan F. Clark and Aiden P. Clark of Corona, CA and Mason P. Scheller of White Bear Lake, MN; sister, Linda Edwards of Albuquerque, NM and sister, Melissa Clark of Edmonds, WA.

His remains will be Interred will be at a later date at Fort Snelling National Cemetery in Minneapolis, MN.

The family has asked that in lieu of flowers a donation be made in his name to your local Homeless Veterans group. Fond memories and expressions of sympathy may be shared at www.stonebriarfh.com for the Clark family.

Daniel Martin Royce

Daniel Martin Royce, 85, of Vero Beach, Florida, passed away on February 26, 2021 in Vero Beach, Florida.

Daniel was born in Jersey City, New Jersey, to Farnham Thomas Royce and Virginia Martin Beattie Royce on June 20, 1935.

A pilot for 42 years, Captain Daniel M. Royce proudly served in the United States Air Force for 8 years and flew as a commercial pilot with United Airlines for 34 years.

Daniel was a man of deep faith. He was an active member of the Christ Church Vero Beach congregation. He is remembered for his charismatic voice in the choir, quick wit, dry sense of humor and forthright honesty.

A wordsmith to the core, Daniel delighted in sharing his

Music was an integral part of Daniel's life from the time he was very young, attending the Saint Thomas Choir School in New York City, playing cornet in the USAF band and singing in church and community choirs throughout his life.

Daniel was also a proud Master Mason of the Grand Lodge, Peninsula Masonic Lodge No. 99, Free and Accepted Masons for over 62 years.

Daniel was preceded in death by his parents Farnham Thomas Royce and Virginia Martin Beattie Royce, and his brother Robert Farnham Royce.

Daniel is survived by his beloved wife Andrea F. Royce, his children; Laura Royce Aroune (David) and Thomas Royce (Amanda), Kevin Arnold and Andrew Arnold, and his grandchildren of whom he was so proud; Thomas, Nicholas, Amy, Elizabeth and Hannah Aroune.

Funeral services were held on Saturday, March 6, at Christ Church Vero Beach with burial at the memorial garden of Christ Church.

The family requests that in lieu of flowers, donations be made to Christ Church Vero Beach, 667 20th Street, Vero Beach, Florida 32960. Online condolences to the family may be offered at www.coxgiffordseawinds.com.

L Wilson “Bill” Slocum



L. Wilson (Bill) Slocum, Age 84, died on January 22, 2021 in St. George, UT.

He was born on April 30, 1936 to Wilson L. and Katherine Haggerty Slocum, in Stockbridge, Michigan and joined his sister Edith, who was six

years older. He attended schools in Jackson, Michigan and graduated from Jackson High in 1954.

After graduating high school, he attended one year of junior college and then received a full Navy scholarship to the University of Idaho. While at Idaho, he joined the Phi Delta Theta Fraternity and worked at the Nest, the local campus hangout.

He graduated from the University in 1959, with a B.S. in Psychology and Naval Science and immediately married his college sweetheart, Janice Elaine Berg on June 8, 1959 in Richland, Washington. They packed up their old Dodge car (The Turtle) and headed for Pensacola, Florida where Bill began his Navy flight training. He chose to fly helicopters and was assigned to HS-4 in San Diego, California. He was deployed on two, eight-month cruises aboard the USS Yorktown in the Pacific and his wife was lucky enough to quit teaching and follow his ship around for six months.

Bill left the Navy in 1964 and became a stockbroker for E.F. Hutton at Universal Studios, California. He dined quite frequently with the Munsters in full makeup. Selling was not Bill’s cup of tea so shortly thereafter, Bill’s buddy told him how wonderful United Airlines was and convinced him to change careers. What a blessing that was! Denver was the next stop for flight training, on to Chicago for a year, and then the family settled in San Jose, California.

In 1974, Bill was baptized into the Church of Jesus Christ of Latter-day Saints and sealed to his family in the Oakland temple in 1975. Bill enjoyed many church callings, some of his favorites were Branch President, High Counselor, Bishop, and Missionary.

Bill enjoyed genealogy and even before joining the church, he was actively involved in it. He ultimately became the Director of the Oakland Family History Center and it’s Chief IT man.

The family lived in San Jose until 1980, when Bill got the itch to farm. Off they went to the small town of Williams, California, where they bought 30 acres of walnut trees and became farmers. Bill commuted from the farm to the San Francisco airport until they moved to the city, in 1991.

Sailing was a huge part of Bill and his family’s life. He cherished the time spent with his family, sailing in the San Francisco Bay and renting boats for family trips. One of the



highlights of his life was celebrating his 50th wedding anniversary with his kids, grandkids, and extended family in Abaco, Bahamas. After 31 years with United Airlines, he retired as a 747 Captain and promptly full filled his dream to sail around the world by buying a 47 foot sailboat, aptly named Dream. Many of his friends and family had the joy of accompanying him on his numerous adventures.

After their sailing adventures, Bill and Jan were called to serve as Missionaries to the Family History Center in Salt Lake City, Utah, where they served for two years. Upon completing their mission, they moved to Walnut Creek. This put him closer to his grandchildren which full filled another dream. He bought an RV, named Mitch (from Michigan) and spent many a summer camping around the states with the grandkids.

Bill was full of life and compassion, always willing to help another when needed. His sense of humor was priceless and only exceeded by his laugh.

The people who will miss him the most are his wife, Jan, and daughter Jenny Slocum, daughter Liz Roberson (Rich) and son Bill Slocum who predeceased him, grandson Alex Hacker, granddaughter Megan Hacker, grandson Jake Hacker, grandson Jordan Roberson, granddaughter Lindsay Roberson and Grandson Lucas Slocum.

Flown West

Remembering United Pilots who have Flown West

Garry R Clark	Jan 13, 2021
Joseph Goldwasser	Nov 11, 2020
Donald L Jensen	Feb 21, 2021
Neil M Kelly	Feb 28, 2021
Richard L Radford *	Feb 6, 2021
Daniel M Royce	Feb 26, 2021
L Wilson "Bill" Slocum	Jan 22, 2021

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941



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RUPA Luncheon Information

RUPANEWS Deadline: 15th of Each Month

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant*—623-566-8188
Tucson Toros (Dates vary) Contact Randy Ryan for Info—520-797-3912—randvryan40@msn.com

California

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

Colorado

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

Florida

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

Hawaii

Hawaii Ono Nene's (Date To Be Announced) Call Pat Collins 808-561-8391 *Mid Pacific Country Club*
Big Island Stargazers (3rd Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*—808-315-7912 or 808-334-1883

Illinois

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

Nevada

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

New York

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

Ohio

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

Oregon

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

Texas

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

Washington

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

Washington D.C.

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

A Look Back

United Airlines and RUPA History

From RUPArian Rich Adams' collection. Click the photo for the story.



2. 1954 – DOUGLAS DC-7 MAINLINER – 365 M.P.H.

The DC-7 Mainliner is powered by 4 Wright R-3350 turbo-compound engines each of which develops 3,250 horsepower. The DC-7 cruises at 365 miles per hour and carries a crew of 5 and 58 passengers plus 9,000 pounds of cargo plus baggage. The plane has a fuel capacity of 5,500 gallons and a non-stop range of over 3,000 miles. An improved cabin pressurization system makes it possible to maintain a cabin altitude of 8,000 feet when the plane is actually flying at 25,000 feet.



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10 years ago - Apr 2011

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Journal of the Retired United Pilots Association



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April, 2011

20 years ago - Apr 2001



RUPANEWS

Journal of the Retired United Pilots Association

Volume 3 Number 4
(Journal 501)
April, 2001



75th Anniversary
Of
United Air Lines
6th April, 1926

Walter Gurney
SWALLOW MAILPLANE, C-4
1926

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Member Photos

Member-submitted layover and work-related photos



P-61 @ BeiJing Aviation Museum - Jun 2005
[Aircraft is now restored and indoors.](#)



Dennis Beachler & Deena Gollner
The Chair in the Square - FRA Sep 2011



Street Musicians - EZE Apr 2004
Music was free. Paid for the pic.



Joe Buseman - SFO 2007



Tad Gordon with Cort de Peyster - Dec 2018



The ever-present plastic food displays -
KIX - Dec 2003

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