

# rupanews



**Journal of the Retired United Pilots Association**



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# Member Photos

Member-submitted layover and work-related photos



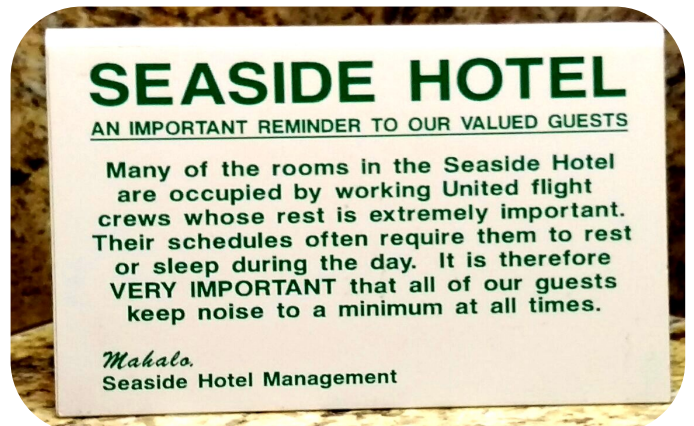
12,300' Mt Fuji from 777-300 @ FL200.  
by Dave Witter 2008



ANC Freighter Base 1997. Flew there as Capt  
until retirement in 2000. by Jake Nelson



Baseler Eck. FRA - by Bernd Foerster



Remember this? HNL - by Mike Oberbeck



SIN Layover 2019 - by Leslie Thomas



New Pres, Milt Jines with an octopus on  
his head.@ RUPA Convention - Maui 1995  
by Sunee Jines

[About the Cover](#) . . . Postcard of Caravelle, N1007U "Ville de Coutences", shortly before its retirement in 1972. Published by Aviation World, Inc. Photo by J. Roger Bentley

[Member Photos](#) . . . New! Photos from you. Prefer work-related and layovers photos. Include location and date please. **NOTAM**: 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](#) . . . I got a letter from Capt. Denny Flanagan with some UA memorabilia. Denny was a great ambassador for United and he explains some history behind the "Goodies".

[R & I Report](#) . . . Our R&I guru, **Bob Engelman** answers a RUPA member's question as to what happens to spousal medical insurance when the member flies west. It's not one answer fits all.

[Travel Report](#) . . . Our intrepid traveler, **Pat Palazzolo**, tells us about stunning Sicily.

[United Airlines Historical Foundation](#) . . . *Stapleton Airport's Last Day* - An article by retiree **Terry J. Snyder**.

[Luncheons](#) . . . Luncheons are picking up. Thirteen pages of awesome updates and photos. Thank you Luncheon Coordinators!

[SUN-n-FUN](#) . . . **Dot Prose** has a great story & many photos from the 2021 SUN-n-FUN. This year broke all records for attendees and the weather was great.

[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 a vintage post card and **RUPANEWS** magazine covers from 10 & 20 years ago. Reading on-line? If so, simply click on the cover and you'll link to the whole issue.

[Member Photos](#) . . . New! Photos from you. Prefer work-related and layovers photos. Include location and date please. **NOTAM**: Limit one photo per member per issue.

[About the Back Cover](#) . . . . . Upper: 787 Interior before Seats installed. Boeing  
Lower 787 - All dressed up by **Jerry Beauchamp** - IAH

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

**POSTMASTER:** Send address changes to RUPANEWS, P.O. Box 757, Stowe, VT 05672-0757



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## President's Letter



And so it is, time to report to the RUPA nation. I have found it somewhat difficult to search for topics that provides for an interesting discussion to some of the best aviators this country has ever produced. The generation of pilots that we address each month can be categorized as the best aviators in the world. I do not say that lightly as when most of you got hired, United was the airline of choice. So United was hiring the best civilian pilots and the best military pilots at that time. United was preferred over the other major carriers by prospective candidates. The best gravitated to our airline. And now to serve as your President of some of the best pilots in the world has been quite an honor for me.

Now that I have your attention and you are sitting up straight, a lot of people ask me what I have one to pass my time during these Covid times. My original plan was to visit many of the luncheon groups around the country, but that idea fell miserably by the wayside. My wife and I have not traveled on an airplane since the beginning of this Covid crisis. So what have we done? We are very lucky that our golf course has been available to play. This has given us hours and days of pleasure outside on our beautiful course. Well, that provides exercise during the day but you cannot play golf at night. We have found ourselves immersed in Netflix or Amazon Prime television series. Some of which include: House of Cards, Ozark, Yellowstone, The Crown, The Queen's Gambit, The Billionaire, Breaking Bad, Bosch, Virgin River, Schitt's Creek, Tom Clancy's Jack Ryan, and Downton Abbey. But by far the one series that we have enjoyed the most has been Outlander. Outlander is a historical drama television series based on the novel series of the same name by Diana Gabaldon. It stars Caitriona Balfe as Claire Randall, a married former World War II nurse in Scotland who, in 1945, finds herself transported back to 1743. There she encounters the Highland warrior Jamie Fraser (Sam Heughman), a member of Gabaldon's fictionalized version of Clan Fraser of Lovat, and becomes embroiled in the Jacobite rising. I am not endorsing or advertising any of these series but simply informing you of what we do in our spare time. Check them out if you have not already.

A brand new class of entrepreneurs believes the time has arrived to do one thing that has proved very difficult in one of the best circumstances and that is to begin an airline. Upstart airlines are cropping up throughout the world because the pandemic continues to depress world travel. Greater than 90 new carriers have plans in place to take off during the year.

It is exciting to see United Airlines add new international routes after more than a year of severely depressed international traffic. Each route holds unique appeal in the pandemic era, as Croatia, Greece, and Iceland have begun welcoming American travelers once again. United plans to move ahead with the following service in 2021 which include flights to Amsterdam, Munich, Tel Aviv, Tokyo (HND), Johannesburg, Milan, Rome, Bangalore, Tahiti, Accra and Lagos. So, get your passports ready.

In a typical year, the transportation agency sees 100 to 150 formal cases of bad passenger behavior. I find it very interesting that the number of reported cases has jumped to 1,300 since the start of the year which is an even more remarkable number since the number of passengers remains below pre-pandemic levels. Of course, the behavior in question includes passengers refusing to wear masks, drinking excessively and engaging in alleged physical and verbal assault including what the transportation agency describes as political intimidation and harassment of lawmakers.





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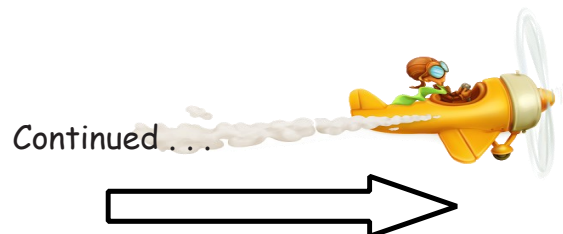
**Welcome New Members:**

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Capt Diane K Walker	SFO	Jerry	Bend, OR
Capt Kathryn "Kathy" L Bustle	SFO	Sydney Ihde	White Salmon, WA
Capt George Brian Rings	SFO	Becky	Las Vegas, NV
Capt Pamela "Pam" J Cooley	EWR	Horst	Amherst, NH
Capt James "Jim" T Sneath	EWR	Elizabeth "Betsy"	Branford, CT
Capt Scott Andrew Sweet	ORD	Janis	Naples, FL
Capt Eugene "Chuck" C Buescher, Jr	ORD	Sandy	Springfield, IL
Capt Jay C Mallory	ORD	Jane	Summerfield, SC
Capt Robert L. Berger	SFO	Debbie	San Carlos, CA
Capt Earl E Cogan	ORD	Judy	Indian River, MI



**REMINDS ME OF DAYS PAST**

In accordance with the [RUPA Bylaws](#), the names of potential officers of RUPA will be submitted to the Board of Directors and voted on at the beginning of August. All nominees must indicate a willingness to serve or must have volunteered to serve. After the vote, the new officers will serve a term of two years commencing September 1st. Please let me know if you are interested in serving as an officer of RUPA and I will submit your name to the BOD for the vote of new officers.



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The following is being presented by RUPA member **Russ Kellum** and forwarded by **Cort de Peyster**:

## **BECAUSE WE FLEW**

Once the wings go on, they never come off whether they can be seen or not. They fuse to the soul through adversity, fear, and adrenaline, and no one who ever has worn them with pride, integrity and guts can ever sleep through the “call of the wild” that wafts through the bedroom windows in the deep of the night. When a good flyer leaves the job and retires, many are jealous, some are pleased and yet others, who have already retired, wonder. We wonder if he knows what he is leaving behind, because we already know. We know, for example, that after a lifetime of precious camaraderie that few experience, it will remain as a longing for those past times.

We know in the world of flying, there is a fellowship which lasts long after the flight suits are hung up in the back of the closet. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is. Because we flew, we envy no man on earth.

Author Unknown

To this date, I have not thrown away my military flight suits, my military flying uniforms from the Air Force One support unit at Andrews Air Force Base or my United uniforms. There is a reason and, I guess, it is to keep close to the cherished memories of the camaraderie and flying I experienced.

For the first time in over 14 months our Sacramento Area Goldwingers had our first luncheon since the beginning of the pandemic. It was quite a majestic occasion with a lot of fist pumping. It is good to be back on track. As of today, the CDC has dropped their mask mandate for vaccinated individuals. Hooray!

I trust you are all doing well. Good luck in the coming months.

*Still Flying High,*

*John Gorczyca*

## **Snowbird NOTAM**

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

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





## From the Editor's Desk

George Cox [rupaeditor@rupa.org](mailto:rupaeditor@rupa.org)

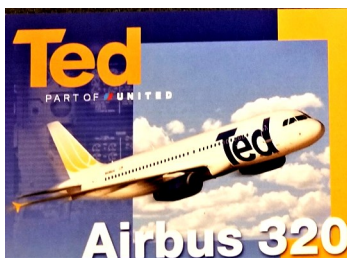


In March of this year I received a package from Capt. Denny Flanagan. In it was a letter and several pieces of UA memorabilia, including some airplane cards, a *Welcome Aboard* brochure, various *The Plane Facts* brochures, a Frank Sinatra *Come Fly With Us* CD, a 1956 Air Map and a copy of *The Age of Flight* book. There was also the e-note I sent him just four days shy of 17 years ago. C'mon, who saves e-notes that long? (Actually, I have a few).

Remember the airplane trading cards? They came about shortly after 9/11. They, among other great items, were the brainchild of Capt. Denny Flanagan, ORDFO.

The package was a trip down memory lane and rather than me tell you the story, I thought I'd let Denny do it himself in his letter. Enjoy!

*Editor George E*



Airplane Trading Cards

*Hello George -*

*2 MAR 21*

*Enclosed are a few extra things you may add to your aviation collection.*

*When Glenn & I came over after 9/11 he disbanded the Historical Society. They had in their inventory 200,000 Age of Flight books which were to be sold during our 75 Anniversary which was November of 2001. That never happened so I pestered the Historical Society to let me have the books so pilots can use them as a recognition tool to fellow employees and customers.*

*I had them available in all the flight offices so pilots can have access to them. We went through 90,000 books then one day someone gave the go ahead to dump the other 110,000 to make room in a hangar where they were stored. It was very sad news to these ears.*

*The Frank Sinatra CD was a promotion for the Global Service and Million Mile customers. Once the promotion was over I searched out the manager of the program and received 3200 CD's to give to employees as a recognition tool. My pitch is always the same when I am asked what am I going to do with these items. Every employee has an innate feeling to be*

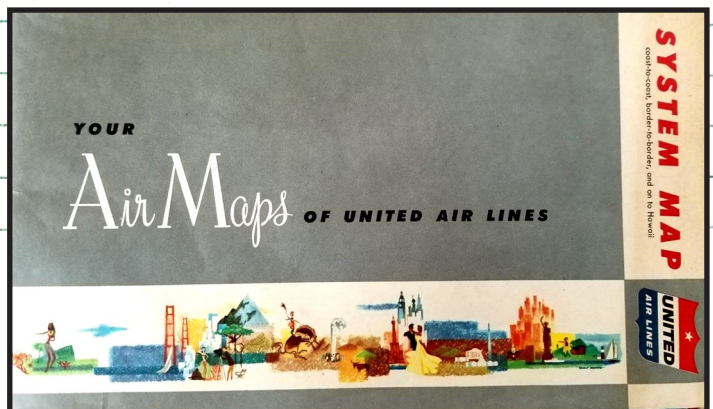


appreciated for who they are and what they do. Unfortunately management does not have the time or maybe desire to thank its workers. Every day I go to work I see pilots who are willing to pass out items I acquire. When I retired I had quite a team.

The trading cards was my idea after 9/11. Customer traffic was down and I figured it is easier to keep the customers you have then to find new ones. So in January of 2002 I made 757 cards to hand out to my customers. By 2003 other pilots were asking me for some and to make the whole fleet. I sold United advertising the idea and on Thanksgiving week<sup>end</sup> I delivered 1.8 million cards to United. Then Dec 9<sup>th</sup> 2003 we went bankrupt and since I was an unsecured creditor United did not pay me.

Remember Michelle Bothin well the excited note will explain the rest of the story. Over the next four months I received every penny spent.

Denny



United System Map - Air Maps (1956)



END OF LETTER

110140Z AGENT COX ID

FROM PID 82074 TO PID 107102

Denny - I do the Pocket Unimate & Apollo Guides.  
I understand his situation - Good Luck.

George Cox

DSPNOT TITLE:/ TRADING CARDS /LET TYPE/ / EFFDTE:/ 030603  
AUTHOR:/ BOTKIN, MICHELLE /ADDRS /LAXFO /EXPDTE:/ 032003  
DEAR UNITED PILOTS,

I AM WRITING TO YOU REGARDING THE TRADING CARDS THAT THE PASSENGERS LOVE SO MUCH. I FOUND OUT IN THE NEWSREAL ON FEB 20 THAT THE PILOT RESPONSIBLE FOR GETTING THE TRADING CARDS IS ORN BASED PILOT DENNY FLANAGAN. DENNY HAD A FRIEND IN THE PRINTER BUSINESS AND HE WAS ABLE TO PRINT ALL THE TRADING CARDS AT A COST OF \$10,200 DOLLARS. THIS PROCESS WAS STARTED BEFORE THE COMPANY WENT CHAPTER 11. NOW UNITED IS UNABLE TO PAY PRE-PETITION CREDITORS, SO DENNY HAS BEEN TRYING TO PAY BACK HIS FRIEND. IF EVERY PILOT DONATED \$2.00, DENNY COULD PAY OFF HIS FRIEND, WHEELER PUBLISHING, AND WE COULD HAVE ENOUGH MONEY TO GET MORE TRADING CARDS. I AM JUST GETTING THE WORD OUT SO EVERYONE KNOWS. IF YOU WOULD LIKE TO HELP OUT DENNY AND HELP RECoup THE COST MAKE CHECKS PAYABLE TO WHEELER PUBLISHING AND SEND CO-MAIL TO DENNY FLANAGAN ORDFO. ANY HELP WOULD BE GREATLY APPRECIATED.

\*  
\*  
\*THANK YOU,  
\*MICHELLE BOTKIN FOSR LAXFO  
\*

ORDFO

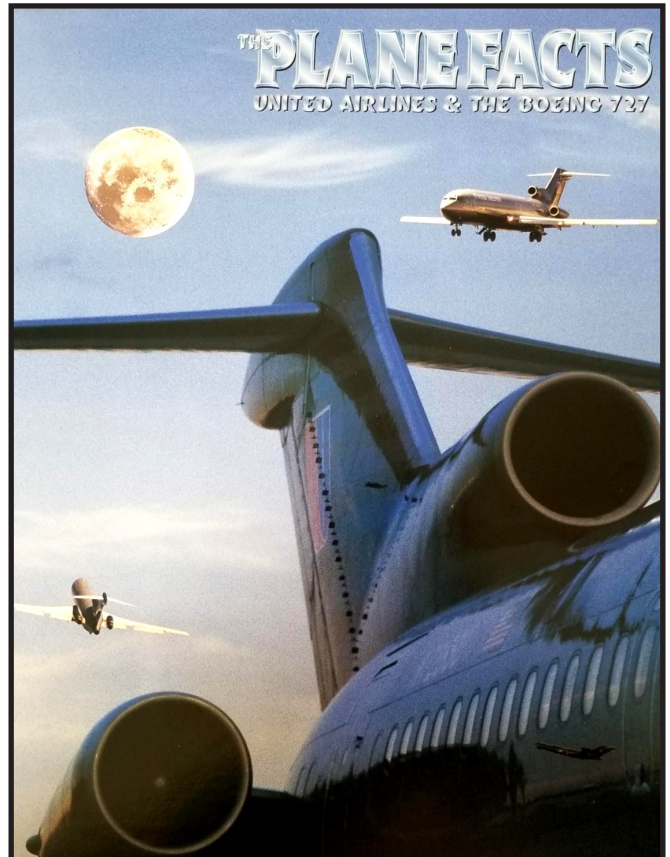


E-note to Denny 6 March 2004

Come Fly With Us CD



Welcome Aboard! The Boeing 757 (2001)



The Plane Facts - Boeing 727 (2000)

# *R & I Report*

Retirement and Insurance Information

Bob Engelman [rupari@rupa.org](mailto:rupari@rupa.org)

Here's a recent request for info from a RUPA member:

Subject: Retiree Medical Insurance

Hey, Bob,

I should know this, but what happens to our spousal medical insurance when we die? Does it continue, or would my wife be on her own? My reply was –

Hi Bruce-

That's a good question, and I don't know the answer.

Try calling Your Benefit Resource (YBR) at (800) 651-1007 and see if you can get an answer there. If you do, please let me know. If you don't, let me know about that and I'll try a couple of other sources of information. [I'd also ask for a "pilot specialist."]

Take care.

*Bob*

Bruce wrote back to me-

YBR is a terrific resource. The insurance guy answered immediately and was very knowledgeable.

My wife's health insurance would continue, and would cost about half of my current cost, since it would-be for one person, not two.

The exceptions are (1) if she went to work for UAL she would get her own insurance or (2) if she remarries the insurance benefit goes away.

He asked when I retired (2004) because there were a number of changes over the years and so what I learned may not be accurate for everybody.

The agent also told me that things might be different for the Continental pilots. Since there are differences, it could be that we need to call the YBR number to learn about our individual situation. The agent looked up my file before he answered my question. He answered the phone right away, and was very generous with his time and expertise.

*Bruce*

Bruce, Thanks very much for letting me know about this. I'll put it in the next issue of the RUPA News, which will be out in June. I'll make sure to add that each person needs to check with YBR since there are different groups now among UAL retirees.

So here it is. People have, and will continue, to retire with different benefits, so each of us who needs to get questions answered should go right to the source, YBR. (800) 651-1007.

The same goes for Medicare. Call them directly if you have questions. People are getting bills for all kinds of amounts, and that's probably due to widely different incomes. When you start Medicare at age 65, they do a look-back at your previous two tax returns, and your bill is based on your income in each of those years. Therefore, someone who flew as a captain on UAL's highest paying aircraft would probably have a much higher income than someone who flew narrowbodies, or as a F/O.

I've also included below something I wrote in 2014 about the Medicare Part B premium that you might want to review if you're a recent retiree. **Phyllis Cleveland** was kind enough to forward this to me as a refresher. *Bob Engelman*



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**December 3, 2014**

For recent pilot retirees - two years or less!

From RUPA Membership Chair Bob Engelman.

## **Heads-up!**

**This is important info that every pilot needs to know when they're about to retire, or who have retired in the last two years.**

The Medicare Part B premium is \$104.90 a month. However, they automatically go back to look at your tax return for two years prior. For example, for your 2015 premium, they look at your 2013 tax return. If your Modified Adjusted Gross Income (MAGI) for that year was \$170,000-214,000, then your premium is raised by \$42.00 per month. If it was \$214,000-320,000 the increase is \$104.90 a month. For over \$320,000, it's \$167.80. The numbers are different for single filers, and they're all listed on Form SSA-44 that you get from the Social Security Administration.

If you've had a "Life-Changing Event," and we all have since they include "Loss of Pension Income" and "Work Stoppage," which means that you've stopped working, then you can declare one of those, and only one should be checked, on Form SSA-44, and presented at a local Social Security office. I was advised to only choose one, and Work Stoppage was recommended by a SS agent I spoke with. I submitted with it a letter from my chief pilot that said that I had retired on my birthdate per Federal Air Regulation 121.383. In the third section on the form, you enter the tax year, which now would be 2015, and the "Estimated Adjusted Gross Income," which would be the pittance you receive annually from the PBGC, or more if you're gainfully employed.

I did this for my 2014 premiums and got a letter from the SSA within three weeks that confirmed the removal of the adjustment. I just received a notice that my premium was being adjusted upward for 2015, based on my 2013 income, which was high because that's the year I retired in. So now I have to do it again. Next year, since I won't be burdened with an A-plan that would have brought me over the limits, I won't have to worry about any adjustment. I pay my Medicare premiums by quarterly automatic debit from my checking account. Since I had to pay for the first quarter of 2014 in advance, they credited me for the three months of \$104.9 extra, so they didn't debit my account for the second quarter, so that all worked well, and it appears it wasn't touched by human hands! All automatic.

I had sent this information to my email lists about a year ago, which got to a couple of hundred pilots, but I'm getting emails about it again now, since most don't seem to know that this is an annual look-back at your tax returns and you have to do this process again. Some didn't know about it, period, and probably paid over \$1200 more than they should have for 2014. Whether the SSA will credit them for the overpayment I don't know.

No one told us about this, but after I contacted them last year, the MEC R & I Committee now sends out a Retirement Checklist to all pilots who are aged 62 and over, and it now includes this information. An extra \$105 a month means a lot when our retirement benefit isn't anywhere near what we had planned for our whole careers. Heck, with gas prices so low, it almost pays for a month of fill-ups!

Bob Engelman

# RUPA Pass Travel Report

Retiree Travel information

**June 2021**

Captain Pat Palazzolo  
[rupapasstravel@rupa.org](mailto:rupapasstravel@rupa.org)

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

ETC is not currently answering  
their phones or email

## Sicily

Hello fellow aviators,

The island of Sicily located at the tip of the boot of Italy is a distant universe from mainland Italy. If you don't count the trains, planes and busses, I suspect this place has changed little over the last 100 years.

Connections with Lufthansa, Alitalia and others will get you through Rome, Frankfurt and other European cities to Palermo on the west coast or Catania on the east coast. A ferry can take you and your car from the toe of Italy, from Naples or from Malta to Sicily.



Marzamemi

On the east coast is the touristy, upscale town of Taormina located on a beautiful peninsula jutting out into the Mediterranean. Lots of shops, restaurants, hotels and B&B's. I call it the Carmel of Sicily. Near the center of town is the *Teatro Antica di Taormina*, "The ancient Theater." It's an open air theater dating back to 301 A.D. It's famous today for hosting the annual outdoor Taormina Film Festival each October. If your last name isn't Coppola or DeNiro, you may have a hard time getting tickets.

The weather is moderate in both summer and winter, cooled and warmed respectively by the Mediterranean.

I recommend either a one-way car rental from one coast to the other, zig-zagging from village to village, or taking a long haul bus, which doesn't take more than a few hours to get from one coast to the other.

Since its surrounded by warm waters, it has some of the best seafood in Italy. There are fishing towns everywhere, but one with the most character is Marzamemi located on the southern tip of the triangular shaped island. Unlike most towns that have Greek history, Arabs settled in Marzamemi as you can tell right away from the architecture.



Teatro Antica di Taormina



In the countryside near Syracuse you'll find the 18th-century Palazzolo Acreide, a Unesco World Heritage site. This ancient village has seen the Greeks, Romans, Byzantines, Arabs, Normans, Angevins and Aragonese pass by, each leaving their mark. My son insisted we make the journey to this town and we did. He posed in front of a police car with "Palazzolo" printed on the side. ...What can I say? It must be a teenage power thing.

Up at the northeast corner of Sicily you can drive up to the hillside town of Savoca. If it looks familiar it's because it's the setting of the home town of the Corleone family in the *Godfather*. Michael Corleone's wedding was filmed in this town. Bar Vitelli, which was featured in the movie, is still in business.

As you traverse across Sicily you'll spot a number of imposing castles and fortresses dug into the sandstone mountain tops. I was in a hurry and regret not stopping. Next time I will for sure.

On the northwest corner is the city of Palermo, so rich in history and culture! United had planned to begin service to Palermo last summer, but Covid took care of that. I'm hopeful United will continue with its plans to launch service perhaps next year.

There is so much to see and do in Palermo that I couldn't possibly touch on it all here. But check TripAdvisor for this city and any other to find out the best things to see and places to eat.

One stop a lot of tourists make is to the Capuchin Monastery in Palermo to view "the catacombs" as they're called. The monastery outgrew its cemetery in the 16th century so the monks began to inter their deceased brethren in passageways underneath the monastery. Their bodies were mummified and are surprisingly well preserved. At some point the elites of the community asked to be buried here also. Soon their family members. Each hallway usually contain a certain category of citizen, most of them hanging upright on the walls, priests, of course, along with nuns, military officers, government officials, wives of the nobles and children. The last burial was in 1920. A two year old girl named Rosalia Lombardo who died of the Spanish flu. She is remarkably well preserved under glass and looks like she just fell asleep.

Although it's interesting, it was all a bit too creepy for me. As we walked down one hallway my wife asked me, "Enjoying your heritage, Pat?" (*Wince!*)



Savoca



Palermo



Sicilian Flag

Cheers,

*Pat*



## United Airlines Historical Foundation

*“Preserve the Past, Inspire the future”*

[www.uahf.org](http://www.uahf.org)

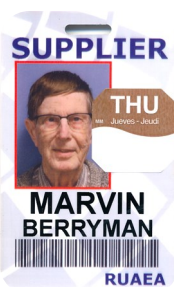
### Stapleton Airport’s Last Day - By Terry J. Snyder, United Airlines Retiree

The quiet before the crowds – crossing over the space-age pedestrian bridge from parking lot to terminal was a comfortable transition. For those dropped off at the terminal, they got to enjoy a section of the historical original edifice of pre-international Stapleton Airport adjacent to the control tower before arriving at the terminal ticket counter section. Airline offices took up the second floor of the Terminal, with retail shops and restaurants on the main floor.

You have to give Denver credit, they kept improving Stapleton pretty much up to its demise. United widened Concourse B and enlarged Concourse A for mainline jets. A mere few years before Stapleton closed, a new Concourse E was added to the northwest of the terminal, so customers didn’t have to suffer as air travel increased dramatically into the 90s. Denver Mayor Federico Pena got the approvals for, and much of the construction of, Denver International out on the plains away from civilization (thus getting the new access highway named after him), but it was Mayor Wellington Webb who suffered the headaches for DIA’s serious opening delays due to the baggage system fiasco. Truth be told, we employees were grateful for the 16-months of extra time at Stapleton. But by the time the new airport was ready to open, most folks were in a celebratory mood when Mayor Webb came out to bid Stapleton goodbye in front of many front-line airport employees.



It was so appropriate, and so appreciated, that Denver allowed all the employees, who in most cases worked their tails off to make their air travel customers comfortable and safe while utilizing Stapleton International Airport, to say farewell both inside and out on the tarmac. The veteran airline employees had seen the industry expand, go through all the changes of deregulation, and then deal with the mania of mergers and consolidations that seemed never-ending. All against the wildcards of weather, and operational disruptions via strikes and (rare) aircraft incidents. Most had observed genuine human drama, alongside the joyful reunions, over their careers at Stapleton. Denver job assignments have always coveted within the airline industry, and this was the final opportunity to reflect on the blessing of working at one of the most accessible major airports in the world in one of the world’s nicest cities and regions.



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](http://www.UAHF.com)





# Luncheons / Local Reports

Check the Luncheon Information page for your area

## North San Diego Group

Good afternoon, Had a great time visiting and eating a great lunch.

We meet for lunch at a busy airport in North County San Diego with quite a few corporate jets to watch but with Zoom and the affects of the pandemic not too much traffic. The Gulfstreams will be back soon we hope.

**Colin + Sherri and Susan** + I talked about a future RV trip that the 4 of us are going to take in a few weeks. The RV camping spot is on a beach on the coast of Vandenberg Air force Base in California. Great place on the beach but I was told if Vandenberg decides to launch a missile they clear the RV Park of all campers. Quite the reason for a postponed trip!!

**Brad + Rhoda** have been locked down in their condo that overlooks the ocean in La Jolla. Walks on the beach sound like a great escape and **Rhoda** is going to start playing tennis again. Nice to get back to some postponed activities.

**Scott Becker** and I have resumed meeting fellow members of our Model Train club. The club's track plan replicates the tracks that were built over the Sierra Nevada Mountains from Sacramento to Reno. I'm sure everyone has heard of Donner Pass and the story behind the name. I sometimes refer to the tragedy as the "winter time bar-b-que without the fire". **Scott** also enjoys hiking. Great way to enjoy an activity with social distancing.

**Molly Herman** is still working flying the "Friendly Skies" and told us about some of the troubles trying to enforce the mask rules. We've all seen it on the news but we heard first hand reports. Quite a time to be flying!! Oh yeah, we were told of full flights. So much for thinking about empty flights for pass travel.

**Scott Herman** enjoys a leisurely time taking care of his and **Molly's** daughter. School work, tennis lessons and horseback riding. I've heard **Scott** gave up trying to beat his 10 year old daughter in tennis because she has a mean backhand. Maybe **Scott** should have been taking lessons.

We all agreed that it's great to get together again and look forward to our next luncheon.

So much for now.

Later,

Mark

L-R:

Colin Winfield + his better half,

Sherri Rhoda

Green Mark + Susan Mayer

Scott Becker

Scott + Molly Herman. . .

and leaning far back is Brad Green





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## Big Island Stargazers

Eleven fully-vaccinated members met at The Fish Hopper restaurant in April for our first meeting of 2021! The last time we got together was August '20 and it only took 30 seconds to catch up on everyone's news for the past several months...we all stayed home and enjoyed the beauty of our island.

However, there was a tie between two couples for the longest off-island flight taken by members during our hiatus: **Gerry & Joan Baldwin** and **Al & Linde Rimkus** flew to Honolulu. Hawai'i has the lowest rate of new COVID-19 cases in the nation, according to data from the Centers for Disease Control and Prevention, and the U.S. travel market is doing better than expected. In mid-May, an inter-island travel exception will be available for fully-vaccinated individuals who received their shot(s) in Hawai'i. It effectively ends all other coronavirus-related travel restrictions (10-day quarantine absent a pre-travel test 72 hours before departure) between Hawai'i, Kaua'i and Maui for those who qualify. The program will make it more affordable for individuals to visit family, or commute for work, on neighboring islands. Stay safe.

### *A Hui Hou*

*Linda Morley-Wells*



L-R: Al & Linde Rimkus, Linda Morley-Wells, Walt Wells, David Carlson, Winfield Chang, Gerry & Joan Baldwin, Lex & Ebby Pinson.  
Beth Raphael was in attendance but missed the photo op.

*Water . . . the official Sports  
drink when we were kids*





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## The Goldwingers

After more than 14 months, the Goldwingers finally had a luncheon at the Folsom Cliff House. A lot of laughter and reminiscing was shared by all. Mask on or mask off was the big question of the day. We're all so confused.

*Still Flying High,*

*John Gorczyca*



L-R Front Row: Sharon Gorczyca, Linda Akin, Ed Akin, John Petts.

L-R Middle Row: John Gorczyca, Tom Dunipace, Joanie Mooneyham, Ann Blalock, Trudy Engeldinger, Kathy Lynch, Julie Akin Bauer, Joni Coldano, Diana Stiles, Tedd Stiles.

L-R Back Row: Wayne Mooneyham, Jerry Blalock, Bill Authier, Bob Lynch, Marv Alexander, Dave Leippe, Karl Winkelbrandt, Lori Muir, Dave Ulm.

### **WE'RE HERE TO HELP**

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

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

Check our website [www.uaprf.com](http://www.uaprf.com)

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## Pacific Northwest Flyers

The 11th of May brought CAVU to the Puget Sound , so 5 planes from as far south as Hillsboro, OR planned to head to Harvey Field, Snohomish, WA to dine at the Buzz Inn, conveniently located at the aerodrome. Unfortunately, do to shortage of employees , the Buzz Inn (normally open 7 days a week) was closed.

A quick NOTAM was sent out for all to divert to alternate airfield, Arlington, WA, where we dined at “Ellie’s at the airport”.

Nine of us attended, with one who unfortunately, did not get the NOTAM in time.

Good cheer and reminiscing ensued along with some post lunch “tire kicking”

Any who would like to join this unique RUPA sanctioned group please reach out and get on our email list for future invitations.

Respectively submitted,

Your humble scribe,

*Cort de Peyster*



CW from bottom: Earl Poland, Jack Bard, Keith Littlefield (Alaska Ret), Molly Flanagan Littlefield , Bob Braunstein, Bob Passmore, Steve Barry (Columbia River Geezer, lead), Steve Craig, Cort de Peyster.





Post lunch tire kicking.  
**Bob Braunstein's A-36 Bonanza , Earl's Navy Cub, Steve Barry's C-170.**



**Earl** waiting for "Jack Armstrong" starting mechanism ( Moi), to prop his mighty, A-65.



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## SFO North Bay Group

Well, we did it. After a year or so of dodging the bug and living in isolation, we found ourselves a place to meet and greet and assume a bit of normalcy. Our meeting place was arranged with the help of **Bob Billings** and was very accommodating to our needs. Cafe Bellini in Petaluma. Great staff, great food and good times.

The table chatter was lively and the stories delightful. **John Reed** in particular about the finer points of aircraft ownership. Did you know the Air Force receives about 50 ELT episodes a day? Neither did I.

And this was so much fun we plan on doing it again. We meet on the first Wednesday of the month and will use Cafe Bellini as our spot. The address is 100 S. McDowell Blvd. in Petaluma. Meet at 11:30. sit down at noon and out by 2:00.

Yes, we are all vaccinated and follow the latest bug protocols...

*Barney*



Left to right: Bill Smith, Barney Hagen, Dick Hanna, Dan Porter, Larry Whyman, Rick "Ricardo" Saber, Bob Billings, John Reed, Dan Bargar.

**Q: How many pilots does it take to change a light bulb?**

**A: Just one. He holds the bulb and the world revolves around him.**



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## Monterey Peninsula Lunch Bunch

May 12th was a brilliant clear and warm day at Monterey Airport! How grand to be out and about in almost normal conditions. We had a great turnout that included **Jon and Jane Rowbottom, Sunee Jines, Carlos Quintana, Steve and Terry Filson, Diane Emerson, Ken and Cheryl Bohrman, Sharon Nelson, Mike Donnelly, Jeff and Sue Mundle** and myself. The dining and service was superb! Nice to find a home again and to be able to gather and share the love!

**Jeff** arrived with a UAL “rope start nose” mask – I have to have one! We also learned **Jeff and Sue** are running a “boot leg” operation to an unknown secret location in the Sierra – newly retired **Jeff** is finding ways to get a tax deduction for his Cessna Cardinal! On a more serious, note **Jeff** advised that UAL had their crews and aircraft safely out of Israel!

Conversations were lively at the long table, overheard conversations included the usual war stories, medical issues, grandkids, jokes, world affairs, favorite aviation movies, golf, and airline hiring.

Our fixed restaurant is Woody’s at MRY Airport on the 2<sup>nd</sup> Wednesday – RSVPs required to me by noon the Monday before. Reminder that the MRY Terminal has two elevators and a long ramp to the restaurant, you don’t have to walk through the bar or negotiate stairs.

Hope more of our locals can join us in June!

*Phyllis Cleveland*



Jeff Mundle modeling the UAL  
*Rope Start* mask



Sue Mundle modeling the  
*Destination* mask.

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## Florida Ham Wilson Gold Coast Group

Our group had a good time today at the RUPA lunch with the two tables which we combined for the picture and I was not required to stand in a corner nor eat on the fly! Neither was the airplane on a 20° nose down descent with moderate turbulence and we did it with no flight attendants today except our regular person April and another waitress.

Our next lunch is scheduled for June 10 same location and very likely the same menu if you want to get your order in now!

We would like to welcome some of the old, more senior guys, back and just today the President of the United States and his mask department again took a reasonable approach and it'll probably change by the time you read this but we actually ate without a mask and were able to talk quite well. A county-wide scan does not appear any of our retired pilots suffering from food poisoning so none of you will move up a number. We thought we might get a couple active guys today, but even they are so senior that they won't move up a number either. They are more likely to go out than up!

A couple things that were mentioned in the email announcement and if you're not on the list, please let me know and I'll try to add you even though we run a smoother on-time operation than German watches and train schedules and any airline I know of! It's on the second Thursday of each month and it's probably been something like about 40 years with the same date. If you want to mark your calendars now we'd love to have you and we're a 12 month operation.

Just an update on a couple friends that I talk to, or see, like **Ed and Ona DeChant**. I saw them last week and they're doing quite well.

I've been in touch with **Walt Kimmey**, a long time Miami guy but I haven't heard from him in a couple weeks as I sent him a card just letting him know we're thinking about him.

**John and JoAnne Pinter** are in Ohio and they may stay there for a time as John has some medical issues he's dealing with and he sounded great when I talked to him. They did sell their Stuart house. I hope to see them this summer. In Ohio.

Another worthy item of note is that the Cleveland crazies are going to meet on May 20 for the first time in over a year and they will have had their lunch by the time you read this RUPA News. **Phil** tells me that the location will be Hudson, Ohio and they're hoping that they'll have a good turn out up to 20 people as it presently sits.

**Rich and Carol McMakin** are planning their summer gig on Saturday, June 12 at their Ohio location. Check with them if you are a regular or semi regular about attending the Summer festivities. **Rich** is reporting that valet parking may not be available as the government's paying them too much to stay at home! It's about a month from today and it snowed again in Ohio this week. So bring your own snow shovel!

And one other person that some of you know well and I miss seeing on Facebook is **Neil O'Malley**. He was in the hospital with a heart issue and he still there and hopefully it'll be remedied and he'll be able to get back home and begin again posting missives on Facebook!

Today we were joined by **Reggie Banks, Lyn Wordell, Gene Anderson, Ham Oldham, Jim Morehead, Bob Engleman**, his furry friend, and a friend of his named **Richard Lee**.

Happy trails to you as we begin summer and more freedom in the world!

*Jim*





L:R: Reggie Banks, Lyn Wordell , Gene Anderson, Ham Oldham, Jim Morehead, Bob Engleman, his furry friend, and a friend of his named Richard Lee.

## LAS RUPA Members - NOTAM First Monthly Luncheon



The LAS Chapter first monthly luncheon is set for:

Thursday, 17 June 2021 @ 1100 hrs.

[BJ Brewhouse in Summerlin](#) 10840 W. Charleston

The restaurant is across from the Red Rock Casino (215 & W Charleston) in Las Vegas.

Thank You... *Jack Donahue*

[JLDONAHUE@ALUMNI.ND.EDU](mailto:JLDONAHUE@ALUMNI.ND.EDU)  
702-521-3135 Cell



## Dana Point RUPA Group



Fourteen members and spouses showed up for lunch at the Wind & Sea with nine of us already lined up even before the place opened. **Butch Trembly** traveled the farthest, having come all the way from Thousand Oaks - a two hour drive each way. The patio seating worked out with moderate temperatures and the initial high overcast turned into sunshine.

Once settled and after reviewing everyone's well-being, we launched into perennial pilot topics such as; hairy approaches, retired pilot nightmares, wearing uniform hats, good vs lousy PA announcements, stories about the oddball pilot or two that we flew with, and the stewardess with five ex-husbands - all airline captains and all deceased. Wide ranging topics were also covered. **Bill Stewart** and **Butch Trembly** compared the merits of various military aircraft, both domestic and foreign. **John and Cheryl Arp** still weren't sure about their next cruise scheduled this December after having had four cancellations in the past year. **Bill Rollins** complained that his penmanship was getting worse, we recommended that he become a doctor!

**Rusty Aimer** provided video entertainment (cell phone sized), a skit about a flight attendant losing her cool at work because she had just quit smoking. My wife thought it was hilarious because it showed what flight attendants are really thinking behind their smiling facade.

Upon announcing that I had just applied for Medicare, **Corey Ferguson** and the others announced that they would introduce me to Irmaa. Sounded interesting and I was intrigued at the idea of having a new lady friend but worried that my wife would be jealous. Turns out IRMAA (Income Related Monthly Adjustment Amount) was the additional Medicare Part B premium that I would have to pay till the end of the year. So much for my romantic daydreams.

We also explored a bit of military charter history. Apparently there was a time when the flight crew doing the charter were issued DoD cards giving them military status. The captain got the equivalent rank of full colonel while the f/o got light colonel. **Rusty** promised to dig into his treasure box and show us an example.

Overall we were so busy with subjects close to work and home that we postponed solving the world's problems till next time! Looking forward to the next luncheon.

Best Regards

*Rico Santamaria*



Bill Stewart and Butch Trembly talk airplanes.





L-R: Bill Rollins, Joe Udovch, Rico Santamaria, Cheryl Arp, Corey Ferguson, John Arp, Denny Giese, Bill Stewart, Butch Trembly, Merle Santamaria, Barbara Ferguson, Rusty Aimer, Bob & Janice Fuhrman.

Good  
Friends  
~  
Good Food  
~  
Good Times



Cheryl and John Arp watching funny video with Denny Giese.



“Look Barbara, a United 747”. Barbara Ferguson unknowing sharing her meal with Rusty Aimer.

**When a pilot gets their pilot wings, they get two buckets;  
A bucket full of luck & an empty bucket labeled experience.  
The object is to fill the latter one before the first one is empty.**  
Submitted by Ted Osinski



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## Florida Treasure Coast Sunbirds

May 11th, 2021

Well (that's a DEEP Thought) - another terrific day at Shrimper's. The WX was ideal, the food was terrific, the service was GR8 and the guys at our table weren't bad either. In spite of the fact that our SE FL season is over, we continue to have very good turnouts at our Luncheons.

At today's Luncheon, we had 9 of us - and they were **Ted Osinski, Joe Piazza, Duff Daily, Andy Lambert, Dick Baese, Jerry Holmes, Dave Damon, Jack Boisseau** and **Bob Langevin**. Unfortunately, one more of our regulars, **Buck Buchanan**, has returned to his VA home and will not be back until sometime in November. Several other members wanted to attend as well but had Dr. appointments or other obligations. Hopefully we'll see them next month. We all enjoyed our delicious Shrimper's food served 'on time' and very well by our servers, Ashleigh and Charlie.

Everyone managed to contribute their two-cents worth on the following subjects that were discussed in detail -- Emergency and Irregular airplane experiences that they had while 'flying the line', covid-19 shot experiences, problems that they had with problemsome Captains (when they were co-pilots or Engineers), or problemsome Co-Pilots or Engineers (when they were Captains), troubles with the United *Flying Together* website, the troubles going on in the Middle East as well as Wash. DC. **Duff Daily**, with his abundant marine and yachting experience, helped some of the yachtsman with their boat docking at various points during our luncheon as well.

That's about it for the May happenings in SE FL but we hope that everyone will have a Happy and Safe Summer. Our next Luncheon will be on June 8th, so if you happen to be in the Stuart, FL area around that time, come join us at Shrimper's, we start at 11:30 AM.

Cheers to All,

*Bob Langevin* (MIAFO, CLEFO and ORDFO)



Sitting L-R: Dave Damon, Dick Baese & Ted Osinski.  
Standing L-R: Duff Daily, Bob Langevin, Andy Lambert, Jack Boisseau, Jerry Holmes & Joe Piazza.



Also submitted by **Bob Langerin**, a brief narrative about **Dick Baese**, a [Caterpillar Club](#) member:

Legacy Member Richard Baese, front row 2<sup>nd</sup> from left, and his eight brothers are recognized for their outstanding service and contributions to the nation. Richard - a member of the famed Air Force "Caterpillar Club" - and his brothers served in the Army, Marines, and Air Force in all major conflicts from World War II to Vietnam. Richard enlisted in the Air Force in 1955 and served as a mechanic for bomb and navigation devices until his selection for flight training. During that training he was forced to eject from his T-28 training aircraft earning him a place in the distinguished flying club. After his military service Mr. Baese became a pilot for United Airlines from which he retired in 1997 to Port St. Lucie. Notably, Mr. Baese has commented that his service is nothing compared to his brothers' and he keeps their names on a list in his wallet.



**Little Silk Worm** - a poem found in [Leland Potter's](#) POW journal.

Little silk worm - so very small,  
You saved me from an awful fall.  
Tho you're such an ugly thing,  
I owe my life to your man-made wing.



Caterpillar Club pin





## Cleveland Crazies Group

The Cleveland Crazies finally gathered for our monthly meeting on May 20, 2021. This was our first meeting in fourteen months, and we had twelve members and wives present.

Since TJ's Restaurant in Wooster, Ohio is still only open for evening dining we had our meeting at Lager and Vine Restaurant in Hudson, Ohio. Our private room was perfect with two tables set for sixteen people. The service was perfect and the menu choices were all great. Over all it was a perfect way to restart our third Thursday meetings.

We discussed the coming "Summer Do" at **Rich** and **Carol McMakin's** home on Saturday June 12<sup>th</sup>. We talked about continuing meetings at Lager and Vine until TJ's Restaurant reopens. We had a report from **Dick Sanders** on the fellow pilots that have passed since early in 2020.

Many other topics were addressed during our time together, and all present were excited to be together again.

Cheers,

*Phil*



Standing L-R: left to right standing are: Phil Jach, Dawn Lang, Bob Lang, Bob Olsen, Rich McMakin, John Hochmann, and Dick Sanders.

Seated L-R: Linda Jach, John Pinter, JoAnn Pinter, Vickie Getz, and Joe Getz.





## RUPA DAY at SUN-n-FUN April 15, 2021

This year's 47th annual Sun-n-Fun Aerospace Expo was held 13-18 April 2021 at the Lakeland Linder International Airport, Florida. It coincided with the 75th anniversary of the U.S. Navy Blue Angels. The event was cancelled in 2020 but there seemed to be a pent-up desire to get back into the groove. This year's event drew record crowds of attendees and general aviation aircraft. The unofficial word is that it was the most successful in its 47-year history with more aircraft and campers than estimated, necessitating the need for overflow camping, parking and portable restrooms. In spite of this, the crowds kept moving and maintained social distancing without a feeling of serious congestion. A lot of volunteers and security personnel provided the backbone to make it the success that it was. The weather was warm, partly cloudy, some high overcast and held up well for all flying events. In spite of some missing vendors there was enough to keep the crowds interested. Covid restrictions necessitated masks for all workshops and indoor meetings; however, very few mask wearers walking the airfield - too hot and there was a lot of space to easily maintain distances.

**OX-5 AVIATION PIONEERS CLUBHOUSE:** Once again, thanks to the generosity of the OX-5 Club's Secretary, **Nicole Azzaro**, we were able to enjoy the comfort of the Club's facilities, luncheons each day and camaraderie. The clubhouse serves as a very convenient base of operations for our attendees to meet, sign in and provide background for the group photo on Thursday at 1300.



OX-5 Volunteers



OX-5 Engine Display

Against this backdrop, was the start-up at least 10 times/day of the displayed OX-5 engine in front of the clubhouse. This vintage 103-year-old operating relic was manufactured in 1918. For those not familiar with the Curtiss OX-5 engine, it was developed and manufactured by Glenn Curtiss in 1912 prior to the start of WW1 to power the JN4 "Jennies" of that era plus many other types of aircraft in the 1920s and 1930s. The OX-5 is an eight-cylinder, V-type, water cooled engine, and developed 90 HP at 1400 RPM (if you were lucky). After WW1, the engines were readily available as "surplus", at prices as low as \$50 new and still in the original crates. Web site is [www.ox5.org](http://www.ox5.org). Membership is open to anyone interested in pioneer aviation.



**CLUBHOUSE PATH:** Along this short pathway next to the food plaza and AOPA tent are the four clubhouses in a row. On one side of the OX-5 clubhouse is the QB's clubhouse (a popular place!) and on the other side is the Silver Wings and the Ninety Nines clubhouses followed by the EAA tent. Veterans Plaza with each of the armed services represented and Air America Association were located close by.



**DAILY EVENTS:** It was an action packed week of flying, static displays and workshops. Aircraft included homebuilts, warbirds, military, seaplanes, vintage, STOL, rotorcraft, ultralights, even hot air balloons. Tractor pulled trams were evident everywhere to reduce the huge walking distances between displays.



B-25 Panchito



Metal Workshop

**WORKSHOPS:** This is an area deserving special mention, particularly the hands-on experience for the younger generation. Of particular interest were the number of high school age Civil Air Patrol cadets learning, for example, welding (taught by RUPA member **Deke Kramer** along with a Pan Am retiree) and metal shaping techniques.

**AIRSHOW LINE-UP:** There was an airshow lineup each day of fly-bys, aerobatics, and paratrooper demonstrations. The Navy's Blue Angels arrived on Thursday and practiced both Thursday and Friday plus their shows on Saturday and Sunday. This was the first year of flying their new F/A-18E Super Hornets, trading in the legacy Hornets flown since 1986. We were able to witness its superb slow speed handling characteristics as well as much faster passes.

**NIGHT AIRSHOWS:** On Wednesday and Saturday there was a night airshow. Both shows were worthwhile. A USAF C-17 Globemaster flew to 10,000 feet and dropped the U.S. Army Special Forces Black Daggers Parachute Demonstration Team to a pin-point landing in front of the flightline.



C-47 Placid Lassie



Just before the spectacular finale fireworks was a most interesting demonstration of colorfully lighted drones entitled the Star Dance Spectacular. There were 200 drones launched into the pitch-black sky which suddenly lit up into a synchronized light show of changing objects including a hot air balloon, the American flag, an outline of a Blue Angel aircraft and a Vietnam helo. I was told that each one of the drones had to be programmed taking three weeks to do so by their team (mostly women). They require winds of less than 19 mph to launch, and the weather cooperated. It was better than good – it was fantastic and unusual!



**RUPA TURNOUT:** The RUPA turnout was 24 attendees this year (compared to 25 in 2019) so we seem to be holding our own. There were several new retirees who showed up and intend to join RUPA and several still actives. In the group photo we divided the attendees into two separate groups. Apologies if we missed anyone.

Missing from the photos but signed in: **Gerry and Jane Zimmerman, Mark Fisher, Ron Whitfield, Tom Mortland, Phil Adornato, John D. King.**

Thanks to all who stopped by. We hope to do it again in 2022. The dates for Sun-n-Fun next year are 5-10 April 2022. RUPA Day would be Thursday 7 April 2022. Mark your long-range calendars! Have a great summer!

*Dot Prose.*



Eric Hinshaw

L-R: Tim Cornett, Burt Olson, Dave Thompson, Stanley Crosier, Jim Good, Dennis Di Donna, Deke Kramer, Phil Foss, Don Johnson and Bob Beavis.



Al Bielanski and Phil Foss



L-R: Jeff Buchman, Troy Mashburn, Mark Macario, Phil Foss (again, likes to be in photos), Lynn O'Donnell, Bob Beavis (again, likes to be in photos) and Dot Prose.

# *There I Was . . .*

(Please Limit submissions to 1000 words)

## **There I Was . . . Emergency Night Landing in a Cow Pasture**

United Airlines DC-3 Flight 9 - Alvin, Colorado, 16 July 1943

By Captain Ed Prose

"Where the hell is Alvin? What happened?" These are the words of UAL President W. A. Patterson when told about UAL Flight 9, Douglas DC-3, NC16087, on the morning of July 16, 1943. Alvin is a CAA emergency field, midway between Hayes Center (KB), Nebraska and Akron (RN), Colorado, one mile west of the Nebraska-Colorado border on Airway Amber 7. UAL 9 was scheduled Chicago (CG), Omaha (OH), North Platte (NQ) fuel stop, to Denver (DV). The assigned crew was Captain Prose, First Officer Jack Pomeroy and Stewardess Miss Thomas. Pertinent weather this night was a moderate cold front moving East 20 MPH with a squall line preceding the front. The front was East of Grand Island (GI). The flight to Omaha was routine. NQ was a fuel stop due to heavy priority loads during war time. Flight time to NQ was 1:30, 300 gal fuel, KB as paper alternate. Makes it legal but not to be used. Gross weight 25200 max. Departed OH at 0145 CWT (Central War Time) with 17 passengers, all service men and one war correspondent. Forecast weather for NQ and KB was CAVU by Weather Bureau, the Company and crew. After passing through some moderate turbulence and rain showers west of Omaha, climbing well to right of course, had a near miss at 2500 with military type (B-17?) that should have been other side of airway eastbound. We broke out between layers at GI. Low overcast continued to NQ.

The first indication of a problem was when UAL 21 and UAL 3, one hour ahead of us, were working approaches to NQ. Radio communications (HF) were very poor that night. After arriving over NQ range, we proceeded South for a standard approach. Flight 3 reported bases at minimums. We decided to go below that. At 200' AG, no contact. Missed approach. Back on top. Weather information was given in code. But we asked for the weather "in the clear" in case of error. The weather by CG relay was 600 and 3 at NQ and clear and 8 miles at KB.

After holding on top, Al Dwyer of Denver dispatch suggested holding 10 minutes – that this was a temporary condition. So, after about 10 minutes, we did it again, this time down to 100' AG. Nothing seen. Jack suggested pulling up in a hurry because of rising terrain North. So we pulled out, called missed approach and cleared to KB direct. While holding and proceeding to KB, we used all remaining fuel from left and right auxiliary tanks and ran them dry. By this time, things were getting serious. It looked like we would have to use that paper alternate after all. KB is a good CAA intermediate field – two runways (grass), L-shaped, E-W and N-S served by LF range. Lighted but no service. Enroute to KB 50 miles South, we were on top of a solid deck below. I had my eye on visible airway beacons on Amber 7 between KB and RN. I could see two airway beacons west of cloud deck and the green Alvin beacon. That was our way out. GI was closed. OH too far. We made an approach at KB down to 300' AG and still on top. I was not about to push any lower, so we declared a missed approach and proceeded to Alvin, 54 miles West. I don't recall getting a clearance. We checked the fuel a lot and smoked a lot. We decided to split the fuel we had left between the two main tanks so that only one at a time would quit, in case the gauges were wrong.

Alvin is an emergency field 2000' x 100' NW-SE with boundary lights, a green light on each end, lighted windsock on the tower with a green rotating beacon. Flew over westbound, checked windsock, NW wind, left turn, landed 3 points, short roll-out due to crusted surface. Taxied up to the shack and parked. Fuel remaining, 20 gallons indicated each main. Radioed Denver of landing time at 0450 CWT, flight time 3:05 total, and DV advised us the gas truck would be on the way in 30 minutes from NQ, arriving in about 5 hours and to find a phone and call DV for more info instead of running the batteries down - not knowing that the nearest phone was in Holyoke, Colorado, 40 miles away. The field caretaker, an adjacent farmer named Al (Alvin), met us immediately. After securing the plane and explaining to our passengers what would be happening, I gave my UAL-issue weapon to Jack to guard the mail. Then I went with Al in his Model-A truck to Holyoke, Colorado. This turned out to be a 4-hour



round trip. At least there was no fog that the fuel truck encountered leaving NQ in zero visibility at night, trying to find Alvin on country dirt roads. They were lost a good part of the way until daylight and west of the fog bank. Received clearance from Al Dwyer with 190 fuel and 24400 gross (normal) to DV. CG showed some concern about a safe take-off.

I got back to Alvin at 1000 and found that everybody had been well fed with farmer-type breakfasts. They had been horseback riding and lounging on the grass around the tower (I discovered later about the rattlesnake nest at base of tower). The fuel truck arrived at 10:30. Fueled to 190 gals for 1:10 flight. Takeoff was made NW in 10 mile N wind, using 2700 RPM and 42" MP. Except for slow acceleration, takeoff was normal. Arrived DV 12:55.

This entire situation could have been averted if ground stations at KB and NQ were alert for sudden change in weather – particularly the KB station person who was at home sleeping and repeating clear and 8 miles on the teletype, when all the time the weather was zero/zero in fog and low stratus. This put us in a box with no place with service to go. GI was closed for rebuild. NQ fuel truck driver said fog was rolling through the hangar at the time of our approach.

All of the passengers indicated that they had a good time on the field and enjoyed it. As for myself, I was concerned about a hearing, but there was none. Nobody got hurt. Cost me 10 bucks for the truck ride. Didn't get a refund....no receipt from Al! Stewardess Thomas said later that Alvin had told her "Next time let us know ahead of time that you are coming, and we'll kill a mess of chickens!"

This story was submitted Ed Prose's daughter. Here are her comments and additional photos . . .

*Editor GeorgeE*



*This event was written by my dad, Captain Ed Prose (UAL 1940-1976), from an experience back in 1943. He was hired by United in October 1940, promoted to Reserve Captain in Jun 1943 in Chicago and this event occurred the following month. He wrote about it for the RUPA newsletter over 25 years ago but it seems worthy of recycling since it's really a bit of nostalgic airline history from the "very old days". This was in a time of the Air Transport Command (ATC), olive drab uniforms worn by the flight crews, color coded airways, time given in "war time", e.g., Central War Time (CWT), weather reports in code, handwritten carbon copy incident reports, teletype, landline phones and mostly happy passengers looking for an adventure!*

As an aside – Alvin field was decommissioned in December 1943. Some heads rolled at KB and NQ for not being alert for WX change.

*Added Info: Log Book entry for 16 July 1943 was simply Flight 9 from CG to Alvin, Emergency*



*Landing. The magazine cover photo of the Feb 1943 UAL NEWS shows how UAL was participating in the ATC war job by donning Army uniforms. It shows First Pilot Ed Prose on the right (with three black sleeve stripes) and Co-Pilot Glen Gronquist on the left (with two sleeve stripes) in their new olive drab Army officer uniforms.*

*The other photos are of his ATC uniform wings and a metal disc bearing the Kitty Hawk Memorial emblem which was worn on each shoulder along with the rank insignia. The motto on the metal disc states "Achieved by dauntless resolution and unconquerable faith." Seems very appropriate for all of ATC's operations!*



*Dot Prose, USN (Ret.)  
Osprey, FL*

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# There I Was . . . Second Guessing Myself for not Speaking Up

By John Hebbe

Single engine . . . Engine out. What could be worse? I'll tell you. Things could be worse. It didn't happen on my watch but I had a front row seat . . . on the Saufley Field flight line. Strapping in for my third solo flight.

Navy flight training involved stints at various fields where various stages of flying were introduced and (hopefully) mastered. Yes, I realize the other services had their own 'fields of honor'. "Champs d'honneur" for those who speak fluent French. Which, forced to admit, isn't yours truly. For me, it began at Mainside Pensacola in June, 1957. Four months of preflight training and then relocating a few miles away to Saufley Field for Basic and solo training flying the original [T-34s](#). More Air Stations followed including N & S Whiting, Foley (in Alabama for carrier landing practice) and, finally (for me), Corpus Christi flying [SPADS](#). [Not the WWII models](#). Ours were and the AD-4 & 6 models. Single-seated. 2500hp. Huge, 12-foot, 4-bladed props. Carrier Attack planes. Eat your hearts out!

Cheated out of [Corsair](#) flying (the REAL Corsair. Gull-winged). That ended a year earlier at Cabaniss Field before I arrived in Texas. Black page in my Flight Log for missing out on that one. Back to the story. The next plane in our training was the [T-28C](#) that Kenny Danielson mentioned (Click [here](#) to link to Kenny's May, 2021 story) . Beautiful, powerful machine with 2 inches trimmed off the blade tips to make it 'carrier worthy' so as not bend them if you nosed over a bit after catching the wire aboard the WWII [USS Lexington](#). Now a training carrier. I think that was CV- (some number, BC). It was that old.

Most of us had never soloed until after the initial flights at Saufley. Solo was a big deal. After you completed it, someone would come by and ceremoniously cut off your tie with scissors to celebrate the occasion. My tie had been cut a week earlier.

By myself that day - for the third time now - and feeling extra powerful, I carried my APH-4 helmet and goggles (separate devices at the time) out to my assigned [T-34](#) on the endless flight line. Completed the walk-around and strapped in. Did the cockpit set-up. Plugged in my headphones (these were on the separate skull-cap that we wore under the APH-4 hardhat). Flipped the switch to turn on the radio before cranking up.

Usually a lot of banter on the Saufley Tower freq. Today was unexpectedly quiet. Except for the following radio chatter that came through the static. This is what I overheard:

**Tower:** 214. What did you say your location is?

**214:** About twenty north of Whiting. Over.

**Tower:** Say again your problem.

**214:** I can't get any back stick and I'm losing altitude. Over.

**Tower:** Where was that again? And what's your altitude?

**214:** Just south of Brewton. I'm under a thousand now. Going down at about 200.

**Tower:** Understand. Can you pick up some altitude?

**214:** I can't get any back stick!

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**Tower:** Roger. (pause) Say your altitude again.

**214:** Six hundred and descending. I'm taking it in near a creek that I can see off to the side.

What follows is true. I thought about coming up on freq and urging him to roll over and give it full power and forward stick. But.....I was the new kid. Only average. Who was I . . .

**Tower:** Roger. (pause) 214....no answer 214....no answer, 214. Silence.

Within minutes, Navy flight training resumed. I cranked up and taxied out. Uneventful hour and a half. The next day I saw a crumpled flight suit and a parachute pack laying in a pile on the floor against the hanger wall. An airman shared that it belonged to the field Safety Officer (S.O.) who crashed and died in a T-28 accident the day before.

The story was that he had been out flying solo in the field T-28. There was a pre-arranged meeting with a friend at Brewton Field...an outlying training field... to pick up some 'stuff'. This was a box the S.O. picked up and strapped it into the rear cockpit. Remember those days? Wide shoulder straps with clasps that fit into the huge buckle on your lap belt. Everything controlled with a single, large, curved release lever.

That was the cause of it all. S.O. decided to do a little 'flat-hatting' on the way back. You know what that is. Flying along just above the tree tops in unpopulated areas hoping to catch some farmer by surprise. We all did it once in a while a couple times. Come on! Aggressive. Lots of stick activity. The T-28 was a nimble twin cockpit machine and both sticks moved together. At some point, S.O. must have swept out the front cockpit with his stick. Well, the stick in the rear cockpit cleaned that place out also. The aft stick somehow unlatched the box which fell forward and jammed the stick, preventing it from moving backwards. You can imagine the rest of the story. If I had only come up on the radio. If I had only suggested for him to power up and so on. Open the cockpit and dump out his treasure later so it doesn't jam things again.

But I didn't. Cursed myself for that one for a few years. That was the mid-fifties. End of this war story.

Regards,

*John Hebbe* DCAFO, et al.



T-28

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## There I Was . . . With Full Bragging Rights

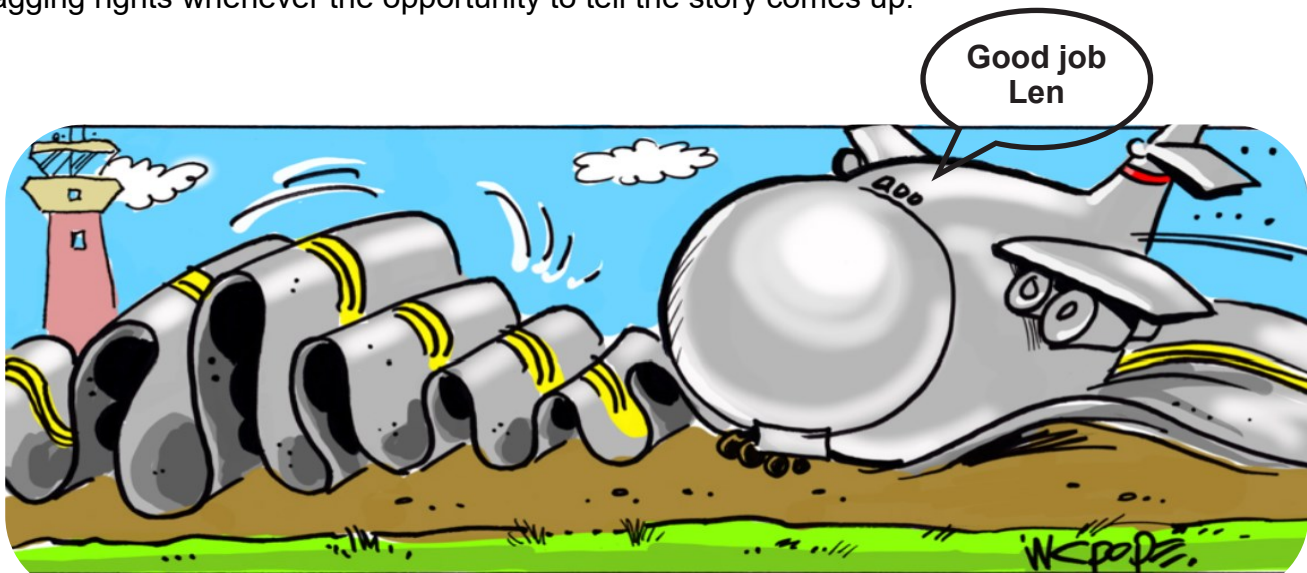
By John Pinter

After reading **Jim Tight**'s missive (Click [here](#) to link to his May 2021 story) about flying with **Dave Specht** it brought back a flood of memories of how great the Cleveland Crazies were. Since nobody wanted to be based in Cleveland, we were all JUNIOR pilots, new in the seats learning our trade together. It was a small base, and this helped foster a great respect for each other while being professional and still having a fun time. The Captains were great teachers for the new copilots who like me had many years flying the third seat before getting their Co-pilot bid and knew United's operations inside and out. They did a great job of molding the Copilots into future Captains. I don't know who coined the phrase Cleveland Crazies, but we wore the moniker proudly, even to this day.

One Captain I've flown with and also lives in the same town as me (Vermilion Ohio) is **Len Chamberlain**. It worked out good for me because later when I became Captain and was flying over Lake Erie it was easy to spot Vermilion because of the lagoons off the river where it flows into the lake and where both **Len** and I lived. I would point out Vermilion to the passengers and tell them what makes the town notable is that it was the home of one of the best pilots on United Airlines but of course I wouldn't tell them which one of us it was.

**Len** and I flew many trips together and in fact we flew the last trip I would make on the Guppy before leaving for Denver to upgrade. The end of the sequence was CLE-IAD-CLE. On approach to IAD on RW 1R at about 250 ft **Len** said, "This will be our last flight together and guess what I'll remember of all our flying we've done?". With that I keyed the mike and asked if we could roll to the end which the tower approved. I then eased the mains on but kept the nose wheel in the air. I then called for 40 flaps and flew the nose down ever so gently. I only used idle reverse thrust with no braking and finally had to add power to make the turn off.

On our return Cleveland was undergoing a major expansion and most everything was closed, blocked or not working. It was a nasty night with low ceilings rain and wind. The only ILS that was working was RW 28 (not the best approach) so we set up for the approach and rock and rolled our way to the marker. Just prior to reaching the marker we heard American Airlines check in. At the marker I called for landing clearance which we were given but told the only turnoff was RW 24 and if we missed it, we would need to go all the way to the end. Of course, that would force a go around for American. I acknowledged the clearance then turned to **Len** and said, "Guess what **Len**, since this is the last time we will fly together, guess what I will remember?" **Len** put the airplane down firmly used full reverse and braking and made the turnoff. It was truly a great feat of airmanship... thank god we weren't using airmanship as a metric that night. So now I've got bragging rights whenever the opportunity to tell the story comes up.





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## There I Was . . . In Mid-Pacific

By Gerry Baldwin



United's Sydney flight left San Francisco just before midnight to arrive in Sydney at dawn (three calendar days later). I was captain on one such flight. I had settled in for another routine transit when, at about the half-way to Hawaii point, my lead flight attendant called to say that we had a medical emergency.

He had a woman down being attended by three medical professionals including a cardiologist. They determined that she needed to get to a hospital as soon as possible. We contacted our dispatcher via satellite phone; and he patched in United's medical consulting firm. After talking with the cardiologist, everyone agreed that we needed to stop in Honolulu.

Our dispatcher wanted to know our estimated time of arrival, ETA, and the amount of fuel we would need to dump to get down to maximum landing weight. Among my three first officers and me, we came up with about twelve different opinions on these figures. I used my numbers. I pushed our speed up to Mach 0.88, figuring it better to get to Honolulu as quickly as possible and burn excess fuel rather than dump it.

As we proceeded at a quickened pace, I got a second call from our lead flight attendant. He said, "We have a Level 2 Threat." I said, "No, no, no, you are on the wrong page; we are doing a medical diversion." He continued to tell me that an irate Aussie male passenger, who did not want to stop in Honolulu, had punched a flight attendant in the face. I asked him to enlist helpers and secure the perpetrator and hold him for the police. They used seatbelt extensions and duct tape to secure him to his seat. I further instructed that anyone who released him without my consent prior to arrival would be talking to the police as well.

I passed the threat information on to our dispatcher and asked that the Honolulu police, in addition to medical personnel, meet our flight. As we approached Honolulu, the tower assigned us to Runway 04 Right, the preferred runway for noise abatement at night (it was about 3:00 AM HST). At 9,000 feet long, it was much too short for a 630,000-pound Boeing 747-400 landing. We told the tower that, out of operational necessity, we would need Runway 08 Left. The tower gave us an early turn to final, thus, we landed nearly a minute ahead of my ETA with about 1500 pounds more fuel than my estimate. We used up just over 9,000 feet of 08L to get stopped.

From my perch overlooking the gate, I got a birds-eye view of the lobby. The medical personnel responded expeditiously and wheeled our patient off on a gurney. Next came the police. There were three, including one who appeared to be a big Samoan. They escorted our formerly irate, now more sedate, passenger off the airplane and placed him in a seat in the lobby. As they interrogated him, he kept trying to stand up. The big officer would reach out with his index finger and push him back down. Ultimately, they handcuffed him and marched him away.

We got fuel and proceeded to Sydney without further incident, having sent one of our passengers to the hospital and another to jail.

Before, during, and after that time, my wife and I tutored math and reading in our local schools in Gig Harbor, WA. One evening, our site coordinator, himself a sixth-grade math teacher, told me that his sixth-grade student for the evening said that he did not need math because he was going to be an airline pilot; and they do not need math. He asked me if that were true, that pilots do not need math.

The aforementioned flight was fresh in my mind, so I related the incident to our budding aviator: takeoff from San Francisco at 11:50 PM, Pacific Standard Time, PST, at 875,000 pounds; fuel weight at takeoff of 352,000 pounds; 36,000 pounds in forty minutes to climb after takeoff; 22,000 pounds per hour of burn in normal cruise at Mach 0.85 (550 nautical miles per hour, knots), 24,000 at Mach 0.88 (580 knots); 1,200 nautical miles in normal cruise, 1,200 nautical miles at Mach 0.88; headwinds averaging 15 knots; 8,000 pounds per hour of burn in descent for 30 minutes; 2,000 pounds for the approach; maximum landing weight of 630,000 pounds; do not waste fuel; Hawaii Standard Time, HST, is two hours earlier than PST; so, what time will you arrive in Honolulu and how much fuel will you have to dump? I said, "No, pilots do not need to know any math."

**Editor's Note.** Morrie sent me these layover photos with an explanation and using my Editor's authority, I decided to put them into a "there I Was story. *Editor George E*

## There I Was . . . Putting out Fires on my London Layover

By Morrie Wiener

George, The attached photographs are from my typical layovers in London.

I was a paid firefighter at home (I maintained my flying and firefighting schedules throughout my career with United). I could do this by very careful scheduling with each of our 3 department Battalion chiefs each month and would be assigned to a full 24 or 12 hour shift across our 7 fire stations in the city.



Capt Wiener - Layover Firefighter

Our schedules for the fire department were 24 hours on duty then 24 hours rest, repeated 3 times then a 4 day off period (72 hours on and then 96 hours off) for each of our 3 battalion groups each month. I had to be sure that I got the proper, and legal, airline rest between flights, however.

While in London (and starting when we stayed at the Royal Garden hotel in Kensington) I would check in at the hotel and then go to either the fire station on Old Court Road, next to the Israeli Embassy (Kensington Station G33) or to North Kensington (Station G27) for a full day shift.

At the time, the Chief of the London Fire Brigade, Brian Robinson and our Chief of Department, Roger Ulschafer knew each other from past associations. They worked out an agreement that I could attend and participate in limited firefighting activities (again, I had to be very careful not to jeopardize my flight the following day avoiding injury and maintaining legal rest) at any fire station of the London Fire Brigade.

I trained and qualified with the firefighters at their firefighting school in breathing apparatus and confined space during several of our layovers. During Christmas layovers I would help out with the charity boot collections on Kensington High Street and catch United pilots walking by for donations.

We were so easy to spot wearing our blue rain and overcoats with sneakers.



London Fire Brigade G33 Captain



# Articles

Industry related news and other articles

## LeRoy W. Homer Jr. Foundation Selects 2021 Scholarship Recipients

The [LeRoy W. Homer Jr. Foundation](https://leroywhomerjr.org/) is proud to announce the selection of **Caitlyn Brough** and **Shafer Kam** as the 2021 Scholarship recipients.



Caitlyn is a high school junior from Columbus, Ohio. She currently attends Olentangy High School. Caitlyn is an active member of Service Club (community outreach and volunteering), her high school cheer team, Civil Air Patrol, Women in Aviation, and the Ninety-Nines. She credits these activities and her parents for shaping her into the young woman she is today. Caitlyn has had a passion for aviation since a very early age; her parents have been her most significant supporters and motivators throughout her aviation journey. One day she hopes to be an inspiration to little girls interested in aviation. Caitlyn's goals include attending the Air Force Academy and becoming an aviator in the Air Force.

Shafer Kam is a high school sophomore at Mid-Pacific Institute in Honolulu, Hawaii. Shafer has always been interested in aviation and recalls spending countless weekends watching planes take off and land at Honolulu International Airport. Several years ago, he was introduced to the Civil Air Patrol, Maryknoll Cadet Squadron, which launched his dream of becoming a pilot. He is currently working on his primary flight training and has recently completed his first solo flight, just a few months after his 16th birthday. In addition to his love of flying, Shafer is a member of his high school's sailing, kayaking and outrigger canoe paddling teams. He also enjoys volunteering with the Aloha Chapter of The Ninety-Nines. Shafer is looking forward to using his private pilot certificate to support the aviation community in Hawaii and inspire youth to a career in aviation. His goal is to become a commercial pilot and fly for a major airline.



The [LeRoy W. Homer Jr. Foundation](https://leroywhomerjr.org/) was created in memory of LeRoy Homer, First Officer on board Flight 93, who along with Captain Jason Dahl fought against the hijackers who had planned to fly the aircraft into the US Capitol. The foundation's mission is to encourage and support young adults who wish to pursue aviation as a professional career. <https://leroywhomerjr.org/>

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## There I Was . . . Not putting out Fires on my PEK Layover *by George E*

Morrie's London story reminded me of the time I visited a Beijing firehouse. On one 2006 layover my goal was to take a subway line to the end and get off when something looked interesting.

At one stop I found a fire station but the security guard wouldn't let me near it. Then I saw a couple of firemen & they beckoned me over. With a few plastic pilot wings and B747 trading cards I got the royal tour. I donned a helmet for a photo op but they stopped short of letting me slide down the pole from the sleeping quarters.



## Newer planes are providing airlines a trove of useful data

By Christine Negroni / New York Times



With few flights and even fewer passengers, airlines face a wave of challenges unleashed by the coronavirus pandemic. Some airlines have gone out of business, and others are barely surviving as global passenger volume hovers at around 50 percent of 2019 levels.

Without passengers to fill them, airlines have been retiring their older aircraft faster than normal. The more than 1,400 planes airplanes parked in 2020 that might not return to service is more than twice as many

aircraft as would customarily be retired in a single year, according to a 10-year aviation forecast by Oliver Wyman, a business consulting firm. The result will be a more modern fleet, the report states. In a glass-half-full observation, David Marty, head of digital solutions marketing at Airbus, noted that planes remaining in airlines' fleets are younger, more fuel-efficient aircraft, with lower carbon dioxide emissions.

New engine technology and lighter structures and components help the Boeing 787 and the Airbus A350 burn 20 to 25 percent less fuel than the planes they replace, according to the manufacturers.

The other significant change is digital. Each new generation of aircraft can collect more data with sensors and circuitry that — like a giant Fitbit — tracks the airplane's health from nose to tail.

On any flight, for example, an airline can calculate how much carbon it is emitting and what plane components may need attention on arrival.

As the percentage of modern aircraft in airline fleets increases, the amount of data available also rises. And the airplane is just one contributor to the growing flow of information.

"The world is clearly changing, and airplanes are definitely providing more and more information," said Vincent Capezzuto, chief technology officer for Aireon, an aircraft tracking and surveillance company. New broadcast tracking signals are flight specific but can also contribute information useful for air-navigation services and airport-arrival planning to help manage the flow of traffic in the skies and at the airports.

In one novel use, Aireon has been hired by the Federal Aviation Administration to monitor all Boeing 737 Max flights to capture any anomalies for analysis. This is in response to the nearly two-year grounding of the Max after two deadly crashes. The Max returned to service at the end of last year. (Some of the planes were grounded again this month because of a potential electrical problem.)

To show how fast change has come, Kevin Michaels, managing director of AeroDynamic Advisory, an aerospace consultancy, points to the newest Airbus airliner, the A350. It typically records 800 megabytes of data per flight. The Airbus A380, the world's largest passenger airliner, which began operation in 2007, can provide only half of that.

"There's a lot more data available and better algorithms," Michaels said.

**Q: What is the ideal cockpit crew?**

**A: A pilot and a dog...the pilot is there to feed the dog, and the dog is there to bite the pilot in case he tries to touch anything.**



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At Delta Air Lines, new technology has led the airline to create apps that pilots use on a tablet such as Flight Weather Viewer to avoid flying through turbulence. First launched in 2016, that app has been updated over the years as new capabilities became available.

Delta's Flight Family Communication app, started in 2018, lets all employees working on a specific flight communicate among themselves, from ground crews to flight crews. John Laughter, the airline's chief of operations, says one of the best uses of the new data is predicting when parts will fail so maintenance can be done proactively.

"I've been at Delta since 1993, and almost everything we did then was looking backwards," he said. "We'd have a failure and we'd ask, 'How do we fix it?'"

Today, Laughter says "data scientists are looking at the data" so they can schedule what would previously have been an unscheduled and potentially disruptive repair.

Executives at Malaysia's AirAsia say preventing delays is critical because their business model depends on planes spending no more than 25 minutes at the airport gate. Since 10 entities have a hand in dispatching a flight, anything that slows the progress of one of those people can trigger a cascade of delays.

By applying artificial intelligence to the data it collects, AirAsia has also been able to find small reductions in fuel and labor costs that add up, said Javed Malik, the airline's group chief operations officer. "At the end of the year, that can save millions," Malik said.

Global companies such as Airbus, Google and IBM have found a potentially lucrative market selling tech services to airlines because the carriers, some of which have been around for a century, are locked into what Vik Krishnan, a partner with McKinsey & Company, which specializes in the travel sector, calls "antiquated" systems.

Newer airlines, such as AirAsia, aren't trapped by that history. It was just 5 years old when its current owners bought it in 2001. After adding a long-haul carrier and acquiring a handful of affiliate regional airlines, the company decided to merge its disparate data and create what Malik calls a "connected ecosystem."

The airline wanted all its information accessible under one roof and visibility across departments so that, for example, a passenger's biometric information — such as fingerprints or facial recognition — could be used not only for security and boarding at the airport, but for purchasing products on AirAsia's e-commerce platforms. This use of technology could create privacy issues that governments may need to address.

"Those are separate, different technologies — payment and biometrics that need to work seamlessly in the background so the customer gets a great experience," Malik said.

In 2018, AirAsia partnered with Google to become one of the first airlines to move its data to the cloud, and more airlines have followed. Delta and IBM announced a deal this year to move both customer and in-house apps to the public cloud while they work on strategies for handling increasing amounts of aircraft information.

"Airlines have a greater capacity to use the data or process it or deploy artificial intelligence as they sift through and glean the information they need," said Dee Waddell, IBM's global managing director for travel and transportation industries.

But as they fly farther into the digital age, airlines are also learning that being part of big data is not without its downsides, including the burden of managing it all.

<https://www.nytimes.com/2021/04/20/business/airplanes-technology-data.html>



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# The Family Heirlooms That Our Children Don't Want

By Robbie Shell / April 10, 2021



News that a first grandchild is on the way gives rise to some re-evaluations concerning family heirlooms.

Now in my sixth year of retirement, I am about to embark on a whole new relationship—grandmother to a baby girl.

Anticipating the addition to their family, my son and his wife recently moved into a house near Washington, D.C., the biggest home my son has lived in since being on his own.

The new baby (my first grandchild) and new house ignited one of my long-awaited projects—excavating crawl spaces and basement corners on a hunt for possessions to pass on to the next two generations.

It's easy to predict how this played out. My son and his wife turned down many more items than they accepted. Much of what I had hoped to “upsized” to them stayed in my basement and attic.

What wasn't easy to predict, however, was how complicated this seemingly simple transaction could be. It involved multiple perspectives, across multiple generations. It showed how possessions, when held up to the light, often lose the very qualities that prompted us to set them aside. And, in my case, it offered a glimpse of a future that I've thought about—and looked forward to—for years.

I started with a set of eight bird-themed china plates my mother had ordered decades earlier for each of her four children. The plates, still in their original boxes, were beautiful in a dated, old-world way. For my mother, these plates were an investment whose value would increase over time.

But I looked at them and saw something different: the result of a direct mail pitch for a plate-of-the-month club.

Revisiting them tucked away in the latest of a succession of attics, I realized there was also a dream behind these plates. I think my mother pictured me bringing them out for elegant dinner parties at a country house similar to the one her own parents had entertained in. That never happened. I chose my own lifestyle and china.

And yet I kept them, finding it difficult to give away such a poignant memory of my mother's aspirations for us and her concern for our future well-being. My own children would have none of these associations, but I made the offer just in case: Could my son and daughter-in-law see a decorative or functional use for these plates in their dining room? Their quick response: “Too ornamental.”

Moving on, a cabinet in the living room holds 46 limited-edition Harvard Classics circa 1910 acquired from a literary neighbor decades ago. My husband and I considered it an investment of a different kind—in knowledge. Although I never found time to read any part of the set, I thought my son—a philosophy major in college—might welcome a “great books” course. He politely declined: No shelf space now, but maybe later.

**Q: How do you know when you are half way through a date with a pilot?**

**A: Because he says: "That's enough about flying, let's talk about me!"**



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## A hard-bound dinosaur

Nearby is an Encyclopaedia Britannica set I bought for my two sons in their middle-school years, hoping they would see these as resources later on for their own children. What was I thinking? Somewhere along the way I forgot (or never considered) how much the world would change before the next generation came of age. The set is a hard-bound, museum-piece dinosaur, a record of the world in the 1990s before geopolitical events rewrote the global map and social upheavals rewrote the cultural one. Then along came Google, and computer screens began to replace the books we bought or borrowed for ourselves and our children.

My myopia continued with an attempt to interest my son and his wife in a beautiful mahogany-trimmed white couch in the basement that no longer fit into our current house. The reason for their rejection was now becoming familiar: “Too ornate.”

Hand-painted wine glasses, colorful rugs, and framed prints of places our family had visited were next. Could these items and our memories of them find a place in my son and daughter-in-law’s new home? It turns out they already had their own preferred equivalents, and I am reminded once again that younger generations make their own choices. More to the point, they aren’t hoarders. They take only what they need now. Having seen the degraded world they will inherit, they are dedicated to sustainability, recycling, preservation of the environment, fewer material goods. My generation is still catching up.

They did give thumbs-up to desk lamps, guest sheets and towels, a few kitchen items and one folding chair, among other things—utilitarian items with no stories or expectations attached.

## Keeping close

Most interesting (and valuable) to me were the things I realized I was not yet ready to part with. My mother gave me a ring she always wore entwined with diamonds and rubies—too small to be of any monetary value, but meaningful to me because I can still, 25 years after her death, picture her hands and by extension her physical presence. I will someday offer the ring to my daughter-in-law, hoping she will appreciate it along with the accompanying narrative. Isn’t that how this is supposed to work? We pass on possessions that tie the generations together as they move through the family.

Then there was the collection of unrelated items I now saw in a different light—those whose stories matter only to me: the child’s battered wooden rocking chair from the porch of my grandparents’ summer house; a faded, inscribed photograph of my father as a young man standing next to his own father, whom I never met; and the small tarnished music box with a twirling ballerina on top that was a gift from my godfather when I was young enough to still dream about being a dancer.

These things will stay with me here in the home where I have lived for decades. Unless...

One day a young girl visiting her grandparents comes upon the music box. She picks it up and turns the key that starts the music playing. “Grandma,” she says, “what’s this? Can I have it?” “It’s yours,” I say, my heart skipping a beat. “It always has been. You had only to ask.”

[https://www.wsj.com/articles/the-family-heirlooms-that-our-children-dont-want-11618068175?mod=e2fb&fbclid=IwAR1e\\_xh1PoJAPhys6ZxwXAO\\_zZuz7s255Ym1QgPFFb224W0pgM4iT-xEeH8](https://www.wsj.com/articles/the-family-heirlooms-that-our-children-dont-want-11618068175?mod=e2fb&fbclid=IwAR1e_xh1PoJAPhys6ZxwXAO_zZuz7s255Ym1QgPFFb224W0pgM4iT-xEeH8)

**Q: How many pilots does it take to change a light bulb?**

**A: Just one. He holds the bulb and the world revolves around him.**

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# 2,000 Calories and 10,000 Steps a Day Is Probably All You Need to Be Healthy, According to Experts

You won't look like Arnold Schwarzenegger, but experts insist everyday fitness is simpler than you probably think.

By Jessica Stillman / Inc.com



If you've packed on a few pandemic pounds in the last year, you're not alone. Since stay-at-home orders began last year 42 percent of Americans have gained weight, averaging an additional 29 pounds each. And while some folks used the disruption in their schedules to start new healthy habits, many of us discovered being stuck in the house with hoarded snacks and a lot of stress isn't great for fitness.

Now with a less virus-constrained summer beckoning, many Americans are looking down and thinking it might be a good time to recommit to a healthy lifestyle. If that's you -- and particularly if you're more likely to meet the idea of returning to the gym with groans and cheers -- there is an article you really need to read.

## 10,000 and 2,000

Written by Graham Isador for GQ, it tells the tale of a group of his friends who banded together to tackle their pandemic pounds with a simple commitment: each member agreed to walk 10,000 steps and eat no more than 2,000 calories a day.

How far did this modest-sounding fitness plan get the group? A lot farther than you'd probably predict. "After four months following those guidelines, my friend dropped 43 pounds. Collectively the group chat was down 105. Those are life-changing, infomercial-pitch numbers," reports Isador.

Surprised by the effectiveness of what could be seen as a slacker's approach to fitness, Isador surveys experts to see if his friends' simple strategy could really be so effective or if there were any hidden downsides.

## A long list of caveats...

He certainly rounds up a hefty list of caveats. Ten thousand steps, for instance, is a random number made up by fitness gadget manufacturers, not a number imbued by the universe with magical health-giving properties. Consider recommendations to walk 10,000 steps to basically translate to 'walk a fair amount at a decent pace.'

Consistency is also key, the experts stress, and as humans are incredibly diverse, different people will see different results. No solution, even one this straightforward, is right for everyone.

Nor is this program going to get you ready for a marathon or a fitness magazine cover shoot. Expect dad bod not Arnold Schwarzenegger. Finally, the evidence that some kind of resistance exercise like weight training has specific mental and physical benefits is strong enough that you should definitely consider adding some to your routine.

JUST FIVE MORE MINUTES OF SPIN CYCLE  
AND HER FITNESS TRACKER WOULD REACH  
10,000 STEPS FOR THE DAY.





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... but no excuses.

But all that being said, the experts also agree that just walking 10,000 steps a day and eating whatever amount of calories the FDA recommends for someone of your age, build, and gender (generally around 2,000) will get you a whole lot further towards basic health and fitness than you probably think.

"Walking is probably the single most underutilized tool in health and wellness," personal trainer Jeremy Fernandes tells Isador. "Most people want to believe that working out and fat loss needs to be hard. If you need impossibly crushing workouts to get in better shape, then you're not responsible when you fail, but a basic program performed consistently--even a half-assed effort done consistently--can bring you a really long way."

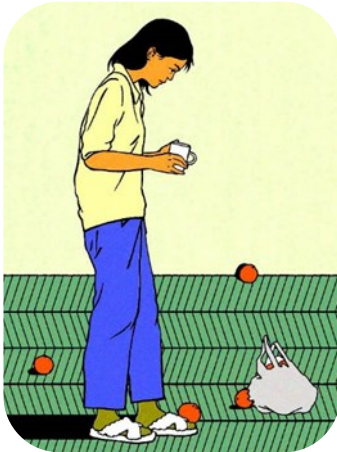
So if you want to get back to your old energy levels and into last year's pants, consider Isador's article both a call to action and a massive excuse buster. The good news is getting back in decent shape is simple. The (sort of) bad news is, barring any big physical or psychological impediments, you now have no reason not to get started.

<https://www.inc.com/jessica-stillman/2000-calories-10000-steps-a-day-is-probably-all-you-need-to-be-healthy-according-to-experts.html>

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## There's a Name for the Blah You're Feeling: It's Called Languishing

By Adam Grant/The New York Times



The neglected middle child of mental health can dull your motivation and focus — and it may be the dominant emotion of 2021.

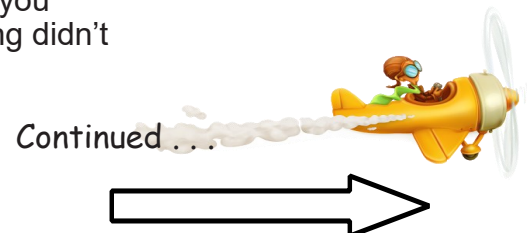
At first, I didn't recognize the symptoms that we all had in common. Friends mentioned that they were having trouble concentrating. Colleagues reported that even with vaccines on the horizon, they weren't excited about 2021. A family member was staying up late to watch "National Treasure" again even though she knows the movie by heart. And instead of bouncing out of bed at 6 a.m., I was lying there until 7, playing Words with Friends.

It wasn't burnout — we still had energy. It wasn't depression — we didn't feel hopeless. We just felt somewhat joyless and aimless. It turns out there's a name for that: languishing.

Languishing is a sense of stagnation and emptiness. It feels as if you're muddling through your days, looking at your life through a foggy windshield. And it might be the dominant emotion of 2021.

As scientists and physicians work to treat and cure the physical symptoms of long-haul Covid, many people are struggling with the emotional long-haul of the pandemic. It hit some of us unprepared as the intense fear and grief of last year faded.

In the early, uncertain days of the pandemic, it's likely that your brain's threat detection system — called the amygdala — was on high alert for fight-or-flight. As you learned that masks helped protect us — but package-scrubbing didn't — you probably developed routines that eased your sense of dread. But the pandemic has dragged on, and the acute state of anguish has given way to a chronic condition of languish.



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In psychology, we think about mental health on a spectrum from depression to flourishing. Flourishing is the peak of well-being: You have a strong sense of meaning, mastery and mattering to others. Depression is the valley of ill-being: You feel despondent, drained and worthless.

Languishing is the neglected middle child of mental health. It's the void between depression and flourishing — the absence of well-being. You don't have symptoms of mental illness, but you're not the picture of mental health either. You're not functioning at full capacity. Languishing dulls your motivation, disrupts your ability to focus, and triples the odds that you'll cut back on work. It appears to be more common than major depression — and in some ways it may be a bigger risk factor for mental illness.

The term was coined by a sociologist named Corey Keyes, who was struck that many people who weren't depressed also weren't thriving. His research suggests that the people most likely to experience major depression and anxiety disorders in the next decade aren't the ones with those symptoms today. They're the people who are languishing right now. And new evidence from pandemic health care workers in Italy shows that those who were languishing in the spring of 2020 were three times more likely than their peers to be diagnosed with post-traumatic stress disorder.

Part of the danger is that when you're languishing, you might not notice the dulling of delight or the dwindling of drive. You don't catch yourself slipping slowly into solitude; you're indifferent to your indifference. When you can't see your own suffering, you don't seek help or even do much to help yourself.

Even if you're not languishing, you probably know people who are. Understanding it better can help you help them.

**A name for what you're feeling:** Psychologists find that one of the best strategies for managing emotions is to name them. Last spring, during the acute anguish of the pandemic, the most viral post in the history of Harvard Business Review was an article describing our collective discomfort as grief. Along with the loss of loved ones, we were mourning the loss of normalcy. "Grief." It gave us a familiar vocabulary to understand what had felt like an unfamiliar experience. Although we hadn't faced a pandemic before, most of us had faced loss. It helped us crystallize lessons from our own past resilience — and gain confidence in our ability to face present adversity.

We still have a lot to learn about what causes languishing and how to cure it, but naming it might be a first step. It could help to defog our vision, giving us a clearer window into what had been a blurry experience. It could remind us that we aren't alone: languishing is common and shared.

And it could give us a socially acceptable response to "How are you?"

Instead of saying "Great!" or "Fine," imagine if we answered, "Honestly, I'm languishing." It would be a refreshing foil for toxic positivity — that quintessentially American pressure to be upbeat at all times.

When you add languishing to your lexicon, you start to notice it all around you. It shows up when you feel let down by your short afternoon walk. It's in your kids' voices when you ask how online school went. It's in "The Simpsons" every time a character says, "Meh."

Last summer, the journalist Daphne K. Lee tweeted about a Chinese expression that translates to "revenge bedtime procrastination." She described it as staying up late at night to reclaim the freedom we've missed during the day. I've started to wonder if it's not so much retaliation against a loss of control as an act of quiet defiance against languishing. It's a search for bliss in a bleak day, connection in a lonely week, or purpose in a perpetual pandemic.



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**An antidote to languishing:** So what can we do about it? A concept called “flow” may be an antidote to languishing. Flow is that elusive state of absorption in a meaningful challenge or a momentary bond, where your sense of time, place and self melts away. During the early days of the pandemic, the best predictor of well-being wasn’t optimism or mindfulness — it was flow. People who became more immersed in their projects managed to avoid languishing and maintained their prepandemic happiness.

An early-morning word game catapults me into flow. A late-night Netflix binge sometimes does the trick too — it transports you into a story where you feel attached to the characters and concerned for their welfare.

While finding new challenges, enjoyable experiences and meaningful work are all possible remedies to languishing, it’s hard to find flow when you can’t focus. This was a problem long before the pandemic, when people were habitually checking email 74 times a day and switching tasks every 10 minutes. In the past year, many of us also have been struggling with interruptions from kids around the house, colleagues around the world, and bosses around the clock. Meh.

Fragmented attention is an enemy of engagement and excellence. In a group of 100 people, only two or three will even be capable of driving and memorizing information at the same time without their performance suffering on one or both tasks. Computers may be made for parallel processing, but humans are better off serial processing.

**Give yourself some uninterrupted time:** That means we need to set boundaries. Years ago, a Fortune 500 software company in India tested a simple policy: no interruptions Tuesday, Thursday and Friday before noon. When engineers managed the boundary themselves, 47 percent had above-average productivity. But when the company set quiet time as official policy, 65 percent achieved above-average productivity. Getting more done wasn’t just good for performance at work: We now know that the most important factor in daily joy and motivation is a sense of progress.

I don’t think there’s anything magical about Tuesday, Thursday and Friday before noon. The lesson of this simple idea is to treat uninterrupted blocks of time as treasures to guard. It clears out constant distractions and gives us the freedom to focus. We can find solace in experiences that capture our full attention.

**Focus on a small goal:** The pandemic was a big loss. To transcend languishing, try starting with small wins, like the tiny triumph of figuring out a whodunit or the rush of playing a seven-letter word. One of the clearest paths to flow is a just-manageable difficulty: a challenge that stretches your skills and heightens your resolve. That means carving out daily time to focus on a challenge that matters to you — an interesting project, a worthwhile goal, a meaningful conversation. Sometimes it’s a small step toward rediscovering some of the energy and enthusiasm that you’ve missed during all these months.

Languishing is not merely in our heads — it’s in our circumstances. You can’t heal a sick culture with personal bandages. We still live in a world that normalizes physical health challenges but stigmatizes mental health challenges. As we head into a new post-pandemic reality, it’s time to rethink our understanding of mental health and well-being. “Not depressed” doesn’t mean you’re not struggling. “Not burned out” doesn’t mean you’re fired up. By acknowledging that so many of us are languishing, we can start giving voice to quiet despair and lighting a path out of the void.

<https://www.nytimes.com/2021/04/19/well/mind/covid-mental-health-languishing.html>

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# FAA warns of spike in unruly, dangerous passenger behavior

By Tom Costello / NBC News



The Federal Aviation Administration is warning air travelers about what it describes as a dramatic increase in unruly or dangerous behavior aboard passenger airplanes.

In a typical year, the transportation agency sees 100 to 150 formal cases of bad passenger behavior. But since the start of this year, the agency said, the number of reported cases has jumped to 1,300, an even more remarkable number since the number of passengers remains below pre-pandemic levels.

The behavior in question includes passengers refusing to wear masks, drinking excessively and engaging in alleged physical or verbal assault, including what the agency describes as political intimidation and harassment of lawmakers.

In Fort Lauderdale, Florida, for example, a fistfight broke out amid a dispute over mask-wearing. In Washington, D.C., a passenger was escorted off a flight after arguing with flight attendants over the mask rule.

In another case, a flight bound for Los Angeles was diverted to Denver and forced to make an emergency landing after a passenger allegedly tried to open an emergency exit.

In recent days, Alaska Airlines banned an Alaska state senator for refusing to comply with mask requirements, according to The Anchorage Daily News.

"It is not permissible and we will not tolerate interfering with a flight crew and the performance of their safety duties," Stephen Dickson, the administrator of the FAA, said of the wave of incidents. "Period."

The FAA is now taking a "zero-tolerance" approach to poor behavior: Unruly passengers face potential criminal charges, fines up to \$35,000 or lifetime bans on certain airlines.

The bad behavior appears to be taking a toll. Angela Hagedorn, a former flight attendant with Alaska Airlines, tweeted that she recently resigned.

"It has been an exhausting time for all the employees who are just trying to do their job according to their company's policies," she said. "The constant arguing and pushback from guests, it's ridiculous."

Sara Nelson, president of the Association of Flight Attendants union, said airline employees have reported a wide range of troubling incidents.

"What we have seen on our planes is flight attendants being physically assaulted, pushed, choked," Nelson said. "We have a passenger urinate. We had a passenger spit into the mouth of a child on board."

"These are some of the things that we have been dealing with," Nelson said, adding that the physical and verbal abuse that flight attendants have allegedly experienced this year has been "way off the charts" compared to the last 20 years.

In the months ahead, as parts of the United States begin to rebound from the pandemic and a greater number of people take to the skies, the FAA — along with the Transportation Security Administration and Air Marshals — plan to watch closely for behavior that threatens crew members or passenger safety.

<https://www.nbcnews.com/news/us-news/faa-warns-spike-unruly-dangerous-passenger-behavior-n1266156>



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## Part 135 Flying

By Cort de Peyster



The RUPA BOD has come up with a new feature for our RUPA membership called, “Jet Jobs”.

They asked me to write a short missive, having been shown the door at age 60 by the FAA/ALPA mandate back in 2007. Loss of pension, ESOP stock, penalized for early retirement by SS and missing the 5 years of high earnings, combined with the addiction to flight gave great incentive to find a flying job, post UAL.

That being said, going through recruiters sending a plethora of resumes and searching the internet netted zero for almost 6 months. Suddenly the flood gates opened. Through aviation contacts and some continued perseverance, Air India, Netjets, Air Atlanta Icelandic, and a small upstart called XOJET extended offers of interview.

At the end of the day, XOJET proved to be the right fit at the time and retrospectively, 14 years later, this still holds true. While not endorsing that company in particular, I can give a quick perspective of what FAR Part 135 flying is like vs 121.

Kiddingly, the plethora of perspective former UA colleagues who asked were told 135 is 4 times the work for 1/4 the pay. Further, it’s not a “retirement job”, you’re LEAVING a “retirement job”. In reality there is much truth behind those statements. 135 operators usually have a scheduled amount of time on/off. Typically 8 days on/6 off or 15 on/13 off is the norm with some variations of that. Whilst on duty one can plan to fly every day, from 1 to 4 legs. The companies normally fly their pilots positive space from their home airport on day one of rotation to their assignments and back home on last day of said rotation.

On the road, depending on the company, meals are either expensed or a per diem is paid and hotels can be paid with personal CC amassing hotel points for vacation etc.

Larger companies have seniority systems for upgrade to Captain, bidding days off and vacations. Where one flies, what time of day or layover city is luck of the draw. We wear many hats in the 135 world, depending on fleet and type. Those hats being baggage smasher, airplane cleaner, caterer, flight attendant and CSR to name a few.

Flight planning is through third party, but not real dispatchers, so one needs to be far more diligent in checking performance, legality, etc. as we fly to many random small airports on a regular basis. The days can be long and arduous and time zones crossed multiple times for up to 15 days, so the body clock is taxed heavily.

Bottom line is: if one has a high energy level, loves travel and the addiction to flight, it’s worth doing. With this said, “Jet Jobs” is intended be a place for RUPA members to have access to the latest availability for flying jobs post age 65. This will be accomplished by volunteers who currently are at companies that are hiring, who are willing to post openings and field queries by interested parties. This proposal would be available on a new tab on the RUPA website.

RUPA BOD hopes this new feature will be helpful to some who are not yet ready for the back porch rocking chair, sipping a cold one.

If you have any immediate questions, feel free to call, text or email me.

Vriendelijke Groet

*Cort de Peyster*

mobile: 1-916-335-5269

email: [Cortreno@aol.com](mailto:Cortreno@aol.com)

In an upcoming issue we'll have information  
about Part 91 flying.

*Editor George E*

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## We're partnering with Abbott for new testing option

Flying Together May 12, 2021



We've partnered with Abbott to offer the BinaxNOW COVID-19 at-home test and the NAVICA digital health certificate to you and our customers. These rapid test kits meet newly issued guidance from the CDC and will help make international travel as easy and as safe as possible.

This first-of-its-kind partnership with Abbott will further expand our testing network to help make customers' travel journeys smoother and give them peace of mind when they travel

internationally. Travel requirements are rapidly changing around the world and can be confusing

at times. We are working hard to provide as many testing options as possible to help customers get where they are going with minimal fuss.

These packable antigen test kits meet the CDC requirements for testing to enter the United States from an international location. (At this time, China is excluded due to a Abbott limitation.) It is not acceptable for all country entry requirements for travel from the United States. Reference Timatic or the Travel-Ready Center for the most up-to-date entry requirements. Customers should pack these kits for use for their return flight to the United States.

### How it works

When customers book an international ticket, the [Travel-Ready Center \(TRC\)](#) will give them the option to order a BinaxNOW COVID-19 home test. When they click on the link, they will be taken to [eMed's digital health platform](#) to buy the test. Passengers should purchase the tests and download the NAVICA app before leaving the United States.

Then, the customer will travel to their international destination with the unopened test kit in their carry-on luggage. No more than three days before they return to the U.S., they will open the eMed online platform, virtually meeting with a live, certified proctor who will walk them through the steps to collect a sample and administer the test. Travelers will need a high-speed internet-connected device with a camera, a quiet location and a clean, flat surface to properly take the test. Results should be available in under 20 minutes.

If the results are negative, a NAVICA digital health certificate will be sent to the passenger's NAVICA app and via email from eMed. Minors and dependents can show their NAVICA digital health certificate through their parent's or guardian's NAVICA app. The results are stored in the app and provide digital authentication that is verified by our gate agents at the airport. Then, customers can easily upload the results into the [Travel-Ready Center](#) to be cleared before arriving at the airport.

This partnership is an important step to making travel safer and more convenient, along with our extensive cleaning policies through our United [CleanPlus program](#), expanded approved [testing partners](#) and contactless assistance through [Agent on Demand](#).

**Q: How do you know if a pilot is at your party?  
A: She'll tell you.**



# Letters

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

## Ron Denk – Summit, NJ

What a year we've all had. At 89 and spending much of my time at home, I'm still reading about my favorite subject, the polar regions.

Neil, our grandson (age 13), has gotten enthusiastically into skiing, which fits into my reading about skiing to the North Pole back in 2014 - a real adventure, what with global warming melting much of the ice.

However if any of our younger Ruparians (or your kin) would like to give it a try, and have approximately \$55,000 to spend, it is possible to sign up for a trip next February.

You have to get yourself to [Resolute, Nunavut](#), Canada where you spend a little time training. From there you will fly via [Twin Otter](#) to [Ward Hunt Island](#) off the north coast of [Ellesmere Island](#). With professional guides, 500 miles of skiing and a little swimming (across open leads) you will arrive at the North Pole in about 55 days. There you will have a short time to celebrate (at minus 30-40 degrees) before you will be picked up by a Russian [Mi-8](#) helicopter and fly to an ice island, [Barneo](#), where you will transfer to a Russian [An-74](#) and flown to [Longyearbyen, Svalbard](#). From there you are on your own to fly home to the US via London.

If that seems a little taxing on the cardiovascular system, there is a short cut. You could fly to Longyearbyen to transfer to the An-74 for the 2½ hour trip to Barneo where the Mi-8 will take you out to 89 degrees north latitude. Then you can ski that last degree (69 statute miles ) to the pole-- about 5 to 8 days. The Mi-8 will pick you up for the trip back to Barneo where the An-74 will get you back to Longyearbyen.

[Mi-8](#)



Incidentally Barneo is only occupied for the month of April each year. A new ice flow is chosen in mid-March and a couple of tractors are air-dropped to construct a new 4,000' runway.

For those who would rather ski the last degree to the South Pole, that can be arranged for about \$66,000.

You fly to [Punta Arenas](#), Chile where you will board an Ilyushin [IL-76](#) for the trip to [Union Glacier](#), Antarctica. Union Glacier only operates each year between November and January (Antarctic summer). From there you fly to 69 degrees south in a Twin Otter. Then you ski (average altitude 9000') to a private camp situated 1/2 mile from the geographic South Pole. You spend a day at the pole and then are flown back to Union Glacier and Punta Arenas (about 12 days for the entire trip).

For full details and many pictures of any of these adventures, just google "[ski the last degree](#)" to either pole.

If you're not into skiing but would just like to fly into and overnight at the South Pole, that will set you back \$55,000 and will take about six days, weather permitting, from Punta Arenas.

Of course you can also take a quickie trip to the North Pole via Longyearbyen to Barneo, the Mi-8 to the pole for a 2-hour photo-op, and then back to Barneo for the night. That will only cost you about \$30,000.

Check for an airline discount on any of these adventures—doesn't hurt to ask.

Any RUPArian who takes one of these trips will have plenty of material for your next letter to RUPANews and I won't be the only one writing about frostbite.

Ron

[An-74](#)



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## Dick Sanders – Westlake, OH

Fellow Ruparians,

Just a brief update from the Ohio hinterland. **Mary Lou** and I have made our way through the past twelve months in the same fashion as most of you: getting around to the requisite appointments, social distancing and always wearing our masks. Having done so, we are beginning to emerge from those cocoons. Now fully vaccinated, we have been out to dinner a couple of times in the past few days, small social engagements, and a couple of volunteer opportunities. More to follow and it feels good to gradually be throwing off the constraints. Even now planning to travel to Seattle for a bit of a family reunion in August .

In the meantime, the reports from family continue to be positive. Son **Rick**, (Alaska Airlines, San Francisco) says they are emerging from the doldrums with loads picking up and additional routes added. His family had a brush with COVID but it was mild. Following a trip, his copilot called and said he had been diagnosed positive and it wasn't long before Rick, his wife and their oldest daughter came down with mild symptoms. He believes the two youngest daughters probably also had cases too mild to really diagnose. All are now well. We are looking forward to a visit here in Westlake from Rick and family in June. Our daughter **Ellen** and her husband stay well at their work and home in Parker, CO. **Ellen** has an active part in Rocky Mountain Dressage and is looking forward to showing her mare in events upcoming.

A couple of recent articles in the *RUPANEWS* touched home for this writer. George, I so appreciated your item on your conversation with [Jan Walter](#) regarding the passing of her husband Lyman. **Lyman** and I were new hire classmates in February 1961 and had a warm friendship. That friendship was extended by our participation in the Air Force Reserve, both of us flying [C-119's](#), **Lyman** with the reserve in Chicago, and myself, the Boxcar out of bases near four different domiciles - Boston, Newark, San Francisco and Seattle. We, at times would regale one another with tales of 119 experiences. I saw, too, the name of Wes Ronning in *Flown West*. Wes was also in that new hire class having previously been with Capital . And wouldn't you know that I just saw the name of Don Madson (May Issue *Flown West*), also a 61 new hire classmate. And just to round up this departed colleague portion, **Jerry Thoutte** and I used to fly together on the 8 in Seattle. (Four great aviators. May they rest in Peace.) **Mary Lou** and I have visited Jerry and Peggy's museum in Port Townsend and continue to support their work.

Enough for now. Great, great work you all do in bringing this monthly update our way. For those of you who read but have not written, pick up a pen and let us know what it is that you have been up to. It is not really all that hard to do.

Fraternally, (Of the Cleveland Crazyies.)

*Dick Sanders*



Fairchild C-119 Flying Boxcar



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## John Pinter – Vermilion, OH

Wow what a year! One we would all like to forget. It started out with the Corvid 19 pandemic which is still going on but at least they seem to be getting a handle on it. JoAnn and I both have been vaccinated and now don't need to hide from friends and neighbors or our family anymore.

Unfortunately, this year gave me a double whammy. My lung cancer came back with a vengeance. It's in the lining of the lung now and is incurable but is controllable. I am now receiving chemo every three weeks and will be for the rest of my life. The original chemo was 4 sessions three weeks apart with a cocktail of three drugs and I can attest to the little ditty about the cure being worse than the disease. Now, I'm on maintenance chemo which is one drug every 3 weeks. About the 4th and 5th day after I'll get tired and short of breath but then start to feel better until the next maintenance chemo.

One of the problems I had originally was with my liver. Chemo is a poison and knocks all your organ enzymes out of whack while it attacks the cancer. The liver is the most affected and In my case they said I had an "angry liver". So, I sent it to anger management class and now it is behaving much better.

Before each chemo session they do a complete blood workup to ensure the organs have recovered enough to take another round. One thing though, is I will always be short of breath and weak when doing moderate work or going up a flight of stairs. That means golf is now out. However, as long as I will have a decent quality of life, I'll be happy. I can drive my wife around the course in the golf cart and go out to dinner with our golf group after. The good news is I won't get pissed at myself when I hit a lousy ball.

With all the bad luck I have good luck to go along with it. I'm truly fortunate that I'm going to the Cleveland Clinic and now all but one of our doctors are with the Clinic. I'm only about one hour from the main campus in downtown Cleveland but they have another campus in Avon, about 30 minutes away where my Oncologist is located and where I get my treatments. Also, should I need a specialist I can get an appointment asap without waiting as a new patient.

Because of the problems I'm having and also our reliance on the Cleveland Clinic we felt it was best to sell our Florida condo. The Dr. let me skip one bout of chemo so we could go down to the condo and put it up for sale. He also put me on Prednisone while I was down there which is a steroid and I felt like my old self again. However, it has side effects and it's not a long-term solution. The condo sold in three days and we got our full asking price without haggling. It was a hard choice, and we will defiantly miss it especially when the snow is falling next winter. Hopefully, I will reach a point where I can fly (with my shortness of breath) and we can take a few trips to FL in the winter to visit friends. That's my next goal.

With all this happening I can end on a positive note. They did a scan of all my organs and there was no sign of the cancer metastasizing. Also, the fluid drained from the pleural cavity around my lung no longer shows any signs of cancer cells and has gone from one liter to about 90 milliliters so they are removing the catheter and I will no longer need my wife JoAnn to drain it twice a week. So, it looks like they are "controlling the cancer".

*John Pinter*



Blue Angles C-130J "Fat Albert" at SUN-n-FUN 2021

## *In Memoriam*

RUPA members who have Flown West

### Charles “Chuck” J Kahl



Charles “Chuck” Kahl beloved husband, brother, father and grandfather passed away peacefully at his home in Fort Collins, Colorado on March 15, 2021 at the age of 83.

Chuck was born on February 7, 1938 to Herbert and Lavonne

Kahl in Aruba. He was the younger of two brothers.

After the start of WWII the family moved to Litchfield, IL where Chuck grew up and graduated High School in 1956. He went on to attend College at the University of Idaho in Moscow, Idaho where he met and married the love of his life Julianne Mathews in 1960.

After Joining the Army in 1959 Chuck and Julie resided in Albuquerque, NM where he excelled on the Army track team and competitive rifle team. While in the Army, Chuck learned to fly and upon the completion of his service duty, he was hired by United Airlines in 1963. He was stationed in Denver, CO where he and Julie started a family comprised of three daughters.

The family moved to Loveland, CO in 1966 where they lived on the east side of Boyd Lake enjoying the bonds of a wonderful community where lifelong friendships were made. Chuck retired from United Airlines in 1998 as a Captain on the Boeing 747.

Chuck was very giving with his time as he was an active member of Mountain View United Presbyterian Church and a volunteer of the Colorado Civil Air Patrol. Chuck will be remembered as an avid sportsman where his love of fishing, hunting and camping facilitated many fond memories.

He is survived by his wife, Julie, and Daughters Shelby Kahl, Charla Paoli (Ernie), and Bonnie Kahl (John), his grandchildren Jacey Paoli, Rorke Lee, and Statham Lee, and honorary son Tim Cherry. He is preceded in death by his parents Herbert and Lavonne Kahl, and brother Herb Kahl.

In Lieu of flowers, charitable donations may be made to Dementia Together or the charity of choice in care of Kibbey-Fishburn Funeral Home. A private Memorial service was held on Thursday April 29th.



SUN-n-FUN 2021 Biplanes



## Richard K DeVries



Richard K DeVries of Forreston, IL passed away on April 19, 2021 at Serenity Hospice & Home in Oregon IL, following complications of Parkinson's disease which he had for 22 years.

Richard was the son of Martin & Elvera (Abels) DeVries. He married his high school sweetheart,

Evelyn (Ratmeyer) in 1961.

After High School he enlisted in the US Navy and served 5 years, including time on the Nuclear Submarine, the USS Shark.

After leaving the Navy, he learned to fly and in 1966 was hired by United Airlines, where he had a career of 32 ½ years. He was based most of that time at ORD but also flew a short time out of IAD and MIA.

He retired in Oct. 1998. During his career with United he was also involved with farming, The Gideons International, the local school board, and his church.

After retiring from United, he and his wife did volunteer work with various mission organizations, traveling to different locations in their motor home, as well as overseas.

He is survived by his wife of 59 years, son Steve and wife Anne, of Lexington, KY, daughter Annette and her husband Scott McManigle of Middletown, VA., eight grandchildren and nine great grandchildren.

A family service was held, with burial at Chapel Hill Memorial Gardens, Freeport, IL. Memorials may be made to The Gideons International or Serenity Hospice and Home.



## Fred J Smith 1940-2017

Fred Joe Smith, 77, of Centralia, died on Thursday, Nov. 16, 2017 at Boone Hospital in Columbia.

Fred was cremated and his ashes will be entombed at the Jacksonville Veterans Cemetery on Friday, Dec. 8, at 1:00 p.m. His friends will gather afterwards at I.C. Billiards, 121 N. Hickman, in Centralia.

He was born in Mexico on Feb. 14, 1940, the son of Joe H. and Clara H. (Schutte) Smith. He served his country in the United States Navy from 1957-1961.

Fred worked for United Airlines from 1967-1999, retiring with the rank of Captain.

He was a member of Hebron Lodge #354 Mexico, served as Worshipful Master in 2003, was past president of the Little Dixie Shrine Club in 2001, was a Moolah Temple Shriner and Royal Jester St. Louis Court #81.

He is survived by a son, Darren Smith of Crandall, Texas; a twin brother, Frank Smith of Chile; a sister, Alice Copen of Tupelo, Miss.; three grandchildren, Amanda Gonzales, Derek Smith and Trevor Smith; six great-grandchildren, Graycee, Roman, Isabella, Braxen, Dakota and Cailynn.

Memorials may be made to the Shriners Children's Hospital.

Condolences at [www.arnoldfh.com](http://www.arnoldfh.com)

"Last flight departed - heading West. Enjoy your new wings"

**Editor's note.** We publish active RUPA Member's obituaries when we receive them. Although Fred Flew West in 2017, this obituary was received in May 2021 and is printed as received.

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

---

## John J Osborne

Feb 28, 1936 - April 3, 2021



I am sorry to announce that my good friend and fellow United pilot, John Osborne, died in April. His death was unexpected and sudden. He was diagnosed with late stage liver cancer, and he died only a week after the diagnosis.

John was born on February 28, 1936, spent his youth in

Kentucky and went to high school in Detroit, Michigan. Upon graduation from high school he joined the U.S. Army and jumped out of airplanes for two years with the 101st Screaming Eagles.

By the mid 1950s John had married his high school sweetheart and moved to Denver, where he enrolled as a pre-law student at the University of Colorado and started a ground job at United Airlines. He also started taking flying lessons at about that time.

John had a long and varied career at United. He started out stripping paint from airplanes and from there went to the ramp loading bags and servicing blue rooms. In the early 1960s United offered any employee of the company the chance to take the Stanine test, and if they passed and had any flight hours at all, they might eventually be offered an interview to become a line pilot. John and several others in Denver passed the test, one of whom was his lifelong friend and fellow United pilot, Dick Odell.

Having completed his flight training, John came on the line in 1963 in SFO as a DC-6 S/O, and between then, and his age 60 retirement as a B-747 Captain in 1996, he flew every airplane in the fleet, except the B-777.

In 1991 John met and then married Leslie Hettermann, who was at that time a gate agent and first concierge in IAD when United started European service. However, Leslie soon became a Flight Attendant so she could spend more time with John. From 1996 to 2000, since Leslie was still flying, John continued as at B-747 rope-start S/O. He put in a total of 44 years as a United employee, finally retiring for good in 2000.

During his career, John was based in SFO, DEN, LAX, MIA, and IAD. He was one of the first pilots to fly the ETOPS B-757/B767 from Washington to Europe. He was a Line Check Airman (LCA) on the B-757/B767, and on the B-747 flying out of MIA to South America.

When John and I met in the late 1960s we were both flying the DC-8 out of SFO, he as a copilot and I as an S/O. We were both on reserve and we flew together fairly often. At that time the DC-8 had both the best, and the worst, flying on the airline. It was the largest airplane in the fleet at the time, and was used both for the much desired and very senior Hawaii trips, and, since United also operated a fleet of all cargo DC-8s, we also flew the all night freight runs from coast to coast. One day we would be sloshing across the cargo ramp in CLE in a blizzard, up to our ankles in Glycol, and two days later, if we were lucky, we could be relaxing on the beach at Waikiki. And it did happen that way... occasionally.

After getting to know each other John and I found we shared many interests, especially camping, skiing and mountaineering, and we started planning outings together. During the 70s and 80s we enjoyed rock climbing in Yosemite, skiing in the Rockies, and mountaineering all over North America. We once climbed 18,000' Mt. Orizaba, in Mexico, and the day before the climb I asked John what he had done to get in shape for the trek, and he said he had stopped smoking, which surprised me. But, when I asked him when he had done that he said "yesterday", which was typical of John's dry sense of humor.

After John and Leslie both retired they lived in Red Bluff, California, for several years, and later moved to their dream home on a golf course in Sedona, Arizona.

"We were together for 30 years. He was the love of my life and words cannot describe how much I miss him. He left a void in my life that can never be filled. He was funny, irreverent, thankful for all he had achieved and totally relaxed in his own skin." *Leslie*

John loved Leslie, his family, his dog Maisie, and golf, but most of all John Osborne loved life, and he lived his to the fullest. We will all miss you John.

Submitted by

*Leslie Osborne and Russ Kellum*



## Robert “Bob” F Schram

August 22, 1935 – April 4, 2021



Robert Forrester Schram was born in Perham, MN on August 22, 1935 to Forrest R. Schram and Theresa A. (Schueller) Schram.

Robert (Bob) graduated from Frazee High School in 1953, then attended St. John’s University in Collegeville, MN and North Dakota State

School of Science in Fargo, ND.

He was accepted into the United States Air Force Cadet Program and spent 11 years as a pilot, ending his military career as a Captain and KC-135 Stratotanker aircraft commander.

Bob and his wife JoAnn were married in 1963. They met on a double date where they were each set up with other people, but by the end of the sailing adventure, it was clear they were meant to be together.

In 1966 Bob left the Air Force to work for United Airlines and flew as a commercial pilot for 30 years. He was based out of Chicago and retired as a DC-10 captain in 1995. After retirement, he and JoAnn divided their time between Crystal Lake, IL, their home for nearly 50 years, and Lahaina, HI, a place they loved that became a second home for them and their two daughters who visited often.

Bob loved flying and his many years as a pilot with United Airlines. Bob also loved sailing, gardening, and music, and he and JoAnn biked, swam, ran, and walked many miles together over the course of a lifetime. Bob was an empathetic, kind person who loved to quietly work behind the scenes to help wherever he saw need.

Bob flew west on Easter Sunday, his favorite holiday, April 4, 2021, at home in Lahaina by the ocean with his family at his side. He is survived by his wife JoAnn (n. Poskey), daughters Amy (Brett) Vail of Waikoloa, HI and Nancy Schram of Santa Rosa Valley, CA, numerous cherished nieces and nephews, and four caregivers who had grown to love him. A celebration of life service will be held at a later date. If desired, memorial donations may be made to Hospice Maui, Alzheimer’s Association, or a caregiving organization near you.

## Glen R. Peterson



Glen R. Peterson, 87, of Elgin, passed away on May 7, 2021. He was born on February 28, 1934 in Graettinger, IA, the son of Carl and Bertha (Peterson) Peterson.

He graduated from Lake Center High School and Iowa State University receiving a Bachelor’s Degree in

Agricultural Engineering.

Glen was a Veteran, and served as a pilot in the US Navy.

He was employed with United Airlines as a pilot 34 years prior to retirement.

He was a former member of Wesley United Methodist Church and currently a member of Journey of Hope UMC Church in Elgin.

He was a longtime School District U-46 Board Member and member of the Elgin Kiwanis Club and Crescent Lake Wisconsin Home Owners Association.

Survivors include his two sons, Charles (Donna) Peterson and Mark (Amy) Peterson; his grandchildren, Haley, Kelvin, Tyler (Netherland "Nia") and Ryan; siblings, Rev. John (Carol) Peterson and Margaret (Ron) Snell; along with many nieces, nephews, family and friends.

He was preceded in death by his parents; and his wife, Mary Virginia Peterson on March 15, 2020.

Visitation will be held on Monday, May 17, 2021 from 1:00pm-7:00pm at the Journey of Hope Church UMC, 37W040 Highland Ave., (corner of Randall Rd. and Highland Ave.), Elgin, IL 60124 and on Tuesday, at the church from 9:30am until the Funeral Service beginning at 10:30am. Burial will be at 10:30am, in Crawfordsville, IA, on Wednesday, May 19, 2021.

In lieu of flowers, memorials may be made to Journey of Hope UMC Church, 37W040 Highland Ave., Elgin, IL 60124. Donations will be used for church capital improvements. Laird Funeral Home, Elgin is in care of arrangements. 847-741-8800 or [www.lairdfamilyfuneralservices.com](http://www.lairdfamilyfuneralservices.com).

## Robert “Archie” Bouttier



Robert “Archie” Bouttier died unexpectedly at the age of 77 on Feb. 28, 2021, in the Twin Falls St. Luke’s hospital from surgery complications, with his wife, Helen, at his bedside.

Archie loved Helen, his family, friends and people in general, horses, dogs, cats and all animals, skiing, the

mountains, horseback riding, hiking, farming and more.

He had a charisma that made people want to spend time with him.

Breeding Arabian horses was his passion (dwarabians.com) and he became an excellent hay farmer as a result of wanting to produce quality hay for his horses.

He flew for United Airlines for 35 years until he retired at age 60.

After his retirement from United, Archie continued working on his Arabian horse-breeding program, farming and working on his ranch, Drinkers of the Wind Arabians, which was such an important part of his life.

Born on July 30, 1943, in Los Angeles, Calif., to Mary and Robert Bouttier, Archie grew up in Manhattan Beach, Calif., and had many colorful stories of his childhood, teenage and college years with his friends from that time, many of whom he remained close with over the years.

He graduated from Mira Costa High School and received his B.A. from California State College, Long Beach. How he went from being raised at the beach to becoming an Arabian horse breeder in Idaho is somewhat of a mystery, especially to his friends from his younger years.

Robert is survived by his wife, Helen Bonner; his siblings, Terry Lamb, James Lamb and Gina Bennett; his stepdaughter, Brooke Bonner, and son-in-law, Kyle Baysinger; and numerous nieces, nephews and cousins. His family of animals includes 44 Arabian horses, five dogs and six cats.

Archie always said that when he passed away he wanted a big party for all of his friends and family instead of a funeral or memorial service. Archie will have his party and celebration of life this summer.

For those who wish to remember him with a memorial contribution, Mountain Humane, The Hunger Coalition or Idaho Conservation League are suggested, or any charity of your choice.



### NOTAM

Nominations are solicited for RUPA Officers per RUPA bylaw [Article 5 Section 2](#).

All nominees must indicate a willingness to serve or must have volunteered to serve.

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Send nominations to [RUPASecTr@rupa.org](mailto:RUPASecTr@rupa.org)



# Flown West

Remembering United Pilots who have Flown West

Click [here](#) for the master Flown West page on-line.

Robert “Archie” Bouttier	Feb 28, 2021
James “Jim” W Boyd *	Dec 18, 2020
Richard K DeVries	Apr 19, 2021
Roger T Dreher	May 9, 2021
Charles “Chuck” J Kahl	Mar 15, 2021
John C Osborne	Apr 3, 2021
Norman “Norm” C Paulsen	Mar 15, 2021
Glen Peterson	May 7, 2021
Robert F Schram	Apr 4, 2021
Fred J Smith	Nov 16, 2017
Walter H Stampfli *	Sep 9, 2013
William “Bill” A Thorsen	Feb 17, 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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Dick Kane..... richaka4@aol.com
The Joe Carnes RUPA Group...Walt Fink..... ok3wire1@att.net

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Reno's Biggest Little Group...Gary Dyer..... gdtahoe@att.net
Lyle U'ren..... captlylej@aol.com

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

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Williamsburg, VA/Hampton Roads Area...
Jim Krasno..... krasnojim@earthlink.net

How to pay your RUPA dues

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





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## RUPA Luncheon Information

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### **RUPANEWS Deadline: 15th of Each Month**

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#### Arizona

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

#### California

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

#### Colorado

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

#### Florida

JAX Area: Florida First Coasters (1<sup>st</sup> Tues. 1300 hrs)—*Loc TBD*—Guests Welcome, Jim Peterson 970-201-6149  
N.E. Florida (3<sup>rd</sup> Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736  
Sarasota Sunsetters (2<sup>nd</sup> Tuesday, Jan, Mar, May, Sep, Nov)—*Geckos Bar & Grill*—941-807-6727  
S.E. Florida Treasure Coast Sunbirds (2<sup>nd</sup> Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829  
The Ham Wilson S.E. Florida Gold Coast (2<sup>nd</sup> Thursday)—*Galuppi's Restaurant & Patio Bar*  
S.W. Florida (2<sup>nd</sup> Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112  
Tampa, Florida Sundowners (3<sup>rd</sup> 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 (3<sup>rd</sup> Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*—808-315-7912 or 808-334-1883

#### Illinois

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

#### Nevada

Las Vegas High Rollers (3<sup>rd</sup> Tuesday) — *TBD*  
Reno's Biggest Little Group (4<sup>th</sup> 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](mailto:psofman@gmail.com)

#### Ohio

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

#### Oregon

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

#### Texas

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

#### Washington

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

#### Washington D.C.

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

# A Look Back

United Airlines and RUPA History

From RUPArian Rich Adams' collection. Click [here](#) for the story. Also 2003 newspaper ad for Ted.



And the answer is:  
Ted.

The Denver Post    Tues, Nov 11, 2003

### 4. 1950 – BOEING MAINLINER STRATOCRUISER – 300 to 340 M.P.H.

The luxurious, twin-deck, 71-ton MAINLINER Stratocruiser was introduced in 1950. Powered with 4 Pratt & Whitney Wasp Major engines, each capable of developing 3,500 horsepower, the Stratocruiser had a maximum cruising range of 4,600 miles with cruising speeds varying from 300 to 340 M.P.H. The Stratocruiser carried a crew of 7, including two stewardesses and steward, 55 passengers, and up to 7,000 pounds of cargo. Fully pressurized cabins and lower-deck lounge provided new comforts for passengers between the west coast and Honolulu.

[Click here for on-line copies of the RUPANEWS going back to Feb 1999](#)

### 10 years ago - Jun 2011

**Journal of the Retired United Pilots Association**

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Volume 14 Number 6

(Journal 621)

June, 2011

### 20 years ago - Jun 2001

**RUPANEWS**

**Journal of the Retired United Pilots Association**

Volume 3 Number 6

(Journal 503)

June, 2001

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# Member Photos

Member-submitted layover and work-related photos



Bob Stumpf & new RUPA member Diane Walker.  
Successful 737-200 CBT session - Jan 1993.

*by George E*



Climbing out of ANC—by Jeff Starr



TJ Brady - MEL 2001



Denis Coats - SYD 2009





**Jun, 2021 Edition**

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