

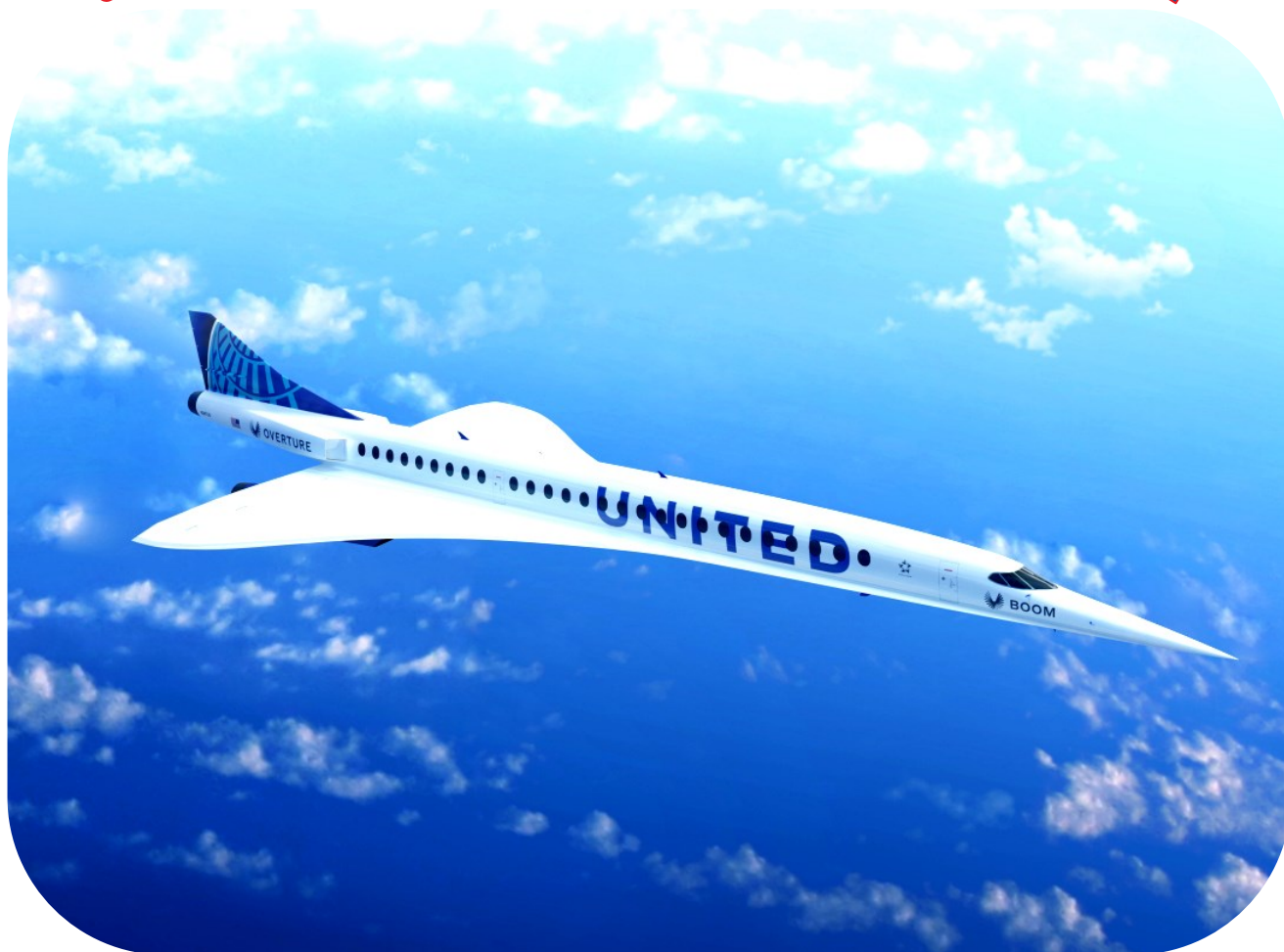
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# rupanews



**Journal of the Retired United Pilots Association**



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# Member Photos

Member-submitted layover and work-related photos



Noctilucent Clouds. Capt David Webster



Elester "Rocky" Latham.  
Fini flight SYD Jun 2013



Getting name tags made for friends and family  
in Itaewon, Korea. ICN - 2003



What's the penalty? Are we legal?  
Bill Sleeper with length 747-400 MRD

A favorite  
PEK  
watering  
hole



[About the Cover](#) . . . Artist rendition of Boom Technology's *Overture* with United Airlines livery.

[Member Photos](#) . . . 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.

[Vice President's Letter](#) . . . Another interesting story and photos from **WolfMan's** bag of tricks

[Secretary / Treasurer's Letter](#) . . . **John Rains** provides some tips and benefits to paying your dues online with automatic recurring payments. Interesting stats too..

[From the Editor's Desk](#) . . . **Editor George** shares a virus report from a RUPA Member.

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

[United Airlines Historical Foundation](#) . . . Photos of Stapleton.

[Luncheons](#) . . . Luncheons are picking up. There are fourteen reports this month. That's the most since April 2020. Awesome!

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

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

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

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

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

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

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

[A Look Back](#) . . . Check out the 1944 News Release 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](#) . . . 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** - Koror (ROR) Palau - 2021-06. by **Trond Einemo** - GUM

**Lower** - Departure. by **Neil Macapagal** - SFO

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## President's Letter

John Gorczyca [rupapres@rupa.org](mailto:rupapres@rupa.org)



Greetings to one and all. Finally, finally we are getting back on track with the various RUPA luncheon groups gathering for their monthly meals and aviation discussions and enjoying that everlasting camaraderie we have all come to expect and enjoy.

Maybe I consider myself an aviation geek, as I am quite confident all of you are, and also a bit of a dreamer but one event that really intrigued me this past month was the introduction of the Boom Overture aircraft. United Airlines entered the supersonic realm recently with an order of 15 Concorde-like jets from Boom Supersonic.

Overture is estimated to fly up to 88 passengers in an all-business class cabin at a top speed of Mach 1.7. New York to London could be flown in under four hours while San Francisco to Tokyo could be flown in six hours. Boom Supersonic is a Colorado based startup that's leading the development of supersonic aircraft to usher in a new era of commercial air travel. Boom hopes to get travelers flying greater than the speed of sound by 2030 which is less than 30 years since the iconic Concorde's retirement from the skies in 2003. Goodness, would I love to fly that aircraft. The following is a rendition of what the United Boom Overture jet would look like and a few pictures from years past of when I had access to the Concorde:



F. Lee Bailey, the celebrity attorney who defended O.J. Simpson, Patricia Hearst, and the alleged Boston Strangler, but whose legal career was halted when he was disbarred in two states, has died. He was 87. Bailey was seen as arrogant, egocentric and contemptuous of authority. But, he was also acknowledged as bold, brilliant, meticulous and tireless. In reference to the 1985 strike, Bailey declared that "this is not a simple labor disagreement- -this is war." He offered his concerns as a private pilot, a frequent airline passenger and the fiancé of a UA flight attendant. He gave a rousing speech to UA pilots on May 5, 1985 prior to the strike that will never be forgotten.

For the month of June, UA resumed 30 routes and added nine new routes across the US as UA rebuilds their network and offers customers more service to popular destinations. They are adding more than 480 daily flights to the US schedule to offer an average of over 3,100 total daily domestic flights to more than 240 US destinations. This has been the busiest schedule since before the start of the pandemic. In July, United will add an additional 400 daily flights to their schedule compared to June.

United Airlines will not require its pilots to get the Covid-19 vaccine though it will give them an incentive to be vaccinated. Many companies have chosen to encourage vaccines but keep them voluntary. United pilots who provide proof they received the vaccine will get up to 13 hours added pay according to ALPA.



As a reminder, in accordance with the RUPA Bylaws, the names of potential officers of RUPA will be submitted to the BOD 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 Sept 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. Also, if you are interested in serving as a committee member, please forward your name to me.



Boom Supersonic Overture

Further, we would like to reemphasize and encourage anyone to write something on what is new in their lives during their birth month in "Letters" to the editor. We would also appreciate a recent photo so that we may include it in your letter. Thank you in advance for your letters.

**Welcome New Members:**

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Capt Steven "Steve" I Shiff	EWR	Ann-Marie	Finksburg, MD
Capt Wesley "Wes" C Bartlett	SFO	Marianne	LaBelle, FL
Capt Greg Allen Wright	DCA	Debbie	Berryville, VA
Capt Thomas "Tom" R Keine	IAH	Barbara	Cypress, TX
F/O Randolph "Randy" E Causey	EWR	Debbie	Oakland, MD
F/O Lawrence "Larry" R Wersky	LAX	Allison	Laughlin, NV
Capt Joseph "Joe" E Sobczak	SFO	Anne	Groveland, CA
Capt Thomas William Geraghty	DEN	Linda Tobey	Parker, CO
Capt Kenneth "Ken" L Brown	ORD	Dana	Rossville, TN
F/O Cynthia "Cindy" M Feuerstein	SFO	Mark	Poulsbo, WA
Capt John K Maseng	SFO	Nancy	Mt. Carmel, UT
Capt Earle "Dave" D Roberts	ORD	Laura	Cary, NC
Capt Jeffrey "Jeff" H Nooger	DCA	Barb	Warrenton, VA

We are still looking for an Area Rep to assist us in the Phoenix area. If you are slightly interested, I will be more than happy to discuss this with you. There is very little work involved. Additionally, Tucson is considered a "Snowbird" town, of course, but we are having a difficult time with members attending the luncheons that Randy Ryan is trying to manage and arrange. Of course, attending a luncheon is not mandatory but a nice show of force would be greatly appreciated.

The summer is officially upon us and a great time to get out and enjoy the fine weather and and a time to rekindle some of those friendships and relationships now that we are on a downward swing with the Covid virus. By the time you receive this letter, we all will have celebrated the 4th of July. I personally appreciate the 4th as it is the day we commemorate the Declaration of Independence. It is the day we declared that the thirteen American colonies were no longer subject to the monarch of Britain. My best to you all during this month of July. Keep that chin up and keep plugging away.

*Still Flying High,  
John Gorczyca*



## Vice President's Letter

Don Wolfe [rupavp@rupa.org](mailto:rupavp@rupa.org)

### Fun Below V-1

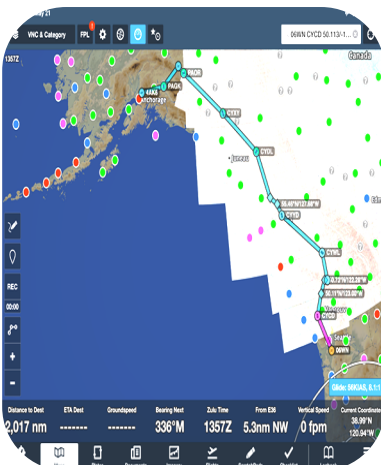
Well, more like “80 Knots, Thrust Set.” UA ret pals **Tom Trees** and **Mike Todd** were hired to fly two [Super Cubs](#) from [Olympia WA](#) to [Wolf Lake AK](#). The planned route along the coast was blocked by weather requiring a reroute through Canada. The “Basic Med” pilot medical is not recognized by Canada so Tom was not legal to fly the trip. Far in the back of the room, well over the horizon in California stood a single engine pilot with his hand high in the air volunteering to fly the Super Cub. Yes, little ol’ me, your Valant Veep of RUPA.



Tom Trees & Mike Todd

**Qualifications.** Tom asked about my Super Cub experience and training. I reported that I had two, maybe three landings in a local Super Cub, 30 minutes of “mount and dismount” practice and a few Yoga lessons. I’d also been fully schooled by **Wayne “WM” Mooneyham**, UA ret. about those beautiful heel brakes, standard in the Super Cub. All of this information seemed to please Tom and the insurance company, so I was certified: Good to Go.

**Fast forward to the parking ramp at Olympia WA.** We pushed my Cessna 180 in to Tom’s hangar and closed the door. Shoulders back, head high in the air I promptly strutted over to the red and white Super Cub I’d be flying to AK. I stepped squarely on the tire and slid easily in to the cockpit like a real PA-18 pro. Parked beside me was a green and white Super Cub manned by Mike. We were headed to Mike’s home airport [06WN Western Airpark](#) to pack and prepare for the trip. Under Tom’s watchful eye, Mike started his engine and so did I .....BUT, my mighty Super Cub jumped right out of the gate and began moving across the ramp. I could hear “WM” **Mooneyham** screaming all the way from California; “HEEL BRAKES Wolfman, HEEL BRAKES!” Grabbing a handful of reins I brought the errant beast to a stop by digging my spurs deeply in to those heel brakes. Who invented those damned things anyway? Looking over my shoulder at Tom, I gave him a thumb’s up with a smile and dared not look at him again until we got to AK. We pulled out, took off and flew over to 06WN without further incident. I even made a good landing on the grass runway with no witnesses. Where is the video? Where was Tom now?



Route of flight

**“Cubs to Alaska!”** We waited a couple of days for the weather to improve and finally launched on a Saturday May 8. First stop was [Nanaimo, BC](#) to clear Customs. We were required to produce paperwork confirming that we’d been hired to fly these airplanes to AK. An itinerary of our layover destinations with hotel reservations was also required. The two “pistol packing” Customs agents asked me questions to the point that I suggested they talk to Mike to get straight answers. With the three-day weather delay and various route options I didn’t know if we were headed to [Williams Lake, BC](#) or Wilson Creek, NV. Fortunately Mike straightened it all out and we were soon on our way.

**Heel Brakes-Set, “Clear Prop!”** We flew north of Vancouver through a beautiful mountain pass that went by [Whistler Mountain](#). Hooking a left turn near Lillooet we made the run up to [Williams Lake, BC](#) for the night. The next day we flew around light snow showers to [Smithers, BC](#) for the second night. The tower operator came down to talk to us shortly after we arrived. He asked if we’d checked the NOTAMS. “Ah NO TEMS, can you spell that sir?” The NOTAMS stated that there was no AVGAS available from the airport authority. We were informed that the charter operation owned by “Clarence” on the south end of the airport might have some fuel. Well, Ol’ Clarence had some fuel all right, \$8 bucks per gallon. Clarence had some fuel at our next stop too, so we stopped in the middle of



nowhere on Monday at [Dease Lake, BC](#). We taxied off of the runway on to the dirt and pulled a long hose from an above ground tank over to our airplanes. A worker suggested that we run some of that \$8 gallon fuel in to a bucket as a Quality Control Check prior to fueling the Cubs; “ We haven’t used that stuff for a while...” OMG.

**Sergeant Preston of the Yukon.** Flying over the Yukon, [Sergeant Preston](#) and his sled dog Yukon King were nowhere in sight. There was nothing but beautiful scenery in every direction. Winging northwest to our next destination of [Whitehorse, Yukon](#) we discovered a DC-3 mounted on a pole acting as the wind T. Yes, that Big Douglas 3 pointed right in to the wind! Later while standing by the DC-3 we watched a light blue B-747 speeding eastbound across the evening sky pulling four beautiful contrails in the cold Canadian air. We reminisced about the good old days when we once flew the big 4-engine jet all over the world including right here over Whitehorse. As matter of fact, I had the honor of doing Mike’s requal in the 747 heavy jet following his return to the line. Now in reversed roles, he was teaching me how to do an international trip at 1000’ and 80 mph in a light plane. Life can be rich.



DC-3 Wind T in Whitehorse,

**Where’s Mom?** Tuesday we cleared U.S. Customs at an uninhabited airport in [Northway, AK](#) prior to spending the night at [Tok Junction, AK](#). Wednesday we began the final leg in to [Wolf Lake airport](#) (4AK6) but diverted to [Gulkana, AK](#) because of low clouds in the pass. We found the pilot lounge in disarray with overturned chairs and tables reminiscent of good hockey fight or the Truck in Narita at 03:00 AM. This might explain the sign on the wall: “*ATTENTION: Your mother doesn’t work here. Please clean up your own mess!*” We up-righted a couple of chairs, helped ourselves to free food/ beverages, and took a short break. Finally the weather cleared in the pass, Mom was nowhere in sight, so we cleaned up our mess and departed on the final leg.



View from the Cockpit

**“There’s a Moose Loose in the Hoose!”** The scenery was beautiful all the way to Alaska which made up for that fact that we had a bumpy ride most of the time. I didn’t see one big game animal in Canada although Mike saw two moose running up a hill in BC. Arriving over Alaska we saw numerous moose, mountain sheep, goats and eagles. There seemed to be a moose in every lake. Most of the trip was flown at 1000’-1500’ so at least it looked like we were going fast. We averaged 80-90 mph and it took five days and 21 hours of flight time to complete the journey. My primary navigation system was keeping Mike squarely at 12 o’clock in the windshield backed up by an iPad and paper charts. Would I do this trip again? You Betcha Eh!

**Thank you** to Cub Ferry Commander **Captain Tom Trees** for giving this trip to me and to Fearless Flight Leader **Captain Mike “MT” Todd** for keeping us safe and out of jail in Canada. This remarkable bucket list adventure would not have been possible without both of them.

That’s it from center seat coach/ center seat Super Cub.  
“Heel Brakes-Set, Pressure Normal, Checklist Complete”



View on the iPad

*Wm*

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## Secretary / Treasurer's Letter

John Rains [rupasectr@rupa.org](mailto:rupasectr@rupa.org)



When I came on board as Secretary/Treasurer in March 2017, I was under the tutelage of Leon Scarbrough. A truly great guy, a true servant of the retired pilots, and a friend I never actually met.

When I took over from him several months later I kept things the way they had been. By the end of 2017 I began to implement some changes that I felt would be helpful to the organization. A primary one was to use the website more and the post office less. Starting in the first quarter of 2018 I began keeping track of percentages of where the dues were coming from.

I hate checks! They are time consuming. And they require me (or someone completely trustworthy) to go to the post office and get them, then open them, then deposit them, etc. Credit card payments only require me to have internet access to our service provider and compare that to our checking account.

I began encouraging you, dear members, to use the website to pay your dues. Shortly after that we decided to provide an automatic recurring payment option. Many of you have embraced that and I think it's a big benefit. Your dues are paid (I set it up so it's on your birthday) and you get a receipt for payment. You don't have to remember to pay them. To date over 900 of you have opted for this benefit! That's out of over 2,800 members.

Here's the numbers using the first quarter of each year:

<u>Year</u>	<u>Checks by %</u>	<u>Credit card by %</u>
2018	50%	50%
2019	33%	67%
2020	27%	73%
2021	21%	79%

Keep it up. And, if you haven't taken advantage of this benefit give it a try. If you're still writing checks give the website a try and use your credit card. Easy! Click the link > > > [rupa.org](http://rupa.org).

*John*

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## Remember when . . .

Hello,

Remember when we would receive "swag" upon completion of the 727 transition course?

Early 70's.

Thanks for the RUPANews.

*Rip Osterhuber*  
SFOFO.





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## From the Editor's Desk

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



### **Have you been exposed to this computer new virus?**

It seems that scamming, spamming and phishing are never ending battles.

**Cleve Spring** alerted me to the following:

George, I thought you would want to know about this computer virus.

It's called the **Nile Virus (Type C)**

Even the most advanced computer anti-virus programs from Norton, McAfee and others cannot take care of this one. It appears to target those who were born prior to 1965. The COVID-19 lockdown seems to be increasing the chances of being affected!

#### **Virus Symptoms:**

1. Causes you to send the same e-mail twice.
2. Causes you to send a blank e-mail.
3. Causes you to send an e-mail to the wrong person.
4. Causes you to send it back to the person who sent it to you.
5. Causes you to forget to attach the attachment.
6. Causes you to hit SEND before you've finished.
7. Causes you to hit DELETE instead of SEND.
8. Causes you to hit SEND when you should hit DELETE.

The *Nile Virus, Type C* is referred to by some as the ***C-Nile virus!***

A lot of us have already been inflicted with this virus and unfortunately as we age it gets worse.

If you are fortunate and can't admit to doing any of the above symptoms, you've obviously caught the other strain - the ***D-Nile virus***.

I suspect you've figured out this virus alert is a spoof and you are probably ROTFL.

However, keep your guard up. As President John's recent eBlast mentioned, the threat is real. Unsavory characters are regularly trying to get your information. Stay alert.

Happy Independence Day



*Editor GeorgeE*



Rolling On The Floor Laughing

# Travel Report

Retiree Travel information

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

**July 2021**

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

## 7 Amazing Train Journeys

There are dozens of memorable and eye-popping train rides all over the world. George would fire me if I described all of them here, so we'll settle for seven. **Click any photo to link to more info.**

*Pat*

**The Trans Siberian Railway** is one of the longest in the world stretching a whopping 5,772 miles. Starting at its westward terminus in Moscow, the Trans-Siberian crosses over the Ural Mountains and through dense Siberian forest. It spans the entire width of Russia and connects the capital with Vladivostok in the east. The eight-day journey takes passengers by landmarks including the magnificent 3,227-foot-long bridge that crosses the River Ob at Novosibirsk (Russia's third-largest city) and along breathtaking views of lakes and snow capped mountains.



For four days and three nights **The Ghan Expedition** in Australia's outback travels 2,000 miles from the lush tropics of Darwin in the north through the MacDonnell Range in the fiery red heart of Australia's outback to the fertile plains of South Australia, terminating in Adelaide

**Belmond Andean Explorer** weaves through the Peruvian Andes at 14,000 feet between Arequipa and Cusco on one and two-night journeys, sleeping up to 48 passengers. At meal time expect gourmet meals with champagne.





## West Highland Line, Glasgow to Mallaig, Scotland



Taking passengers through some of Scotland's most diverse scenery, the West Highland Line is an excellent way to experience the country's wild, western coast. Once the train leaves Glasgow — Scotland's biggest city — the urban landscape quickly transforms to green valleys and deep blue lochs. Heading northward, the West Highland Line passes through the remote wilderness of Rannoch Moor before stopping in Fort William. Then moving westward, the train traverses the Glenfinnan Viaduct. (If it looks familiar it's because you saw it in the Harry Potter films). The journey ends in the port city of Mallaig.

## Durango & Silverton Narrow Gauge Railroad in Colorado

A train ride perfect for history buffs, this train ride has been in continuous operation since its completion in 1882. It was originally constructed as means of hauling silver and gold from Colorado's San Juan Mountains. Now, the railroad allows passengers to enjoy the same breathtaking journey — via a coal-fired steam locomotive, no less — taken by old west miners and settlers more than a century ago. The 45 mile route moves alongside the Animas River, winding through the remote wilderness and beautiful canyons of Colorado's San Juan National Forest and its local wildlife, including black bears, deer and mountain lions.



**Alaska Railroad's Denali Star** takes passengers through breathtaking scenery from Anchorage to Denali National Park and onward to Fairbanks. Passengers can choose to go only half way to Denali and then return to either Anchorage or Fairbanks. Overnight accommodations in Denali can be booked through the railway. The train normally runs from Spring to early September.

**Belmond British Pullman** takes passengers directly to Highclere Castle, of *Downton Abbey* fame. The 5,000-acre manor house and ground is just one of the many excursions available on this world-class luxury line. When you depart London, you'll embark on a journey through the beautiful British countryside, touring cities and towns like Cambridge, York, and Canterbury along the way. The restored carriages date back to the 1920s and 1930s, so expect, polished interiors, and classically prepared multi-course meals—this is the exact same train line that has served British royalty and government officials for years, after all.

(The Brits probably won't let me on. There's a dress code).







# United Airlines Historical Foundation

"Preserving the Past,  
Inspiring the Future"

**Stapleton Airport** - Photos by Terry J. Snyder, United Airlines Retiree



*Marvin Berryman DENTK Retired.* - We are 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** - email: [tagoodyear@aol.com](mailto:tagoodyear@aol.com) or phone: 1 303-696-7001



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## Part 91 Flying

In our [June 2021 issue](#) we had some tips from a RUPA member flying under FAA Part 135. Here are some thoughts from another RUPA Member flying under FAA Part 91.

RUPA Editor,

Here are my thoughts for a just-retiring United Captain are wanting to fly under FAA Part 91:

Develop your criteria and what you are trying to accomplish. What are your goals?

Consider this: The larger the airplane, the larger the suitcase.

Part 135 will likely pay more \$ per **Year** while Part 91 could pay more \$ per **Hour**.  
How hard are you willing to work?

Check out: [controller.com](http://controller.com)

This is a popular site for used aircraft. Randomly scroll through several business-type aircraft and divide the specific aircraft's Total Time by its Age. Compared to the aircraft you've been flying at UAL, aircraft used for business usually fly VERY few hours per year. Is this for you?

Be very careful how a Part 91 operation is constructed. Many operators who claim to be Part 91 have unknowingly drifted into Part 135 without a Part 135 Certificate. It's a big deal for the FAA. Numerous resources can help you navigate this maze. For starters; Google "Illegal Charter."

[AOPA](#) (Aircraft Owners and Pilots Association) offers numerous resources to consider. Membership costs that include basic legal services are quite reasonable.

Check out: "[bizjetjobs.com](http://bizjetjobs.com)" along with "[avjobs.com](http://avjobs.com)"

These are subscription services that can be useful for locating both Part 91 and 135 opportunities. They can also help you develop a resume. About \$15/ month.

Consider meeting with an aircraft broker near the airport you want to fly from. Take your resume. Active brokers buy and sell every type of aircraft imaginable to corporations and high value clients who may be looking for pilots. Prove yourself a reliable resource and you'll never lack for employment opportunities.

Good News:

You are a highly trained professional pilot entrusted with thousands of lives and millions of dollars. Your new employer will have no trouble meeting insurance requirements with you at the helm.

An aircraft owner/ CEO will love saying to his family, co-workers, friends (and competitors) that his new pilot use to fly for United Airlines.

Your new employer knows you're not there to build time and move on.

Bad News:

You are what's known as a "RAC." *Retired Airline Captain.*

Many of those who have retired before you have NOT made good impressions in the world of General Aviation. There is no ALPA. There are no Flight Managers. You will wear many hats and un-like the B-787, none of these airplanes are "Voice Activated!"

# *Luncheons / Local Reports*

Check the Luncheon Information page for your area

## **Big Island Stargazers**

We enjoyed a beautiful day in Kailua-Kona and had a good turnout for our May luncheon. It was great to welcome back **Don Diedrick** and **Bill and Linda Hayes**. **David Carlson** and **Winfield Chang** were in attendance but missed out on the photo op.

Again, it didn't take long to catch up with everyone's news. Presently our members tend to stay close to home and enjoy the beauty of the island. A few of us, however, have mainland travel plans scheduled later in the year.

Our state is projecting domestic visitor arrivals will recover to pre-pandemic levels by the end of the year. Mask requirements for outdoor activities have been lifted, but indoor mask mandates remain in place. Hawai'i County recently submitted a request to expand indoor gathering-size limits from 10 to 25 people and outdoor limits from 25 to 75 individuals. Soon our RUPA members will no longer be separated into smaller groups for our luncheons. Beginning in June, individuals vaccinated in the state of Hawaii, and can prove it, will be able to forego the pre-arrival COVID test (to avoid quarantine) when returning from the mainland. Hawai'i will be equipped to afford quarantine exemptions to trans-Pacific travelers vaccinated outside the state later in the summer.

Stay safe.

A hui hou...

*Linda Morley-Wells*



L to R: Don Diedrick, Walt Wells, Linda Morley-Wells, Joan Baldwin, Lex Pinson, Linde & Al Rimkus, Ebby Pinson, Gerry Baldwin, Bill & Linda Hayes.



## Columbia River Geezers Group

It has been over a year of Pandemic isolation since our last Geezer luncheon.

On June 8, 2021 three Columbia River Geezer's came together for a RUPA luncheon at the California Pizza Kitchen (CPK) located in the Clackamas Town Center. It's a new start. Hopefully our next RUPA lunch crowd will grow in size?

A lot of catching up at the table took place and again stories were told. CPK took good care of us and provided us with secure Covid surroundings....we hoped. Actually, we were very comfortable.

We recognized the passing of one of our regular luncheon members, [Captain Jake Jacobsen](#), who in his mid to late 90's graced our table for lunch on several occasions. Jake was a World War II, B-17 Command Pilot at the ripe old age of 19 or 20. **Jake** always had some great stories to share about the B-17 and piloting in the War skies over Europe and in his many years as a United Pilot. Looking forward to our next RUPA get together.

*Ron Blash for Steve Barry*



L-R: Ron Blash, Tony Passannante and Bill Park.



## Washington DC Area - Leesburg Group

\*Washington Area RUPA Social Lives Again\*

Finally, after a year's postponement.... the DCA RUPA group got together on June 4<sup>th</sup> for breakfast at IHOP in Leesburg with almost 20 in attendance. Mark your calendar for each 1<sup>st</sup> Friday, 0900 at **Leesburg IHOP**.

The **Manassas** Breakfast is scheduled for each 2<sup>nd</sup> Friday, 0900 at Golden Corral in Manassas.

The **Eddie O'Donnell Lunch** is on schedule for 1200 hrs on Wednesday July 21<sup>st</sup> at JR's Stockyards Inn in Vienna.

We are planning a further get-together dinner in **Hagerstown MD** on June 30<sup>th</sup> (1800 hrs) at the German restaurant, *Schmankerl Stube*.

You can contact me for further information should you wish. (Photo from Samuel Tomlin)

*E.K. Williams*



L-R: John King, JC black, Sim Stidham, Bill Davis, Bernie Schwartzman, Cathy Berdahl, Fred Streb, Roy Liggett, Hugh "Bugs" Forsyth, Jim Turner, Gene Couvillion, Gary Cook, Stokes Tomlin and EK Williams. Not pictured - Charlie Schwab (PAA) and Gil Coshland.

### Ruparians

Have any great UAL  
memorabilia?

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





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## Washington DC Area - Manassas Group

We were down right giddy to be meeting again. Everyone is doing suitably well with only minor complaints, considering. Old war stories remain fresh somehow and abundant. Happiness is being able to see everyone smile again.

*Gene*



L-R: John Hebbe, EK Williams, Cathy Berdahl (welcome), John King, Sim Sidham, Hal Cockerill, Gene Couvillion, Jim Turner, Jim Foster, Stokes Tomlin, Don Reinhard.

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## Phoenix Roadrunners



I am **Frank Soare** of Litchfield Park, Arizona, a RUPA member in my 25th year.

In December 2019, the great leader for our RUPA group, **Ken Killmon**, passed away. I had taken his place numerous times when he was sick, and, or in the hospital. He'd call me ahead of time to see if I would take care of our luncheon, and of course I did. Ken had missed a few before he passed and I made sure we continued. Our last one was March 2020, just as COVID kicked in. We had a good turn out, chose to keep going and the group asked me to spearhead the luncheons and any other things that came along, and I agreed.

Our luncheons are October through March, and occasionally in April if enough want to have one. Starting April, a lot of members leave for the North. Our luncheons are on the 2nd Tuesdays at **Bobby Q's** and they are appreciative to have us back. There are usually several wives and friends at each luncheon, and some are even interested in our stories. LOL. We have retired pilots and active ones just visiting. We invite any newly retired or pilots new to the area.

I don't have a picture from our last luncheon in March 2020, but these folks were present: **Werner and Cynthia Schmid, Dennis and Darlene Leahy, Frank and Jeanette Soare, Dick and Pat McCormick, Dave Specht, Mike Clements, John and Dianne Baczynski, Tom and Renee Libuda, and Gary and Mary Dyer.** Note: We do enjoy it when **Gary and Mary Dyer** attend, coming from Reno, always a few stories to tell, which we enjoy. Our first luncheon will be at Bobby Q's on October 12, 2021.

*Frank Soare* 602-690-4015. [jmandtheflash@hotmail.com](mailto:jmandtheflash@hotmail.com)

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## SAC Valley Goldwingers Group

Wow, a good time was had by all. We changed our venue and decided to have our luncheon at BJs Restaurant and Brewhouse. Unfortunately, our normal luncheon restaurant, the Cliff House of Folsom, had a fire and sustained smoke damage. Hopefully, we can get back to our regular location but, I think, all attendees enjoyed the meals and meal selections at BJs. We'll see what the future holds for us.

We celebrated a birthday with **Mary Harty** and I will not disclose her age. It's a secret. We all agreed that it is a heck of a lot easier getting older in life than getting wiser in life. But, at this point in our life, we just really don't care. Haha.

Travel plans are starting to pick as the incidences of the Covid virus are lessening. Plentiful discussions of flying to Hawaii and making plans for future cruises.

We missed many members as they were on various trips throughout the country. We are very happy to see **Bob and Kathy Lynch** back in attendance for our luncheons as they were experiencing some medical setbacks. Welcome back! The weather has been fantastic.

Well, that's about all for now.

Still Flying High Here,

*John Gorczyca*



L-R Outside: Andy Fossgreen, Bruce Milan, Kathy Lynch, Bob Lynch, Joni Cordano, Karl Winkelbrandt, Linda Akin, Bill Authier, Jerry Blalock, Rosemary Authier, Jim Harty, Mary Harty, Sharon Gorczyca, John Gorczyca.

L-R Inside: Mike Kozumplik, Trudy Engeldinger, Ed Akin, Julie Akin, Ann Blalock, Sean Blalock, Dave Leippe, John Petts.

### United Airlines Pilots Retirement Foundation

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



## Ham Wilson Gold Coast Group

We had a great lunch dealing with Aviation subjects and world affairs. All were resolved until next month on July 8th the 2nd Thursday.

I'm told that **Mike Lebright** who was a MIAFO guy is in a very serious medical issue and may not recover. He has a Facebook page.

The memorial service for **George Bleyle** who died a week ago is in the CAK area on June 26th. References if needed.

We lost some of our snowbirds for the summer and some traveling. Back to Air Conditioning season.

*Jim*



Happy and healthy in the picture above are Jim Morehead, Bill Bonner, Lyn Wordell, Dan Kurt, Ham Oldham, and Brother Bill Garrett.



## Dana Point Group

Summer is here and so are the crowds at the Wind & Sea. The first of us arrived ten minutes before opening and found that we were already the 6th group in line. Another party took one end of our normal patio space, fortunately we were still able to set shop in the remaining area. A full dozen of us showed up but **Bruce** and **Peggy Dunkle** were discouraged by the crowd and turned back. They correctly predicted that the place would be a full house.

Once seated we immediately engaged in our usual lively conversations. **Bill Stewart** turned the subject to a favorite topic, the many memorable and infamous pilots and rascals in the airline business. We changed to a more positive tone when recalling the old office staff at LAX, the FOSR's and crew schedulers: **Pete, Sue, Eve** plus **Mary** at the flight office. On airplane talk, there was a comparison of the handling characteristics of the rope start 747 vs the 747SP. (The consensus of those who flew them was that the difference was minimal). **Bob Fuhrmann** may have had the shortest flight using redispach. DEN-LAX via LAS redispach was a better solution than going back to the gate for fuel because of a 3-hour delay on the taxiway. For show and tell, **Rusty Aimer** produced his pilot licenses from foreign countries, one Korean & one Luxembourg. The latter had the aircraft type ratings handwritten in. **Corey Ferguson** whipped out a pen and graciously offered to add another rating.



Luxembourg license with handwritten ratings

We conducted a quick survey on who would accept a free ride to suborbital space with Jeff Besos. **Bruce Dunkle** had earlier replied that he wouldn't go. **Peggy Dunkle** said she would go if she could take **Bruce** along. **Janice Fuhrmann** said she'd allow **Bob** to go to space, provided he signed everything over to her before leaving. A majority said they would take a free offer to go to space! On the next question, the majority believed United would likely be able to operate the Boom supersonic transport as per the airline's press release. The members' view was based on the continuing progress witnessed during their careers; the reduction of the notorious Los Angeles smog, safely going from 4 to 2 engine ocean crossings, and so on. Most cited the success of Elon Musk with SpaceX. As an added bonus, **Denny Giese** predicted that the crew meals in the future would still be lousy.



**Bill Rollins** was seated at the end of the table and the idea came up to have him pay for today's luncheon. Fortunately for him the table was oddly shaped and he wasn't exactly seated at the head. **Barbara Ferguson** gave the other wives great tips on gardening and where to shop for supplies. The spouses also shared some funny, unexpected, great stories about real life experiences told by married friends. The one risqué story made us laugh the most. For next year, **Merle Santamaria** and I invited ourselves to visit Reata Glen, the independent senior living facility where some of our members reside. As real pilots, our members will scheme to get their management to pay for lunch as a promotional expense.

After two hours of nonstop conversations, the management courteously informed us that there were many other customers on a waitlist. Indeed, we had already stayed 30 minutes past the posted 1:30 time limit for lunch. And all this time there were people in line outside waiting for tables. Considering the uncertainty of getting our usual spot next month, plus the time constraint due to the summer crowd, we decided that for July we would try the Proud Mary right beside the Wind and Sea. We've held a luncheon there before and the active UA pilots used to have their monthly meetings there as well. Our next report will be from the new (temporary) location.

Yours truly,

*Rico Santamaria*



L-R: Rico Santamaria, Bob Fuhrmann, Corey Ferguson, Bill Stewart, Bill Rollins, Denny Giese, Barbara Ferguson, Janice Fuhrmann, Merle Santamaria, Rusty Aimer.

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## Monterey Peninsula RUPA Lunch Bunch

June 9<sup>th</sup> was another brilliant sunshiny day with just a few wisps of clouds on the horizon. Clear blue skies allowed views across the bay to Santa Cruz. Those joining at table were **Steve and Terry Filson, Jon and Jane Rowbottom, Carlos and Judy Quintana, Ken and Cheryl Bohrman, Diane Emerson, Linda Mackey, Sunee Jines, Brett Morris, and yours truly.**

**Brett** hasn't joined us since Covid began so it was great to see him in person! Though he had traffic problems on HWY 101 and some wondering adventures locating MRY he made it just in time to join us and order!!

Being seated on one long table lots of conversations were exchanged at the far end that never made it to the opposite end! I suspect it was the usual jokes, grandkids, travel plans, latest aches and pains, and war stories.

**Ken and Cheryl** announced that their son **Gabriel** just got hired at Sky West! He has been waiting for this door to open for several years so his opportunity has finally arrived after years of hard work. Congratulations to Gabriel – follow your dreams!

One discussion was that in California insurance companies apparently are cancelling home owner fire insurance policies for condominiums in a HOA or are raising the rate so high HOAs are baulking at the new high costs.

In the past, some HOAs paid for the “outside or exterior” insurance through their HOA fees, but lately some HOAs have canceled their policies “due to increased costs”. One 280 unit adult HOA in Carmel Valley (which is primarily duplexes and triplexes) is requiring each individual home owner to get their own fire insurance for exterior coverage. However, in the fine print of the available insurance quotes the policies were written for interior and “contents” only – it did not cover the outside walls or exteriors. Needless to say the HOAs are coming under fire (pardon the pun) for dropping the policies without input from the home owners and blaming the insurance companies for jacking up prices to the point of unaffordability.

Home owners felt that the HOA had a better negotiation tool as a group than as individuals. Quotes thus far have exceeded \$5,000.00 for coverage for an \$800,000.00 3B/2B unit – with no garage just a carport. HOA fees currently average \$1,700.00 per month.

Wildfires has costed the State dearly and in some cases, no matter what fire protection measures have been made by the home owner and approved by their local fire departments, home owner fire insurance policies are being canceled by the insurance companies or the costs have blown up out-of-site in proportion to the value of the home – whether in an HOA or not.

I've heard from friends who own homes in the area who insurance costs are now \$10,000.00 to \$13,000.00 per year for a \$1.5 - 2M + home. How sustainable these costs will be for home owners only time will tell. Many Californians are moving out of State – it is becoming unaffordable for many – and on a fixed income a retiree has few options - to either not have coverage or to sell – but sell to who that can afford the extraordinary high fire insurance rates?

Reminder, RSVPs are required by noon the Monday before Wednesday. Next luncheon is July 14<sup>th</sup> at Woody's at 11:30.

Happy July 4<sup>th</sup>!!

*Phyllis Cleveland*



**Per Bylaw [Article 5 Section 2](#)  
nominations are solicited for RUPA Officers. All nominees must  
indicate a willingness to serve or must have volunteered to serve.**



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## Cleveland Crazies Group

After missing the "Summer Do" in 2020 because of COVID, it was great to get back together again this summer.

We had nineteen friends and guests at the lovely home of **Rick and Carol McMakin** for a time together and a great dinner. All of the dishes that individuals brought to share were perfect, and the **McMakin** sausages were excellent as usual.

The talk was lively, the stories interesting, and it was fun meeting both old and new friends. **Dick Sanders** remembered the pilots that have Flown West in 2020. We also discussed the coming memorial service for **George Bleyle** at the Maps Museum on June 26th.

Cheers,

*Phil*



Top row L-R: Matthew Vanyo, Jamie Graham, Barb Finlay, Bob Lang, Dawn Lang, Dick Sanders, Mary Lou Sanders, and Joe Getz.

Middle row L-R: Mary Serpentine, Joh Hochmann, Skip Erwin, and Vickie Getz.

Front row L-R: Phil Jach, Rich McMakin, Rick Dubinsky, Lisa Dubinsky, John Pinter, JoAnn Pinter and Linda Jach.

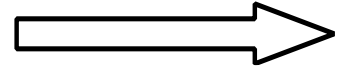
Peggy the dog is on the ground in front of the group.

# ORD - Greater Chicago Area Group Invite

Pilots, Friends of Pilots, Those who might have heard of pilots, and anyone else ya can drag out of the Hole,

As "Annie" sang, "The Sun'll come out, Tomorrow." Well, "Tomorrow" done comed. The Sun is Rizzed and the CDC says we can venture back into society.

Continued . . .



**Who? The Greater Chicago  
RUPA Group Luncheon**



**When? Tuesday,  
July 13<sup>th</sup> 2021**



**Where?**

**Nick's Pizza And Pub**

**856 Pyott Road  
Crystal Lake, IL 60014  
Phone # 815-356-5550**

**What Time?**

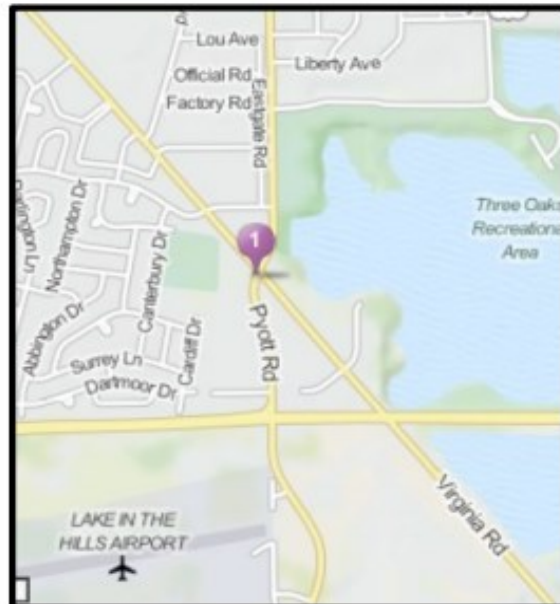
**Social Hour 11:00  
Lunch at 12 NOON  
Order from Special Menu  
CASH bar.  
\$20.00 per person  
Pay at the door**

**What Next?**

**RSVP! by Friday Jul. 9th to:**

*flybikebob@earthlink.net*  
(262) 857-7115  
- or -  
*richaka4@aol.com*  
(847) 854-5263

*Or, just reply to this e-mail....*



**RUPA RETURNS!** It'll have been 16 months since our last RUPA Luncheon, thanks to that little bug that came along. As of two days ago, the state's gone to Phase Five of COVID restrictions, basically meaning "Open Illinois". Is there a hitch? Isn't there always? To wit: the state's given all businesses and events the discretion to require or recommend masks and social distancing anyway, as they see fit. As the date for lunch gets closer, we'll send out a summary of the latest protocols which Nick's will be observing, if any. Your own protocol over and above those is your business. Whatever your stand on COVID, just be observant of your fellow lunch buddies' feelings too. And, just as when we were working, if you don't feel good, STAY HOME. That's just common sense.....and you won't be docked any sick leave either.

**Your Humble Scribe adds:** Personally I wear a mask because it's a fashion accessory and improves my looks....people only have to see half my face. And I don't need to shave.



It's been almost a year-and-a-half and though some venturing was done, most of us stayed "Hunkered Down". The time to tentatively reenter society is upon us and we're gonna "Do Lunch." Nick's is the place. Come early, stay late. Times and particulars are on the attached pdf. The beer, tea and soda are cold, the conversation should be lively and the food hot.

Ya'll come, but let us know you're coming.

*Bob Helfferich*

262-857-7115

262-748-3091 (Cell)

[flybikebob@earthlink.net](mailto:flybikebob@earthlink.net)

*Dick Kane*

847-854-5263

[Richaka4@aol.com](mailto:Richaka4@aol.com)

*Walt Fink*

815-337-6860

[ok3wire1@att.net](mailto:ok3wire1@att.net)

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## SFO North Bay Group

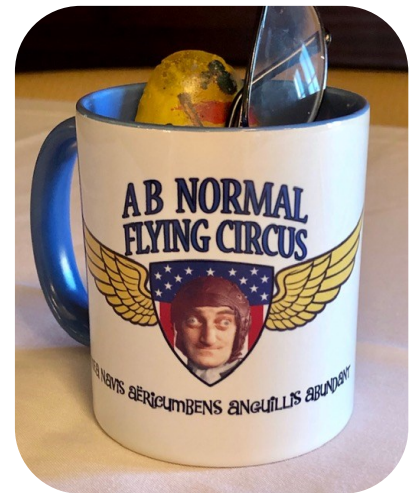
A nice turnout for our June lunch at the Cafe Bellini in Petaluma. With the relaxing of the COVID protocols it feels good to be back together again. Lively table chatter and fun talking to those we haven't seen for so long.

**Rick Saber** filled us in on the newest branch of intrepid airman he has hooked up with. Their ceremonial mug is pictured....

Stay Safe, Be Well. There is a glimmer of light at the end of the tunnel.

Per Ardua,

*Barney*



Clockwise around the table: Barbara Haygooni, Bob Haygooni, Bill McGuire, Bob Grammer, Kathleen Billings, Bob Billings, Dan Bargar, Gary Koverman, Larry Whyman, Jules Lepkowsky, Aldeana Saber, Rick Saber, Dick Lammerding, Gardner Bride, Barney Hagen.

## Florida Treasure Coast Sunbirds

June 8th, 2021

Our June RUPA Luncheon in Stuart got off to a GREAT start with terrific surprises to get us off to a real good beginning. No, I'm not talking about the recent start of our Hurricane Season on June 1st! What I am talking about is our unexpected guests from down South. Much to our pleasant surprise, 3 of our RUPA Members came up to join us -- **Paul Whiteford** (from Hobe Sound), **Dan Kurt** (from Pompano Beach) and **Mike Nelligan** (from Lighthouse Point who is still actively flying the -777). We were so happy to have them join us and hugely contribute to our conversations and War Stories.



In addition to the 3 mentioned above, we also had **Joe Piazza, Duff Daily, Jerry Holmes, George Bustillo, Andy Lambert, Dave Damon, Jack Boisseau and Bob Langevin**. Actually, we would have had 2 more (for a total of 13), but at the last minute **Ted Osinski** (VA Dr. App't. ran overtime) & **Dick Baese** (Digestive issues) couldn't make it.

We were very well served by Gordon and I can assure that everyone ate very well...probably better than we would care to talk about. Some of the conversations involved UAL's recent involvement in the SST market, **Dan Kurt's** recent purchase of a Seaplane, Hearing Aids from Aetna vs. the VA, UAL's Cargo flying in the -777 and in-flight WX experiences that we've all encountered at some point in our flying careers. Needless to say, with the size of our group and the various types of flying that we've all done.....there were many varieties of stories. Due to our NEW attendees, our luncheon lasted quite a bit longer than usual....but a GR8 time was had by all.

That's about it for June so now we can look for to the July 4th Holiday and our next Stuart RUPA Luncheon to be held at Shrimper's on Tuesday, July 13th starting at 11:30 AM. If you happen to be in the Stuart, FL area around that time, come on over to join us, we'd love to have you.

Cheers and a Happy & Safe Summer to All,

*Bob Langevin* (MIAFO, CLEFO & ORDFO)



Left Front - CW: Dan Kurt, Mike Nelligan, Bob Langevin, Paul Whiteford, Dave Damon, Jack Boisseau, Andy Lambert, Jerry Holmes, Duff Daily, Joe Piazza and George Bustillo



## North San Diego Group

This month we had lunch @ our usual spot, "The Landings" and we were greeted by **Michelle**, the owner. **Michelle** used to work for UAL as a Flight Attendant so we have plenty of stories to share.

The rest of us are trying to adjust to the restrictions being lifted and I'll have a few more stories to share next month.

Later,

*Mark*



Mark Mayer & The Landings owner,  
Michelle



The group,  
Colin Winfield, Scott Becker, Rhoda Green, Susan Mayer, Scott Herman, Mark Mayer,  
Brad Green and in the front is Cheri, Colin's friend.





## Florida First Coasters Group

The First Coasters are up and running once again. We had what we considered a somewhat restrained restart celebrating being "back to the land of the good times, good friends and stories, with hope for many more to follow".

The start for us was a gathering at Three Palms Grille at The Players Course (TPC) in Ponte Vedra, FL. Seven of us met and dined outside overlooking the famous golf course. We were lucky to welcome new members, **Randy and Chris Cheshire** into our group and hope to see them many times again. Our next luncheon is planned for the first Tuesday, July 6th. Tentatively at Hanger One at St. Augustine airport. More Info to follow. Any and all friends of RUPA are welcome.

*Jim Peterson*



Standing L-R: Bernd Foerster, Randy Cheshire, Chrispy Peterson, Chris Cheshire.

Sitting L-R: Laurie Reeves, Bill Gander and our illustrious leader, Jim Peterson.



Laurie Reeves arrives in style.



No way!

THE way!



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## Las Vegas Group

110 F here today. We had six folks cancel this week, but 20+ folks said they plan on attending future luncheons.

Future luncheons will be on the second Wednesday of the month at 1100 at the BJ Brewhouse on W Charleston and the 215 in Summerlin.

*Jack*



L-R: Jean Ann & Jack Donahue, Jack Glaze, Opal Bolles, Ruth Dixon and Hugh Mattern.

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# There I Was . . .

(Please Limit submissions to 1000 words)

## There I Was . . . With the Knoxville Granny

By Tom Criqui

We were in Knoxville on a brief turnaround out of O'Hare. It was a beautiful, clear, cool spring Saturday morning as I completed the walk around inspection of our B737-200. While passing through the forward entrance door to return to the cockpit, I turned around and noticed an elderly thin lady in a long, light blue dress (the kind my grandmothers' wore) being wheeled down the jetway.

The woman was accompanied by an entourage that included a gentleman (about 60 years old) wearing a light brown suit, a gate agent, the station manager, and a passenger service attendant pushing the isle chair in which she was seated. As she came across the threshold, in a thick southern accent she stated to everyone, "Ah done wanna go on no arplane." (I don't want to go on no airplane.) Then the gentleman, who was her son, said to her, "Momma it's a bus." Again, she exclaimed more vigorously this time, "Ah done wanna go on no arplane!" Once again, her son said to her, "Momma it's a bus, it's a bus momma."

They wheeled her down the isle and after she had settled in her seat she remained quite upset. I went over to her and tried to calm her fears. "Mam, it's a beautiful, clear day with blue skies and smooth air. It's going to be a really nice flight," I remarked. With her grey, cloudy eyes looking directly into mine she said, "I wanna die." I was dumbfounded as again she said, more loudly and forcefully each time, "I wanna die. I Wanna Die! I WONNA DIE!!"

I thought I had really stirred things up and decided I had better get out of there. As I headed back to the cockpit, her son grabbed my arm and said, "She'll be alright. She's 104 years old." Shocked, I replied, "A hundred and four?! If I was 104, I might want to die too." The flight attendants did an excellent job pampering her, and there were no further problems during our return trip to Chicago.

Seems to me if an elderly person has never been on an airplane and doesn't want to go on an airplane, especially someone who is 104, then they shouldn't be forced to get on one.

Tom



737-200; aka *The Guppy*



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## There I Was . . . My Landing was an "Arrival"

By Larry Darnell

In 1986 My position: Captain on the DC-8 / SFO. However I have had a 10 year history with the 8.

My first flight was on the DC-8 *water wagon*. then over the years it became the 61 (DC-8-61) and then with the new engines the DC-71 (DC-8-71).

The DC-8 was nose heavy and when you reduced power the nose would drop. When I started on the airplane many landings could be called " an arrival ".

The airplane had an electric elevator control to compensate for the power off nose droop. Each 1/2 degree of trim a warning horn would sound, So, if you landed power off / you needed help keeping the nose up / you needed elevator trim or you would have "an arrival ".

My first flight on the 8 and it was my landing and It was a grease job. It was the first time my captain had heard the 1/2 degree warning horn. He told me "your landing was great however, "what if a truck was on the runway ?" I said "We would have mashed it instead of the runway"

*Larry*



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## There I Was . . . Going to Disney World

By Robert Swain

We were flying from Washington Dulles IAD to Tampa early one beautiful morning crossing over Washington D.C. before turning South on what seemed to be an absolute routine flight. Suddenly a flight attendant banged on the door and came in to tell me that we had a female passenger down in the aisle of first class with an apparent heart attack, but not to worry as she was being attended to by the doctors; one a cardiologist, the second a gynecologist and lastly a general practitioner.

Looking at our position I determined that we were about 130 nm from Charleston, South Carolina and would need to start descending shortly to land there. I told the Flight Attendant that if the doctors wanted to go into the nearest city with major hospitals, they need to tell me soon. Shortly she returned to say that the three Tampa doctors felt that Tampa would be the best destination.

I asked the Air Traffic controller if it was possible to be cleared direct Tampa as we had a medical emergency on board, and he said turn right to 190 degrees, direct Tampa. As we checked in with the Tampa approach, we found that all traffic had been cleared form in front of us and we were cleared to land on any runway. We took the runway nearest the United terminal and turned off at the first exit to taxi back to United's gates.

As we eased into the gate, I noticed an emergency ambulance parked by the gate and a medical team standing on the jetway. The moment I set the brakes and completed the parking checklist, I jumped out of my seat to observe what would be happening. I was just in time to see the lady from Germany telling the doctor: "I am not going to the hospital; I'M GOING TO DISNEY WORLD!"

*Bob*

# There I Was . . . Working the Problem

By Ralph Dilullo

COL. RALPH DILULLO USMC (RET)  
3131 WOODFORK RD.  
CHARLOTTE C.H., VA 23923  
(434) 542-5700

WE WERE SITTING AT THE BLOX IN SHANGHAI  
WE WERE GOING TO TOKYO, OUR FLIGHT PLAN WAS VERY  
FAST (20 MIN. AHEAD OF SCHED.): WE WERE ALL  
BUTTONED UP, EXCEPT THE FRONT DOOR, WHEN THE FIRST-  
OFFICER SAYS "THE TOWER WANTS TO TALK TO THE  
CAPT. I THOUGHT THAT'S UNUSUAL. THE TOWER TELLS  
ME "A VIP IN A PRIVATE JET JUST LANDED COULD WE  
WAIT FOR HIM?" "STAND BY TOWER". I CALL OPS.  
OF COURSE THEY SAY NO. JUST THEN GROUND CALLS  
AND ASKS IF THEY COULD CLOSE THE DOOR. I CAN  
SEE A GROUND PERSON TALKING TO A FLIGHT ATTD.  
I SAY "CLOSE IT UP, READY FOR PUSH BACK" WE  
PUSH OFF (ON TIME) I CALL OPS. AND TELL



Then one of their people is still on board  
Should I take him to Tokyo? NO, NO COME  
WE GO  
BACK - BACK to the gate I see a limo come  
up to the Ramp stairs and a distinguished  
gentle man comes aboard - NO GOVT. Formalities  
wow - we get to Tokyo 15 min ahead of sched.

As we are finishing up this man steps into  
the cockpit - "Thank you men, I've been in China  
for 3 weeks I had to get home" shakes our hand  
and gives us his card. HARRY Stonecipher CEO  
MAC DONALD DOUGLAS CORP.

2 months later I report for a flight and  
here is a big box, inside a model of a MARINE  
HARRIER jet and a thank you note from MR. Stonecipher  
CAPT Ralph Diullo

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## There I Was . . . Getting Punked at 35,000 Feet

By Captain Dave Bravender

The year is 1980 and I'm an LAX based 727 second officer. I've got two years with the airline and I'm very much enjoying the aircraft and my new employment. What I'm about to describe took place on an evening flight somewhere out over the Midwest headed westbound for LAX.

It was a very pleasant evening with clear but nighttime skies ahead. We were all settled in at cruise altitude getting ready for dinner as it was about that time. Requests had been placed for crew meals and sure enough we get a call from the back saying that the meals are ready and they would be up shortly. There's a knock at the door and two ladies enter with our meals. One girl sets my meal on my desk and the other passes the two remaining meals up front.

Within just a couple of seconds one of the girls sneezes and a very light mist strikes me on the back of my neck. I thought that's odd but didn't say much and almost immediately she sneezes a second time followed by a light mist on the back of my neck. About this point my only thought is to cover my meal with my arms and I turn around in my seat to see her sneeze a third time and as she does a long stringy dangling bobbing strand of...well you know what...comes flying out of one nostril and as she tries to contain it... she didn't do very well and it continued to dangle like a bobbing yo-yo.

Now keep in mind it's night and the only illumination is from the cockpit instruments so the lighting is not all that great. It took a couple of seconds until I realized I had been totally pranked and we turned on the cockpit flood lights on to see what was really happening!

While I was facing my panel one girl faked a sneeze while the other one had a small spray bottle of water that she used to mist the back of my neck. As for the dangling stringy strand it was a total prop, thank god, not the real thing. We all had a giant laugh over their "prank" and congratulated them on their highly coordinated and rehearsed effort.

Fast forward to the summer of 2018. I was working on some kitchen repairs and was removing some old clear silicone caulking and one section came out in about a 12 inch strand. A little light bulb went off in my head and I thought, being the prankster that I am, hey I could use this as a prop and pull off the same "prank" on some of my friends.

I ran it by my wife and practiced a few times. The hard part was to keep my cool and not burst out laughing in the middle of the prank knowing what was about to happen. We had dinner guests over a few nights later and I decided this would be the evening to give it a go.

Now you have got to do this with the right kind of people because some stuffed shirt or someone you don't know well might not think much of this prank or my sense of humor. We knew these folks very well.

I took the silicone strand and pinched it with my thumb and index finger, bunched up the rest of the strand in my fist and faked that a sneeze was coming on to make sure I had their attention and then sneezed and let the strand go flying and dangling while groaning and apologizing for what was happening.

They bought it hook line and sinker...absolutely aghast for several moments until they realized what was really going on. We all had a great laugh about it, in so much that the wife of our guest couple fell off her chair laughing so hard. I guess it was a successful dinner party!

**You never really learn to swear until you learn to drive.**



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## There I Was . . . In the Golden Triangle

By Gerry Baldwin

In January of 1981, I was a Texas International Airlines, TXI, DC-9 first officer on a charter to [Golden Triangle Regional Airport](#), GTR, Columbus, MS. Today, GTR is a substantial regional airport with a lighted 8,000' runway and a control tower. In 1981, it was none of those things. It had a 6,500' runway without lights and without a control tower. There were no taxiways suitable for a commercial aircraft, just a turnaround at each end of the runway. The captain with whom I was flying knew none of this; but since I had not previously heard of Golden Triangle Regional, I read about it and had my charts out.

We were arriving at night with no moon. We used nearby navigational aids to find our way into the vicinity of the airport; there were no navigational aids at the airport at that time. We had dropped down to 2500 feet to facilitate seeing the airport. We were scouring the landscape looking for the tiny airport, when suddenly, a gigantic runway, lighted like Grand Central Station, appeared before us. My captain went for it like a duck to water.

I said, "That is not it." He became anxious, still heading for the big, beautiful runway, but now, unsure what to do. I knew that I needed to find a way to calm him down while assuring that he did not land on the big runway. I quickly checked my charts and said, "That's Columbus Air Force Base." He said, "Well, if that's not it, where is it?"

As luck would have it, I had just looked down over my right shoulder. I said, pointing down, "It's right there." He rolled up on a wingtip to see; and incredulously said, "That's it?" I said, "That's it."

Rather than calm him down, he became even more anxious. What we were looking at was a tiny outline of a runway lighted only by smudge pots. For those who were born after 1960, smudge pots were cannonball sized oil burning road hazard devices replaced by sawhorse mounted blinking amber lights after the invention of the six-volt lantern battery. I assured my captain that the description of the airport fit with what we were looking at.



Smudge pot

He circled around and landed on runway 18. We stopped on the runway abeam the small, dark building near the runway, the only building on the airport. My captain became even more nervous as we sat there on the runway in the dark seeing only smudge pots. I had fired up the auxiliary power unit, APU, and encouraged him to shut down. Reluctantly, he did. I went back, opened the door, and lowered the airstair.

As I did, a conga line of people filed out of the little building, into the airplane, and in an orderly fashion, filled the seats from back to front. I retracted the airstair, closed the door, smiled at the flight attendants, and returned to the cockpit.

We fired up the engines, taxied to the end, made a U-turn, and departed. Only after we had departed did my captain calm down. We dropped off our passengers in Houston and returned to Golden Triangle Regional for another load. My captain was much calmer during our second visit.

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

## Articles

Industry related news and other articles

### United Bets on Supersonic Future With \$3 Billion Boom Jet Order



United Airlines Holdings Inc. is jumping into the potential market for supersonic travel with the first firm order for Boom Technology Inc.'s Overture aircraft, wagering that business flyers will pay top dollar for speedier trips across oceans.

The airline will buy 15 of the supersonic jets, which are expected to carry passengers in 2029, the companies said in a statement Thursday. At \$200 million a plane, the deal is valued at \$3 billion at list prices and Boom doesn't offer discounts, said Blake Scholl, the aircraft developer's founder and chief executive officer. United also took purchase options for 35 more planes.

United plans to be the debut operator of the Overture, which will be able to seat as many as 88 people. The airline's coastal hubs in leading business-travel markets make the jet "uniquely useful" for United, said Mike Leskinen, vice president of corporate development. While supersonic flight is banned over land in the U.S., United sees three and-a-half hour jaunts to London from Newark, New Jersey, and six-hour trips to Tokyo from San Francisco.

"It has a tremendous amount of value for a big chunk of our high-end business customers," Leskinen said. "We've got our eyes firmly on New York to London for inaugural service and we will evaluate opportunities beyond that."

Boom is trying to surmount the aeronautical and financial challenges needed to bring back supersonic commercial flights for the first time since the demise of Europe's Concorde in 2003. It's still an uphill climb. Boom has raised more than \$250 million so far, and development costs to make the Overture's first flight a reality are projected to be as high as \$8 billion, Scholl said.

The company, based in suburban Denver, announced the landmark deal with United less than a month since the collapse of Aerion Corp., which had amassed \$11 billion in orders for a planned supersonic business jet. Aerion said May 21 it was unable to secure adequate funding to continue.

#### Cash Deposit

For Boom, the United pact marks the first time a customer has made a cash deposit for the carbon-fiber Overture. Japan Airlines Co. and Richard Branson's Virgin Group have placed "pre-orders" for the aircraft, which essentially give them options to acquire the jet, Boom said.

United is confident in Boom's path in getting "from point A to point B to point C" in the Overture's development, Leskinen said. The Chicago-based airline declined to discuss financial details of the order.

The market for new supersonic aircraft could be \$160 billion by 2040, according to a December report by UBS Group AG analyst Myles Walton. The extra speed would be most alluring for business customers, but prices could be too high for some, Walton said.

At sea level, the speed of sound is 760 miles per hour (1,223 kilometers per hour). Overture jets will fly at around 1,300 miles per hour, or Mach 1.7, about twice as fast as conventional jetliners, according to Boom. The cruising altitude of 60,000 feet will be higher than most other commercial air traffic. Like the Concorde, it will break the sound barrier only over oceans.

"I've done a lot of business trips around the U.S. that I make day trips -- I can get back to see my kids that evening," Leskinen said. "This will open up Western Europe to do the same."



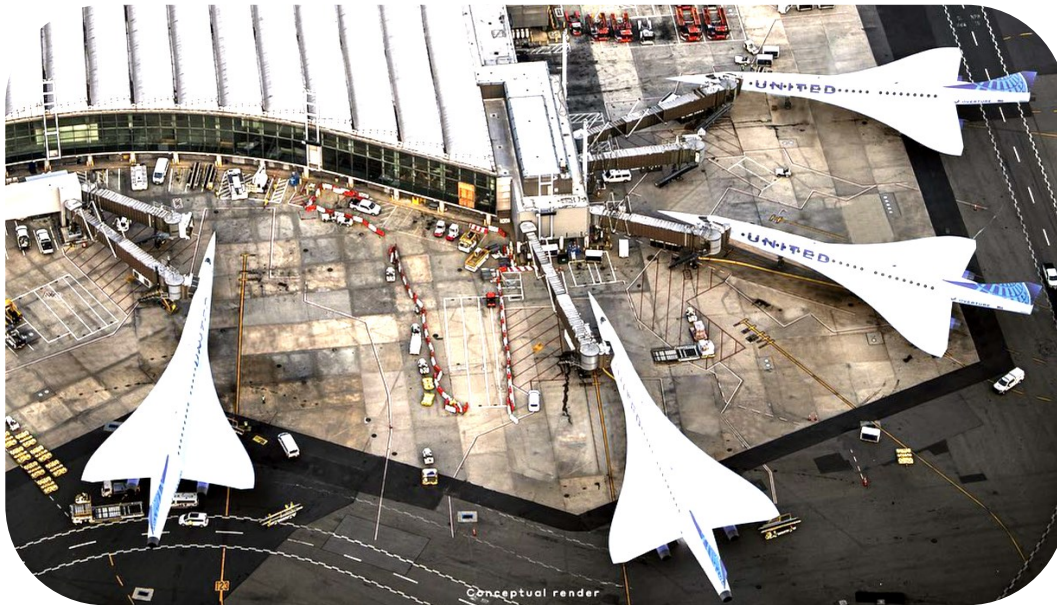
## Concorde Costs

The Concorde flew for 27 years until 2003, cruising over the Atlantic at Mach 2, or more than 1,500 mph. But because of its voracious appetite for fuel and high operating costs, only two airlines -- Air France and British Airways -- flew the aircraft routinely, and fewer than two dozen were built. The Overture will be 75% cheaper to operate, Scholl said.

Last year, Boom announced a collaboration with Rolls-Royce Holdings Plc to design the propulsion system for the Overture by repurposing some of the British engine maker's technologies. The jet will be "optimized" to fly with 100% sustainable aviation fuel and have zero net carbon emissions, United said.

In October, Boom unveiled a smaller demonstration model, the XB-1, which the company expects to use for test flights beginning this year. That aircraft will be powered by older General Electric Co. engines used on several fighter jets. Boom plans to begin Overture production in 2023.

"High speed is going to replace subsonic over long distances," Scholl said. "This is about unlocking travel that we don't have today."



Conceptualized photo of supersonic jets parked at Newark Liberty Airport

Prior to Boom Technology's *Overture*, there was the [Boeing B-2707](#), America's answer to the Concorde.

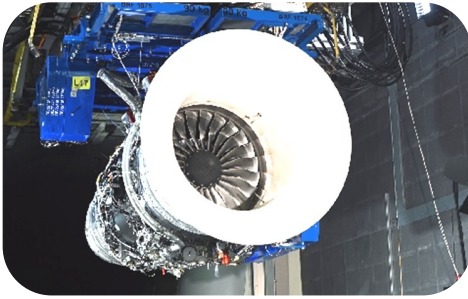
Submitted to the FAA in early 1964 as the Model 733-197, it never came to fruition.

According to the early delivery schedule, United had options for six.



## Rolls-Royce conducts first tests of 100% sustainable aviation fuel for use in business jets

Rolls-Royce.com 01 February 2021



Rolls-Royce has conducted the first tests of 100% Sustainable Aviation Fuel (SAF) in a business jet engine, as part of our ongoing ambition to play a leading role in enabling the sectors in which we operate reach net zero carbon by 2050. The tests on our latest business aviation engine in development, the Pearl 700, in Dahlewitz, Germany, come just weeks after unblended SAF was successfully used for the first time in engine ground tests on a Trent 1000 engine in Derby, UK.

This test demonstrates once again that our current engines for large civil and business jet applications can operate with 100% SAF as a full “drop-in” option, laying the groundwork for moving this type of fuel towards certification. At present, SAF is only certified for blends of up to 50% with conventional jet fuel and can be used on all current Rolls-Royce engines.

The SAF that was used in the tests was produced by low-carbon fuel specialist World Energy in Paramount, California, sourced by Shell Aviation and delivered by SkyNRG. This unblended fuel has the potential to reduce net CO<sub>2</sub> lifecycle emissions by more than 75% compared to conventional jet fuel, with the possibility of further reductions in future.

Dr Joerg Au, Chief Engineer – Business Aviation and Engineering Director Rolls-Royce Deutschland, said: “Sustainable aviation fuels have the potential to significantly reduce the carbon emissions of our engines and combining this potential with the extraordinary performance of our Pearl engine family brings us another important step closer to enabling our customers to achieve net zero carbon emissions.”

The highly efficient Pearl 700 combines the Advance2 engine core, the most efficient core available across the business aviation sector, with a brand-new low-pressure system, resulting in an 8% increase in take-off thrust at 18,250lb compared to the BR725 engine. The engine offers a 12% better thrust-to-weight ratio and 5% higher efficiency, while maintaining its class-leading low noise and emissions performance.

It brings together innovative technologies derived from the Rolls-Royce Advance2 technology demonstrator programmes with our experience from the Rolls-Royce BR700, today’s leading engine family in business aviation. This includes a highly-efficient 51.8” blisked fan, a high pressure compressor with a market-leading pressure ratio of 24:1 and six blisked stages, an ultralow emissions combustor, a two-stage shroudless high pressure turbine and an enhanced four-stage low pressure turbine that is one of the most efficient and compact in the industry.



**Where’s the layover coaster from?**  
Click coaster to see or [page 47](#)  
Submitted anonymously by Tedd Stiles



Have some of your own? Send photo to the [editor](#).  
Include establishment name & location.





## FAA finally OKs database to track pilot employment records, after 12 years of delays

By Corky Siemaszko

Twelve years after Colgan Air Flight 3407 crashed, the loved ones of the 50 victims finally got from the federal government what they've long been demanding — a pledge to create a U.S. database to keep track of bad pilots.

But it could be a few more years before that long-awaited database is fully implemented.

The Federal Aviation Administration gave the green light for the creation of a pilot records database in which the employment history, training, qualifications, and drug and alcohol histories of pilots would be collected — and which air carriers would be required to consult before making a hire.

"It's been a long journey for the families of Colgan Flight 3407, but their tireless advocacy and continued engagement with the FAA has made this database a reality," FAA Administrator Steve Dickson said in a statement. "With it, employers will be able to quickly and thoroughly make informed hiring decisions to keep our skies safe."

Marvin Renslow, the pilot at the controls of Flight 3407, had failed the FAA's pilot competency examination, commonly known as a "checkride," three times before he was hired by Colgan Air, a regional carrier owned by Pinnacle Airlines that went out of business after the deadly crash Feb. 12, 2009. He too was killed.

"Had we known what we know now, he would not have been in that seat," Pinnacle Airlines President Philip Trenary said at a Senate hearing on the crash in August that year.

The push to create such a database began not long after the plane from Newark, New Jersey, to Buffalo, New York, with 49 people aboard, went down and crashed into a home in Clarence, New York. Doug Wielenski, 61, the owner of that home, was also killed.

The FAA has until June 11, 2021 to publish the final rule in the Federal Register and it will be several months before operators are required to use the database. Operators will have until about Dec. 2021 before they have to start reviewing existing FAA records in the database and won't be required to submit records to the database until around June 2022, per a copy of the final rule already online.

But the timeline remains somewhat unclear as the final rule also states that operators actually have three years and 90 days from the day the FAA publishes the new rule to "fully comply" with it, the copy states.

Asked for further clarification on the rollout timeline and, in response, the FAA said: "This is the maximum amount of time operators have to implement the rule. The FAA urges operators to work to implement the rule as quickly as possible."

Relatives of the Flight 3407 victims said the sooner this gets done the better.

"It's really incredibly important, in light of what happened with Flight 3407, that an airline have a full and complete picture of a pilot's records," Susan Bourque, whose sister, Beverly Eckert, died in the crash, told The Buffalo News earlier. "This will ensure what happened will never happen again, as opposed to how the system was set up in the past. That's the whole reason behind this legislation."

National Transportation Safety Board investigators suspected early on that Renslow made a deadly error by leaving the plane on autopilot as ice built up on the wings and tail. By the time the plane went into a 26-second plunge — and the controls snapped back in Renslow's hands — there was no time to make a distress call.

In the wake of the tragedy, Congress in 2010 demanded that the FAA create an electronic pilot records database. But a test version the agency unveiled in 2017 wasn't functional.

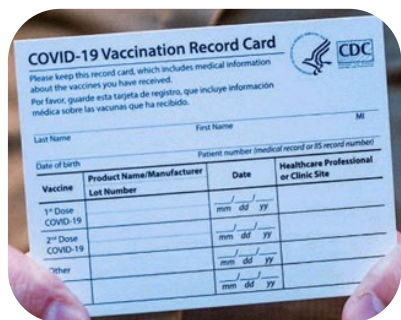
So the agency was given until 2020 to come up with a new version and the FAA missed that deadline again, according to published reports.

Meanwhile, the families of the victims continued to press Congress for action, and in 2019 the NTSB cited the FAA's failure to create the database as a contributing factor in the crash of an Atlas Air cargo plane outside Houston that killed three people.

# Play it safe with your vaccination card

By Kellie Hwang / The San Francisco Chronicle

Keep original secure — make copy, take photo or laminate it.



As coronavirus vaccinations open up to all California adults this month, millions more people will receive the 3by4inch piece of cardstock that records the details of their doses.

That card carries key pandemic personal information — so naturally, you should start by making sure you don't let it crumple in your wallet or accidentally lose it. But many may be looking for more information about how they should keep and protect their cards, and what they'll use them for.

Here's what you need to know:

## What does the vaccination card record?

The card, usually a version issued by the U.S. Centers for Disease Control and Protection, includes your name, birth date and immunization record chart. There are spaces for the first and second COVID19 vaccine doses with the manufacturer, date and name of health care professional or clinic site. If you receive the singledose Johnson & Johnson vaccine rather than twodose Pfizer or Moderna versions, only the first space will be filled out. There are also two additional spaces marked "other" — leaving room for any future details such as booster shots (though those have not yet been developed).

## Should I get my card laminated?

First off, if you are on a two-dose vaccine regimen, don't get it laminated until you receive your second dose and your card is filled out.

Companies including Office Depot, OfficeMax and Staples have offered free lamination services for vaccination cards. But there's been discussion lately that vaccinated individuals should not laminate their cards because they may be needed for booster shots down the line.

Experts say that if a booster is needed, they'll probably receive a new card.

"If they want to laminate it, let them laminate it," said George Rutherford, an infectious disease expert at UCSF. "I can't think of any reason not to. I think we'll be at an electronic solution down the line."

Rutherford said he personally stapled his vaccine card to his passport because "that's how optimistic I am," he said. He said he might need to carry it through an international border one day.

## What other safety measures should I take?

It's a good idea to take photos and make a physical copy of both the back and front of your card, and keep those copies safe in case you lose the original.

Find out now where your vaccination record is being kept in case you lose your card. If you do lose it, you can probably reach out to the health care provider where you received your vaccine or contact the California Immunization Registry.

If you did not receive your vaccination from your primary care provider, you should share the details with him or her. Also, according to a report from MarketWatch, it's a good idea to let your family members know, so they can communicate that to caregivers if you are ever unconscious or incapacitated and need treatment at a hospital or urgent care center.

The Federal Trade Commission advises against posting photos of your card on social media as it could open up the possibility of identity theft. Instead, it suggests posting a photo of your arm where you got the shot or of a vaccine sticker.

## Should I carry my card with me?

Unless you are going to your seconddose appointment or attending an event that requires proof of vaccination, experts say there's no reason to carry your vaccine card around with you. Rather, it's best to keep it in a safe place as you would with other important documents.

## Will I need my card as a "passport"?

Proof of coronavirus vaccination is already required on many cruises, and vaccine cards could be your ticket (in addition to your actual ticket) to concerts, sporting events and other events.

The White House said there will not be a federal vaccine passport or requirement to obtain a credential and will leave it to the private sector to develop those programs.



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# How to Carry Your Vaccination Card on Your Phone

By Chandra Steele | [www.pcmag.com/](http://www.pcmag.com/)



After an initial rollout that left people anxiously refreshing Twitter feeds and state health websites for appointment slots, COVID-19 vaccinations are going into arms across the country, and there is ample opportunity in the US to get vaccinated.

It's a privilege that's not available in many other places, and if you've taken advantage of it, you're probably wondering what to do with that white proof-of-vaccine card you were handed alongside your "I got the jab!" sticker.

There are no clear answers on whether or not you should laminate your COVID-19 Vaccination Record Card. With mask rules changing, you never know when you may have to produce it, but the card is larger than a credit card or driver's license, making it easy to damage in a wallet. Apps are usually the answer to dilemmas like this, but there aren't that many universal ones, so we have a few options.

**Note:** Your card is "the official record that you were fully vaccinated," according to the CDC, but it does not qualify as a [vaccine passport](#) for international travel.

## ***Take a Photo (It Lasts Longer)***

The easiest thing you can do is to take a photo of the front and back of your card and store it in your photo app of choice, like Google Photos.

The second easiest thing you can do is to make that photo a widget so it's easy to retrieve. For [iOS 14](#) and above, download a photo widget app like [Photo Widget: Simple](#). Open the app and create an album that has only the photos of your vaccination card. Now long-press on the home screen, then tap the plus sign (+) button at the upper left. Select Photo Widget and press Add Widget. Once the widget is on your home screen, tap it to choose the album with your card. To show it, tap twice.

On Android, open the images folder on your device, find the photo of your vaccination card, and long-press on it. Then select Options. Tap **Add Shortcut > Home Screen**, and hold until the image moves to the home screen. You can then maneuver it wherever you'd like.

## ***Put It In Your Digital Wallet***

[VaxYes from GoGetVax](#) creates a certificate that can be placed in your Apple Wallet or in Google Pay. You enter your phone number on the site and then upload an image of your vaccination card. In return, you get a digital certificate that can be stored on your device's wallet.

## ***Matters of State***

Depending on where you live, there could be a local government solution. New York State has an [Excelsior Pass Wallet app](#) that you can use once it's been 15 days from your final shot. Los Angeles County [partnered with Healthvana](#), and has been sending digital vaccination records that

## ***People of Walmart and Sam's Club***

If you received your vaccination at Walmart or Sam's Club, you can download either the Clear ([Android](#), [iOS](#)), CommonHealth ([Android](#)), or CommonPass ([Android](#), [iOS](#)) apps. Create an account, sign into your Walmart or Sam's Club account, and agree to share your vaccination history with your verification app of choice. Walmart or Sam's Club account credentials will then be used to verify your vaccination status in the app.

<https://www.pcmag.com/how-to/how-to-carry-your-vaccination-card-on-your-phone>

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## Wine may do more than taste good

By Paula Bandy



Throughout the ages wine has been considered to hold healing qualities for a variety of ailments and diseases. Its use was so widespread and accepted that wine varietals were often categorized by their medicinal properties.

Jean-Baptiste Moreau, an 18th century French economist, believed wine was food and therefore considered it just as appropriate to spend money on wine as on other food items. Even during the temperance, some Prohibitionists made exceptions for the use of wine through continued recognition of its therapeutic or medicinal properties.

Generally alcohol levels were lower, as low as 6%-7%, and even into the 20th century wines usually carried a lower alcohol level than many today. However, the health benefits remain (hint: it's in the grape skins), and moderation is the key.

In our modern world, science has been able to extract the various components of wines — antioxidants, polyphenols, resveratrol, etc. — and link them to numerous health advantages such as cardiovascular health, diabetes, better cholesterol, cancer, slowing mental decline, along with vitamins and minerals. Here in Southern Oregon we have the microclimates to produce healthful wines. Dry, full-bodied reds are the top contenders.

Pinot noir is considered the most healthful wine to drink. Pinot grapes are thin-skinned but have the highest levels of resveratrol. It also has lower sugar and fewer calories than other red wines. This wine is listed as one of the top “lifespan increasing” wines in the Blue Zones (bluezones.com).

Malbec is a thick-skinned grape containing high levels of antioxidants linked to both heart and immune health. Polyphenols provide both powerful antioxidants and anti-inflammatory results.

Cabernet sauvignon is the most planted grape in the world. This varietal contains the flavonoid catechin, which works to stimulate cellular health and reduce oxidative stress. It also contains a chemical that helps protect tooth enamel and kills certain bacteria that can cause cavities.

Merlot is the second-most popular wine in the world. It contains phenolics, which may help with preventing the formation of bad cholesterol. Merlot also contains probiotics that promote gut health, and contains melatonin, which in small doses may help to induce sleep.

Grenache, also known as cannonau, contains antioxidants linked to heart health. It is another wine suggested in the Blue Zones.

In the middle are rosé and orange/amber (no roses or oranges involved) wines. They are less concentrated with the rich antioxidants of red wines, but because they are both fermented with their grape skins (which gives them their color) they still contain health benefits, but in lesser quantities. Rosé is also lighter calories, 80 compared to 120 for a standard 5-ounce glass of wine.

Pinot grigio/gris contain elements that perform as antioxidants and anti-inflammatories. This wines also appear to help support lung function better than red wine.

Chardonnay is the most popular white wine in the world, and various studies have shown that it may contribute to improved cholesterol levels.

Sauvignon blanc is the second-most popular wine. It offers lower amounts of sugar, and some research supports that its specific antioxidants may protect against mental decline.

Salud! To your health!

<https://sportsbeezer.com/newzealand/wine-can-do-more-than-taste-good-medford-news-weather-sports-breaking-news/>



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## Sweets Can Hurt Mental Health

The Reader's Digest



If you're prone to depression, you might want to say "bah humbug" to sugary holiday desserts. A new study from a team of clinical psychologists at the University of Kansas suggests that added sugars can trigger metabolic, inflammatory, and neurobiological processes tied to depressive illness. Coupled with dwindling light in wintertime and corresponding changes in sleep patterns, high sugar consumption could result in a perfect storm that adversely affects mental health, according to the researchers.

The researchers found that inflammation is the key physiological effect of dietary sugar related to mental health. "A large subset of people with depression have high levels of systemic inflammation," said Stephen Ilardi, a coauthor of the study. "When we think about inflammatory disease, we think about diabetes and rheumatoid arthritis, diseases with a high level of systemic inflammation. We don't normally think about depression in that category, but it is—not for everyone who's depressed, but for about half. We also know that inflammatory hormones can directly push the brain into a severe depression. An inflamed brain is typically a depressed brain. And added sugars have a pro-inflammatory effect on the body and brain."

The problem is worse this time of year. "For many people, reduced sunlight exposure during the winter will throw off circadian rhythms, disrupting healthy sleep and pushing 5 to 10 percent of the population into a fullblown clinical depression," Ilardi says.

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## Reducing the Risk of Cataracts

The New York Times

Moderate alcohol consumption may reduce the need for cataract surgery, a new analysis concludes.

British researchers followed one group of 469,387 men and women in their 50s for eight years, and a similar group of 23,162 people for 16 years. During that time, there were 23,584 cataract surgeries. The report appears in *Ophthalmology*.

After adjusting for various health and dietary factors, they found that compared with those who didn't drink alcohol, drinkers were about 10 percent less likely to undergo cataract surgery. The associations were strongest in those who drank in moderate quantities - three to four times a week in the large cohort, and up to 10 drinks a week in the smaller one. Both groups consisted mainly of moderate drinkers.

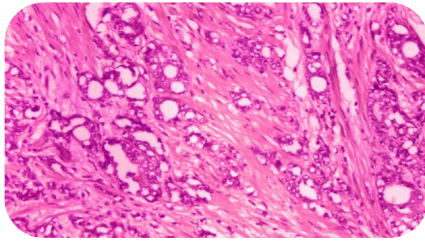
The association was particularly strong for wine. In the smaller group, compared with nondrinkers, those in the top one-third for wine consumption had a 23 percent lower risk of cataract surgery. In the larger group, three to four glasses of red wine weekly conferred a 14 percent lower risk, and of white wine a 10 percent lower risk. Drinking beer or spirits was associated with lower risk only in the smaller group.

The lead author, Dr. Anthony Khawaja, an associate professor of ophthalmology at University College London, emphasized that moderation is key "If you drink within current guidelines, that certainly doesn't increase the risk for cataracts," he said. "If anything, it may slightly decrease it."



# Prostate Cancer: Radiation drugs track and kill cancer cells

By Carla K. Johnson/Associated Press



Doctors are reporting improved survival in men with advanced prostate cancer from an experimental drug that delivers radiation directly to tumor cells.

Few such drugs are approved now, but the approach may become a new way to treat patients with other hard-to-reach or inoperable cancers.

The study tested an emerging class of medicine called radiopharmaceuticals, drugs that deliver radiation directly to cancer cells. The drug in this case is a molecule that contains two parts: a tracker and a cancer-killing payload.

Trillions of these molecules hunt down cancer cells, latching onto protein receptors on the cell membrane. The payload emits radiation, which hits the tumor cells within its range.

“You can treat tumors that you cannot see. Anywhere the drug can go, the drug can reach tumor cells,” said Dr. Frank Lin, who had no role in the study but heads a division at the National Cancer Institute that helps develop such medicine.

Results were released by the American Society of Clinical Oncology ahead of its annual meeting. The study was funded by Novartis, the drug’s maker, which plans to seek approvals in the United States and Europe later this year.

When cancer is confined to the prostate, radiation can be beamed onto the body or implanted in pellets.

But those methods don’t work well in more advanced prostate cancer. About 43,000 men in the United States each year are diagnosed with prostate cancer that has spread and is no longer responding to hormone-blocking treatment.

The study tested a new way to get radiation treatment to such patients.

It involved 831 men with advanced prostate cancer. Two-thirds were given the radiation drug and the rest served as a comparison group. Patients got the drug through an IV every six weeks, up to six times.



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**OK**



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After about two years, those who received the drug did better, on average. The cancer was kept at bay for nearly nine months compared to about three months for the others. Survival was better too — about 15 months versus 11 months.

The gain may not seem like much, but “these patients don’t have many options,” said ASCO president Dr. Lori Pierce, a cancer radiation specialist at the University of Michigan.

Radioactivity can reduce blood cell production, which can lead to anemia and clotting problems for patients. In the study, 53% of the patients had serious side effects compared to 38% of patients in the comparison group. Both groups were allowed to get other treatments.

The results pave the way for government approval and will boost interest in radiation drugs, Lin said.

Others already in use include Novartis’ Lutathera for a rare type of cancer of the stomach and gut.

And Bayer’s Xofigo is approved for men whose prostate cancer has spread to the bone but not elsewhere. Xofigo targets areas where the body is trying to repair bone loss from tumor damage, but it isn’t directly aimed at prostate cancer cells wherever they may be in the body.

Since the experimental drug targets tumor cells, “that would be a first for prostate cancer,” Lin said.

In the coming decade, such drugs “will be a major thrust of cancer research,” said Dr. Charles Kunos, who worked on standards for radiopharmaceutical research at the National Cancer Institute before leaving to join University of Kentucky’s Markey Cancer Center. “It will be the next big wave of therapeutic development.”

“There’s great potential” with drugs being tested for melanoma and breast, pancreatic and other cancers, said Dr. Mary-ellen Taplin of Dana-Farber Cancer Institute in Boston, who enrolled patients in the study and reviewed the data.

As for prostate cancer, “it opens up a range of future strategies,” including at earlier stages of disease and alongside other treatments, said study leader Dr. Michael Morris of Memorial Sloan Kettering Cancer Center in New York.



“I’m afraid we’re going to have to head back folks . . . We’ve got a warning light on up here, and darn if it isn’t the big red one.”



**Hard to believe I once had a phone attached to a wall.**

**When it rang, I'd pick it up without knowing who was**

## Letters

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

### Carl Hankwitz – Rancho Cucamonga, CA

It's been a while since I have communicated with my older United family. When I retired in 2001, my wife Elise and I were living in Hawaii. As a result, we fell in love with the people and culture of French Polynesia. The native local language was almost identical to the native language of Hawaii. Fabulous! We ended up traveling there on a regular basis for years!

We eventually decided to move back to the mainland and decided that our original home of Milwaukee would be too cold for us so we settled in Arizona, where we discovered many other of our United Airlines retirees had settled.

We traveled extensively, enjoying the benefits of lots of time off with travel benefits and lots of UAL friends located all over the map.

As we aged we started to slow down a bit but still traveled as best we could. After about 15 years and a couple of falls ... we decided that retirement was finally catching up with us. We have both kids and grandkids living not far from each other in the Los Angeles area and we decided to move closer to them. We selected Rancho Cucamonga CA as our final destination and sold our home in Tucson and settled in a first floor unit in the center of about 25 restaurants and shopping you can't believe!

We still are getting comfortable with the area but I think we may have just fallen into "comfort heaven". We have just recently celebrated our 80th Birthdays!

Best Regards,

*Carl & Elise*



### Dale Cope – Tacoma, WA

Dear Fellow RUPA Members:

Hi everyone! I've been retired for two years now and I'm still living in the same house for almost 20 years now.

I've been keeping busy with some fairly major house and rental projects including new windows, new roof, exterior painting, new furnace, and such.

But it seems like I'm getting near the end of these major projects and so maybe by end of summer I'll be able to do some relaxing and maybe a little travelling. I have not been on an airplane since I retired!

I don't have an airplane, but I only live 10 minutes from Tacoma Narrows Airport so whenever the 'RUPA PNW Flyers' group goes there, I try to join in.

As of last week, I now have four grandkids within 10 minutes of my house. Baby 'Vivian' was born May 19th with no complications and is adorable. It has been great watching the grandkids grow up these last couple years. We have get-togethers at my house or theirs at least a couple times a week.

Many of you know my older brother John, who retired 6 years before I did. He is doing well up in Anchorage where he is helping raise his two granddaughters. They have a big boat in Tacoma so we see them several times a year when they come down to use the boat or just hang out.

I'm glad to see many of the businesses in Tacoma starting to re-open, although sadly, we lost a few restaurants that had been community landmarks for many decades.

I have been doing some golfing, boating, snow skiing, and a lot of walking and hiking (sometimes with retired and/or active United pilot friends in Tacoma). My gym has reopened which is a relief, but the ballroom dancing venues have not restarted yet.

Well, I guess that's all for now. I hope you are all well and I'll see you next time.

Your Friend,

*Dale*





**Jim Boyer – Lake Forest, IL**

Another year, and another fun (?) filled 89 notches in the pistol of life.

Corrinne and I spent most of the time hunkered down behind a good book(s) and a few glasses of Cabernet.

Corrinne is a wonderful companion to spend isolated with - what with her experience with the cookbook and patience with me looking over her shoulder most of the time.

Our whole clan came through without a problem.

Our thanks to you George, and the rest of the RUPA crew for all you do to keep us informed and to provide a forum for the rest of us.

My UAL career spanned 35 1/2 years - Feb 1957 to July 1992

DC6, DC7, CVL, DC8 (both the FE seat and right seat), B737, B727, DC10, B747 (rope start and 400) The later as a Line check airman.

All of this while based in SFO,MDW,ORD, SFO and ORD,

As they say - The check is in the mail - and thanks again George.

Fraternally,

*Corrinne and Jim Boyer*



**Joe Swenson – Littleton, CO**

Greetings fellow RUPARIANS, today is June 12 and I realized it was 6/12/1967 that I was hired on by United fulfilling a lifelong dream! Thirty-Seven years later I had to park that beautiful B-777 after my last flight for UAL due to the FAA's age 60 rule. I did keep flying 737, 757, 767, and 777 airplanes in part 91 ops for another 10 years, what a blessing!

This past year, like all of you, we have pretty much hunkered down due to Covid but I continue to stay somewhat active riding my bike 15-20 miles a couple times a week, and slogging (slow jogging) 4-5 miles a couple of times a week. I haven't gotten back to swimming much yet and the triathlons I was doing were cancelled again this summer. At 77 I may be done doing the Tri's but we will see.

Eileen and I continue to be active in our church and with our one granddaughter whenever her 10 year old schedule permits.

I upgraded from the Tesla Model 3 to the SUV Model Y this year, great car! Love that there is no pollution and it has "Dog Mode" so we can take our pup with us wherever we go. Hope to take it on a couple of road trips this summer/fall.

Blessings to all y'all,

*Joe*



Taking my wife Eileen to Amsterdam to show her the "Corrie Ten Boom House" one month before I retired.

**Where's the layover? [From Pg 38](#)  
Answer: The Devil's Door - ICN**



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**Trudy Engeldinger – Rocklin, CA**

Hi RUPA,

I do appreciate your hard work on the magazine. This has been a tough year for so many, but Lance and I have been blessed with great health throughout this pandemic.

We are just ready to go somewhere and I guess everyone else is as well!

Wishing everyone a wonderful summer and good health.

Thank you again for your work on this magazine.

Ready to go somewhere,

SFOSW

*Trudy & Lance Engeldinger*

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**John C. Pedretti – Madera, CA**

A little late but this last January I completed my 87th orbit of the sun.

2020 was a terrible year for me as in March I lost my wife due to Alzheimer's.

She put up a gallant fight for 10 years including 4 years in a trial clinic, but AZ. is still always the winner. I kept her at home until the bitter end. A very helpless feeling to see a loved one slowly go downhill all this time. I am still having a hard time coping with this as she was my childhood sweetheart. We were married almost 68 years.

On a brighter note my health is still good and I get out to the golf course twice a week.

Happy to see the Virus calming down and things starting to get back to normal again.

I have not done any traveling for quite some time-nor do I plan any in the near future.

At this time I am still undecided as to my future plans. Hopefully, next year is better.

Keep up the good work, George. I sure enjoy the RUPA news. Sadly, the Flown West column has gotten many of my old friends. Thanks to you and the rest of the RUPA leaders for keeping the home fires burning.

LAXFO 1961- 1994 Madera, CA

*John*

**Bob and Judy Gillette – Stone Lake, WI**

Editor George, 6/9/21 . . .

I'm a procrastinator, and usually get this letter out late, or send it to the wrong mailbox! But this morning I woke up and decided to change that!

I usually get up at about 7 AM, but this morning at 5:30 I was awake, and decided I had too much to do, like write to George Cox! I also have other pressing things to take care of, like getting ready for a meeting of my EAA Chapter. (I've been the President for 20 years.)

So, my report is that Judy (32-year United Stew/Flt. Attendant) and I are doing well up in the woods of Northwest Wisconsin. We retired up here in 2000, but as some of you know, I'm an old car nut. I left the old Jaguars, and my '65 Volvo P-1800 in a rented warehouse in Long Beach, CA. I fixed that place up with a big loft, complete with living quarters. So for 20 years, I spent my winters, like a few other non-taxpaying Southern California migrants, "Living in my Garage". That was nice while it lasted, but travel was getting difficult on the "Con-U" pass system, and the rent was increasing, so luckily in 2019, everything was moved to the Old Fire Hall, on Main Street in Stone Lake, Wisconsin!

About five years ago this place came up for sale, and we were looking for a garage on a paved road. Fire Stations have lots of garage space and living at the end of a five mile gravel road, even with a big hangar wasn't the place for old cars.

While I was in Long Beach during the Winters, Judy got some local carpenters to execute her vision of a "British Club" in the old building. Lots of dark paneling, coffered ceilings, and of course a bar with a lighted vintage Jaguar instrument panel above the back bar. I'd like to include photos but thanks to Sprint, and their merger with T-Mobile, and three Sim Cards later, my iPad chip doesn't work with either! (But I just noticed that it will work with our Wi-Fi, so you will be forced to look at my pictures!)

**United  
Airlines** 





The "British Club"

Way back in 1985 during the strike, we were vacationing here near where I grew up, working on our 350 sq. ft. lake cabin, thinking we might have to live there if things didn't work out!

Later that year we bought a secluded old 120-acre resort on a 75-acre lake surrounded by the county forest. During the late 1990's we had a few thousand trees cut, and a runway and vintage looking hangar built.

The resort was called "Lakewood Lodge" when first opened during the 1930's and being an old boater who thinks it is superstitious to change names, it still has that name!



You can go to Google Earth, satellite view, and look five miles south of Stone Lake, WI. Zoom in, you'll see the name LAKEWOOD LODGE painted on the hangar roof!



I've read some good stories in "RUPA NEWS" from some Retirees Military experiences, but since I was in the military before I learned to fly, I have only civilian stuff, like accidentally getting into a SPIN at night over Rockford, Illinois while practicing 45-degree banked turns for my Commercial. (That went well, thanks to my instructor who still believed in spin training!)

The scariest Airline experience was when a food cart (I hope it wasn't full of Liquor!) came through the cockpit door at about 100 MPH (We were almost stopped.) on landing at LAX one morning! WOW!

The most exciting experience was going down to 4,000 feet to circle the Battleship Missouri near Maui when it was on its last voyage being towed to Pearl Harbor in June 1998, when flying the "Maui Turn". We all took pictures, and I hope I might find those someday among all my slides?

I'm Kind of worried about airline safety around the world. Some countries like Indonesia have a very poor maintenance philosophy, like the used AOA sensors from a junk yard in Miami that were on their 737 Max? And the poor pilot training, and full throttle until they hit the water?

Will we ever know if Sully's engines would have produced some power if the computers hadn't stood in the way because they thought the engines were overboosted because the PT2 probes were blocked by Goose Guts?

Air France 447 into the Atlantic Ocean? The right seat pilot had the "Secret Side Stick" full aft most of the way down, but the Left seat pilot didn't know that because they didn't have a visible yoke like real airplanes have? It would give me the "willy's" if I didn't know what the co-pilot was doing with his hands in some situations. Just one "Old Guy's" Opinion.

Thanks to all of the Workers at RUPA NEWS, and a Great Year Ahead to all of you from . . .

*Bob and Judy Gillette*

45°46'31.43"N  
91°33'27.33"W

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## George Howell – Rolla, MO

I just passed eighty-six laps around the sun in June. I am now suffering from Parkinson's disease, which is believed to be a destruction of a certain portion of the brain caused by toxins. No one knows exactly which toxin is the troublemaker for which illness. My illness is not just about having tremors. A sufferer may not have any tremors.

My life is certainly very different today than what it was some years back, or what I would be capable of doing now. I hope that this warning call about a toxin (TCP) that we were possibly exposed to will assist some folks to find what they need to know. It took me over a dozen years, and going through a half dozen neurology specialists, before I found one that was especially trained in motion problems to be able to make the proper call as to what bothers me and offer me some treatment to control it.

How did my retirement fare, you ask?

Well, immediately, I was involved in a divorce, Then, moving some 2,300 miles since I could not even set up an archery range on my own ten acres - too much control for me.

Then, enduring a surgery to overcome a physical condition of a pinched nerve in the neck that made me feel that I had a broken arm all the time.

Followed by getting bitten by a bad, lowly tick giving me Lyme disease, that took longer than is usual to recover.

Followed another siege of many symptoms of unknown origin, which after much suffering and false diagnosis, turns out to be Parkinson's disease, which seems to be correct, in a recent diagnosis by a specialized neurologist.

I have learned much in the way of certain medical conditions that kept me from enjoying my retirement as I had hoped for and tried to plan to do.

However, I suppose that it has been better than some of the fellas that did not last very long after retiring. I have managed to do an Alaskan Highway, including their ferry trip with a car, and another trip across the top of the country by railroad excursion from St. Louis to Seattle, two-way, with my loving and pretty wife, Kate. Not quite what some folks have been able to do in their retirement, but enjoyable, nevertheless. I persist in my quest for the Holy Grill at age eighty-six.

*George*

Retired July 1, 1995 -- ORD, EWR, ORD, IAD, ORD, HON, SFO, LAX. DC-6, DC-7, DC-8, B-720, B-737, B-727, B-757, B-767, B-747, B-747-400.

## Jim Bertelson – Ivanhoe, IL



Hello, RUPA

Fourteen years since I touched the throttles and control wheel.

The last two years of excitement.

July of 2019, a week in Montana and Wyoming. It had been 32 years since we visited Yellowstone. We enjoyed live music and theater, until COVID-19. The classic movies and Great Books Club at our local library continue to entertain. Getting that liberal arts education, after 42 years of technical info.

Seventeen days in Portugal: Lisbon; Porto; Douro valley on a riverboat. Nine days on the Lower Mississippi.

And then, COVID-19. We lost: three weeks in the British Isles ( including the Scottish Tadoo); three weeks in Paris and Bordeaux valley for our 50th wedding anniversary.

And then, shelter-in-place. When our fitness center finally re-opened, I started swimming 63 minutes, three times per week. It had been 50 years since this near non-swimmer had been forced to swim in navy flight training. Pretty much the same slow pace now, but no flight suit, no shoes. Back in the navy, I enjoyed the Dilbert Dunker (Think *An Officer and a Gentleman*) but the rest of the swimming quals were torture. The swimming has been great for me. After having put on 10 pounds of COVID gain, I lost 20 to get back to my forced retirement weight.

After 14 years, we are clearing out the house for a move to southern Delaware (granddaughters). Trashed all the flight manuals; UAL uniforms to U. A. Historical Foundation; Navy Uniforms to Goodwill. Who knows why I kept that stuff this long.

*Jim*



## *In Memoriam*

RUPA members who have Flown West

### Eugene “Gene” D Olson

February 1, 1934 ~ April 11, 2021 (age 87)



Capt. Eugene “Gene” D. Olson, 87, of Crystal Lake passed away unexpectedly but peacefully on April 11, 2021.

He was born on February 1, 1934, to the late Selmer and Gladys (Vadnie) Olson in Hoffman, Minnesota. He

was baptized and confirmed at Lincoln Lutheran Church, Hoffman, MN, and attended elementary school and graduated from Hoffman High School in 1952. He was a star athlete in his high school years. He also attended the University of Minnesota for two years.

On February 20, 1954, Gene was united in marriage to Darlene M. Dahlen at Immanuel Lutheran Church in Evansville, MN. They lived in Minneapolis, MN, for several years, where he also began his aviation training to become a pilot. Gene and Darlene were blessed with four beautiful children, Rory, Dawn, Randy, and Jill.

In 1964, his biggest dream came true. He was hired by United Airlines in Chicago, IL. The family packed up and moved to Crystal Lake, IL. In Illinois, they added to their family two more beautiful children who needed a home, Kevin and Karla, for a family with six children.

He taught all of his three boys to fly, starting before they were 16 years of age, so they could fly solo on their birthday.

Gene was hired by United Airlines on July 13, 1964, and was employed there till 2000, a career spanning 36 years. He got his initial flight experience in Minnesota as a flight instructor, crop duster pilot, charter pilot, and sea plane pilot/instructor.

He joined the Experimental Aircraft Association in about 1968 and purchased a 1941 Clipped Wing Cub. He flew competition Aerobatics with it and won the IAC Sportsman National Championship in Fond du Lac, WI, in 1972.

Later the same year, he won the ACA Sportsman National Championship in Dennison, TX. These achievements were the first, in the same calendar year, by any pilot ever. This earned him a listing in the record book Who’s Who in Aviation.

Gene had a mild heart attack at the age of 50. He could not fly then per regulations. Although he didn’t require surgery, he decided to undergo an experimental process of angioplasty. He became in essence a lab rat undergoing demanding testing at the Mayo Clinics in Minnesota and Florida. He missed approximately two years of flying. But he was the first airline pilot to ever go through this process. He returned to the Captain’s seat in the B-747, paving the way for all airline pilots to follow.

Of all the airplanes he flew as Captain—B-737, B-727, DC-10, B-747—he was most proud of flying United Airlines Charter Flights as Captain of the 747 back and forth during Desert Storm.

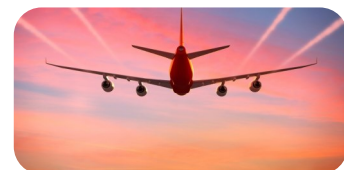
Gene retired from flying for United Airlines in 2000 but still flew his own Aerobatic [Hiperbipe](#) airplane for several years following his retirement.

Gene will live on in the hearts of his loving wife of 67 years, Darlene; his children, Rory of Woodstock, IL; Dr. Dawn (David) Levitan of Crystal Lake, IL; Randy of Denver, CO; Jill (Michael) Denker of Harvard, IL; Kevin (Gabriella) Cook of Salem, WI; and Karla (Ed) Urias of Lake in the Hills, IL; 16 grandchildren and 6 great-grandchildren; his brother, Francis (Lois) Olson of Fort Worth, TX; and several cousins and their families.

He was preceded in death by his parents, Selmer and Gladys Olson, and two grandchildren.

His mother once said that when all his little friends were playing in the dirt, driving their cars around, Gene was always flying his car around.

Blessed be the memory of Eugene (Gene) D. Olson, “Ole.”



## Roger T Dreher

March 20, 1940 ~ May 9, 2021 (age 81)



Roger T. Dreher, of Crystal Lake, unexpectedly passed away on May 9, 2021, at the age of 81. He was born March 20, 1940 in Denver, CO, to Karl and Dorothy Dreher.

Roger joined United Airlines in 1965 and, after 31 years of service, retired as a Captain in 1996. While with United, he served as a member of Family Awareness (1987 to 1996).

Roger also was a very active member of the Crystal Lake community, serving as City Councilman (1983 to 1991) and as City Clerk (2001 to 2009).

Roger also dedicated 15 years of service with the Crystal Lake Fire Department and retired as a Fire Chief Engineer in 1982. Until his passing, he also was an active member of the Northern Illinois Fire Museum.



Roger is survived by his sons, Charlie and Andrew Dreher; and his brother, Dan Dreher. He was preceded in death by his loving wife, Sue Ann Dreher in 2020; and by his parents.

A celebration of life will be held for both Sue and Roger on Saturday, June 26, 2021, at 10 AM at First Congregational Church, 461 Pierson St, Crystal Lake, IL 60014

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

## Robert Donegan

1936 - 2021



Robert Bruce Donegan aka "Father Don" peacefully passed away on June 7, 2021.

He was born in Santa Cruz in 1936.

He served in the Army from 1953 to 1956, the Sonoma County Sheriff's Department from 1960 to 1963, and flew for United

Airlines from 1963 to 1996.

Robert was preceded in death by his father George Walter Donegan, mother, Ruth Donegan, son Steven, son Bob Donegan and grandson Zachery.

Robert is survived by his wife Doris Donegan, sons Doug and Mark, daughters Pam, Lisa and Kathleen.

Robert was known as Bob-Bob to his grandchildren Christina, Jennifer, Chanielle, Kristine, Robert, Ben, George, Brenda, Curtis, Marie, Emily Ann, Malissa, Elizabeth, Krystal, Jennifer, James and Terra and many great grandchildren.

A graveside service and military honors will take place at 11:00 am on Saturday, June 26, 2021 at Santa Rosa Memorial Park, 1900 Franklin Ave., Santa Rosa.





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## Ronald “Ron” W. Cole

April 17, 1944 - May 14, 2021



Captain Ron Cole, Colorful Keys Character, left earth orbit on May 14, 2021.

Captain Ron was born in Miami on April 17, 1944, He loved the outdoors and lived a lifetime full of travel and adventures. He was 77 years young. Ron passed peacefully

into the great beyond at his beloved home, Peaceable Plantation (on Plantation Key, Islamorada, The Keys, FI).

He is survived by his two sons, Ryan and Travis Cole (both CO), his loving wife Marilyn Rogers (Conch Republic) and stepdaughter Carly Gripper (VA).

Ron was well known for his passion for the Great Seal of the United States and the founding of our country. He frequented many community celebrations with his displays on the Great Seal and reenactments of the signing of the Declaration of Independence. He had displays at both National Political Conventions, and repeatedly at the annual Constitution Week in Grand Lake, Co.

He started flying early in life and was a US Navy Aviator of the [F8 Crusader](#), stationed at NAS Roosevelt Roads, Puerto Rico, where he trained other Navy pilots in the art of flying.

After his service, he followed in his father’s footsteps by becoming an Eastern Airline’s pilot.

United Airlines was his next stop. He ended his career as an Instructor at the United Airlines Denver Training Center. Along the way he earned his degree in Political Science at FIU. His advocacy was proven early as he became a ALPA Union activist and Chief Spokesperson in the 1989 ALPA strike action against Eastern Airlines.

He continued to be a voice for union and human rights throughout his life. He was a founding member of Keys To Peace, a local community building non-profit. He was active in the Garden Club of the Upper Keys as ever supportive spouse and helper. He served several roles at the American Legion Post 333, Key Largo. He actively followed and engaged in politics. He seemingly never met a weird idea that wasn’t intriguing to explore!

Mostly he sought peace. Captain Ron zeitgeist for life is captured in this clip of his that was published in the Key West Citizen’s Voice:

*“We are all spiritual beings having a human experience.*

*We all have a spark of the divinity that comprises the One Human Family!*

*& Thank God I got assigned to South Florida and the Conch Republic.”*

A private celebration of life and spreading of his ashes will be held in the future. Love letters and tributes can be sent to Allen-Beyer Funeral Home.

*In life you’re either a passenger  
or a pilot . . . It’s your choice  
— Unknown*

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## George Bleyle, Jr.



George A. Bleyle, Jr., of Hudson, OH, passed away Saturday, June 5, 2021, at Laurel Lake Retirement Community in Hudson.

George was born the son of George and Caroline Sweet Bleyle on Aug. 24, 1942. He is survived by

his son, Michael (Carol), and three daughters, Alison McKenna (Mike), Jill, Sarah, two granddaughters Caily and Mae, and four grandsons Colin, Aidan, Charlie, and Macklin. Jane, his wife of 47 years, predeceased him in 2012. His younger brother John, of Athens, GA, predeceased him in 2018.

Born in Englewood, NJ, George attended high school at Montclair Academy 1956-60, followed by Tufts University in Boston, 1960-64.

Commissioned as an Ensign in the US Navy, upon graduation he began training as a naval aviator at Pensacola, FL, pausing only to marry Jane in 1965 before earning his wings in 1966. His assignment to Patrol Squadron 10 (VP-10), which operated Lockheed P-3 Orion aircraft from NAS Brunswick, ME, coincided with the birth of his son, Michael, in 1968.

Upon completion of his active duty in 1970, George was hired by United Airlines but was soon furloughed during the first oil crisis in 1971. Returning to the Navy, he was assigned as a formation flight instructor in Training Squadron 2 (VT-2) flying North American T-28s in Milton, FL, where he and Jane adopted the first of three daughters, Alison, in 1972.

As the Vietnam War wound down, he was again released from active duty and took any job that involved flying, including corporate pilot in Cessna King Airs, P-3 pilot with Naval Reserve squadron VP-64, eventually landing in Danbury, CT as an instructor in Cessna Citations in 1975.

Despite professional and financial uncertainties, he and Jane never hesitated to grow their family, adopting Jill in 1976 and Sarah in 1979, both from Korea. Finally, in 1977, he received his recall to United.

Initially domiciled in Cleveland, George changed seats rapidly, beginning by "plumbing" the 727, then copilot. Right seats in the DC-10 and 737 were next, with the 737 becoming his first captain's bid, followed by the Airbus 320.

When CLEFO closed, he shifted his base to ORD, choosing stability for his family in Hudson while he endured the stresses of winter commutes on jump seats, last-minute space-available seats, and when weather threatened, driving 370 miles to O'Hare a day before a trip to ensure he was always ready to fly.

In 1999, he bid up to the 777 where he finished his career, also serving as Line Check Airman along the way. During his time as a 777 LCA, he completed almost 200 IOEs for other, newly trained pilots. His love of flying was matched only by his love of teaching and mentoring other pilots.

In addition to his day job with United, George also found the time to remain active in the Naval Reserves, commanding a unit that augmented to a joint staff in Japan. Although a non-flying billet, it became one of the most rewarding assignments in his 26-year Naval career and culminated with promotion to Captain. He put on the uniform for the final time in 1990, when he commissioned his son into the Navy.

Retirement at age 60 in 2002 came much too soon for George, but he quickly found new passions, including instructing in Cessna 172s at Kent State University Airport, flying floats from Maine lakes, and volunteering over 5000 hours as a Brakeman and Engineer on the Cuyahoga Valley Scenic Railroad. But his greatest joy in retirement was spending summers on the waters of western Lake Erie aboard his 45' trawler, Triple7. After 23,000+ hours of flight time, he decided 7 knots at sea level was fast and high enough!

George was also an avid jogger and stamp collector. He will be missed by all who knew him.

His family requests that any donations in George's memory be made to Wounded Warriors

<https://support.woundedwarriorproject.org>



# Flown West

Remembering United Pilots who have Flown West

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

George Bleyle	June 5, 2021
Ronald “Ron” W Cole	May 14, 2021
Bob Donegan	June 8, 2021
Roger T Dreher	May 9, 2021
Terry W Grau *	Apr 16, 2021
Eugene “Gene” D Olson	Apr 11, 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*



— OFFICERS —

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

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

— AREA REPRESENTATIVES —

Arizona

Phoenix Roadrunners...Frank Soare..... jmandtheflash@hotmail.com
Tucson Toros...Randy Ryan..... randyryan40@msn.com

California

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

Colorado

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

Florida

JAX: Florida First Coasters ...Jim Peterson ..... jepeter44@gmail.com
N.E. Florida...Lowell Johnston..... low1789@aol.com
The Ham Wilson S.E. Florida Gold Coast
Jim Morehead..... moreheadjames@aol.com
S.E. FL Treasure Coast Sunbirds...Bob Langevin... bob134997@aol.com
Sarasota Sunsetters...Chris Wingardh..... chriswingardh@me.com
S.W. Florida...Gary Crittenden..... crittengi@comcast.net
Tampa...Matt Middlebrooks..... immbrooks1@verizon.net

Hawaii

Hawaiian Ono Nene's...Pat Collins ..... pcollins@cap.gov
Big Island Stargazers...Linda Morley-Wells..... lmwj@earthlink.net
Beth Ann Raphael..... berapha@aol.com

Illinois

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

Nevada

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

New York

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

Ohio

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

Oregon

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

Texas

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

Washington

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

Washington D.C. Area

Washington D.C...E.K. Williams Jr..... ekwjr@earthlink.net
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, Oct thru Mar) - *Bobby Q Restaurant*

Call Frank Soare 602-690-4015 - [jmandtheflash@hotmail.com](mailto:jmandtheflash@hotmail.com)

Tucson Toros (Dates vary) Contact Randy Ryan for Info—520-797-3912 - [randyryan40@msn.com](mailto:randyryan40@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 Wings (1st 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 (2nd 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 (2nd Tuesday, January, May and September)

(*The Golf Club of Illinois, 1575 Edgewood Dr., Algonquin, IL*)

#### Nevada

Las Vegas High Rollers (2<sup>nd</sup> Wednesday @ 1100 hrs) — *BJ's Brewhouse* in Summerlin. [jldonahue@alumni.nd.edu](mailto:jldonahue@alumni.nd.edu)

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 (1st 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 (3rd 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 11:00 AM)—*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

United Air Lines News Bureau release. July 11, 1944. From **Bob Carey**, IDL-JFK- ORD FOSR Ret

With the return by the Army of another six planes to United Air Lines, the company now has a fleet of 50 Mainliners with which to accommodate peak war-time passenger and cargo loads, according to J. A. Herlihy, vice president in charge of operations.

The official said that 11 of the planes still must be reconditioned at United's Cheyenne maintenance base before returning to airline service. With the other 39, the company is flying approximately 84,000 miles daily as compared with 81,000 miles daily which it operated with a fleet of 67 planes prior to the war. Herlihy added that, due to substantially improved maintenance methods and schedule adjustments, the company now is realizing 2,100 miles per plane per day as against 1,200 miles prior to Pearl Harbor.

As the newly-returned planes go into service, Herlihy said, the company will be able to add coast-to-coast and local schedules to increase plane space for essential travelers and cargo.

## 10 years ago - Jul 2011

rupanews

Journal of the Retired United Pilots Association



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(Journal 622)
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## 20 years ago - Jul 2001

# RUPANEWS

Journal of the Retired United Pilots Association

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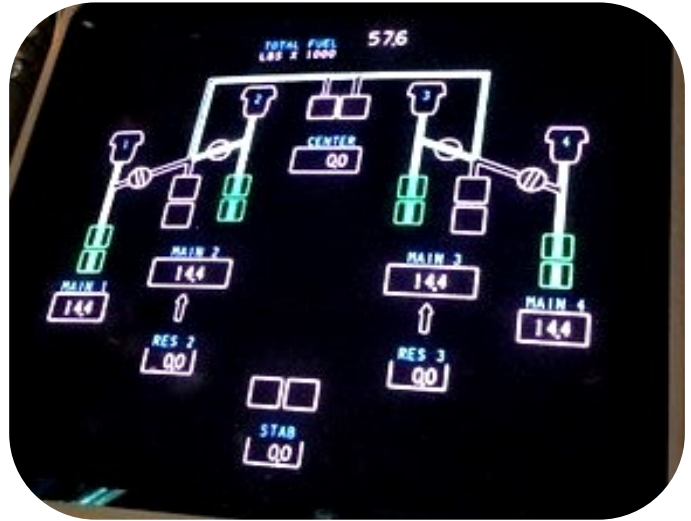


# Member Photos

Member-submitted layover and work-related photos



Klosterhof - FRA Dec 2012  
Crew Name: The Orange Door



747-400 Fuel Screen. Fuel balanced perfectly -  
All mains are 14.4. Awesome FOs!  
by Leslie Thomas



Quan Xing Ju Restaurant—PEK 2010.  
Crew Name: The Brown Door



Joe Buseman. IOE. Feb 2008 - by Wolfman



Ground Personnel - PVG 2020  
by Jeff Starr



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