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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



747 Reflection. "Here's Lookin' at ya"  
FRA - 8/24/14. by Denny Beachler



Brian Petrovich "Hat Swap"  
Inaugural Tahiti Flight. PPT - 2018



Mike Oberbeck at the controls over the Atlantic.  
UA919



John Hebbe - Final 727 Flight. DCA - Oct 2001.



Nick Hinch Preflighting 777 engine.



**About the Cover** . . . A conceptual image of an ES-19 electric plane. United Airlines and one of its regional carriers each plan to buy up to 100 small ES-19 electric planes from Heart Aerospace that could be used on short-haul United flights.

**Member Photos** . . . Photos from you. Prefer work-related and layovers photos. Include location and date please.

**President's Letter** . . . **John Gorczyca** gives updates on recent United happenings, words of wisdom by Apple's Steve Jobs. On a sad note, John reflects on two RUPA members who recently flew west. Nine new members welcomed this month..

**Vice President's Letter** . . . The EAA Air Venture Convention and Air Show was at Oshkosh in July and **Don Wolfe** looks back at previous Air Shows and UAL pilot participation. He relates, in his usual humorous form, other RUPArian adventures over the years.

**From the Editor's Desk** . . . A sincere **Thank You** message to the outgoing RUPA President. More Scams, Spam, Phishing and potential virus emails coming your way. Know what to look for.

**Travel Report** . . . Our intrepid traveler, **Pat Palazzolo**, shares the adventures to be had on United's Island Hopper. His write-up was of particular interest to me as I lived on Guam for several years and have been on many of the islands, although I never took the "Hopper". Maybe I will.

**RUPA Cruise** . . . **Rich Bouska** gives the details on the planned 2022 RUPA Cruise.

**UAHF** . . . **Marvin Berryman** shares some UAL history from the [United Airlines Historical Foundation](#) archives.

**Luncheons** . . . A new record since the Covid restrictions started. Twenty-one luncheon reports. Outstanding! Thank you Luncheon Coordinators!

**There I was** . . . The incredible stories keep coming in and I now have a queue. **NOTAM**. Please keep story limit to 1000 words. A bit less if you have photos.

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

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

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

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

**Officers-Board-Chairs-Luncheon Reps** . . . Names and email addresses of our leadership.

**Luncheon Information** . . . Luncheon locations and points of contact.

**A Look Back** . . . Check out the vintage UAL materials 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.

**About the Back Cover** . . . . . "Sunrise" by **Dano Robinson** - SFO

"Sunset" by **Victor Gutierrez** - IAH

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## President's Letter

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



Hello RUPA nation. I trust you all had a happy and successful July 4th. I remember in days past while flying for United or the Air Force, most of the holidays including July 4th, were never celebrated on the day of the holiday at our homestead. It was either a few days before or a few days later. Of course, I never had the seniority to bid holidays off. Such is the life of being in the military or an airline pilot. But now, every day is a holiday for this lone soldier. And my wife appreciates it also.

Let's see, what is happening recently with United Airlines and the aviation business. Something in particular that happened and was quite assuring was the announcement by the Governor of Hawaii to relax the Covid test requirements. Beginning on July 8, 2021, there will be no Covid test requirement for those individuals traveling to Hawaii who have been totally vaccinated. Now, this is a step in the right direction.

In another blow to Boeing, the FAA formally denied the jet maker permission to move forward with a key step in certifying its forthcoming giant wide body airplane, the 777X. The FAA wants Boeing to increase the number of test flights planned and that certification is now more than two years later than originally planned.

In breaking news, I am sure you all have heard by now that United plans on the largest airplane order in the airline's history. It plans on adding 200 B-737 MAX and 70 Airbus A321neos and plans to retrofit 100% of the remaining mainline. This will increase roughly 75% in premium seats per North American departure, increase the size of overhead bins, provide entertainment in every seat and provide the industry's fastest WiFi. This order is expected to create 25,000 well-paying, unionized jobs at United and contribute \$50 billion annually towards the US economy by 2026. When combined with the airline's current book order, United expects to add more than 500 new aircraft including about one new plane every three days in 2023. These numbers are phenomenal. This may be the result of United's business model showing profitability for the first time since the start of the pandemic. Now on the other hand, I would like to quote an article from Council 12 that past President **Bob Engelman** forwarded to me.

Yesterday's news was most encouraging. But we'd be remiss to address the fact that these new aircraft orders are simply that, orders. UAL still has A350 orders on the books from well over a decade ago. Until one of our members actually occupies a seat in those jets on our property, flying on our operating certificate, it is nothing more than a plan. It may be a very good plan, an ambitious plan, a welcomed plan, but as we know all too well plans are subject to change. Until a plan is executed, tangible, and proves to be sustainable in the marketplace, its value to our pilots' remains unfulfilled. In the meantime, we should do our best to guard against what's commonly referred to as SJS (Shiny Jet Syndrome) and remain clear eyed on current tangible gains vs. promises for future gains. I do not mean to be a naysayer but I must admit that I am cautiously optimistic. It would be a tremendous boost and incentive to the retirees to refund our original "A" plan now that United has this influx of money from the pandemic relief, the PBGC funds and their current profitability.

It is with much regret that I inform you of the passing of **George Bleyle** who left this planet on June 5, 2021. I do not like to single out any RUPArian as the passing of every United pilot has a special meaning to us all. But, to put it in prospective, George was someone I met several years ago and he and I really hit it off at the RUPA Reunion in Dayton, Ohio. He was a man with such energy and had such a humorous side to his personality. He was a Navy pilot and retired from the Naval Reserves in 1990, having achieved the rank of Captain. He subsequently retired from United in 2002. As the cliché goes, I will not hold it against him that he was a Navy pilot and I was an Air Force pilot. George, may you rest in peace and God speed to you.



Another loss that occurred within the RUPA community was the loss of **Robert Donegan**. Also known as Robert, Bob, and Father Don. He flew west on June 7, 2021 following years of medical problems. He was buried June 26th with a military service. He loved flying for United and would have flown forever if it were possible. He contributed immensely to ALPA and RUPA. He was one of the mainstays in the RUPA SFO North Bay Area group. He was loved by many in his family including his wife, his two sons, 22 grandchildren, and 38 great-grandchildren.

**Welcome New Members:**

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Capt Daniel "Dan" L Meek	DCA	Sharon	Clearwater, FL
Capt D. Scott "Scottie" Joseph	ORD		Oak Lawn, IL
Capt William "Bill" McClelland III	ORD	Cathy	Shreveport, LA
Capt Marcus J Torres	SFO	Rosemarie	Suquamish, WA
Capt Ismael "Mike" Marcano	DCA		Marietta, GA
Capt Robert "Bob" W Jordan	ORD	Bonnie	Sleepy Hollow, IL
Capt Daniel "Dan" J Mason	ORD	Diane Lammy	Chigago, IL
Capt James "Jim" A Owen	EWR	Janet	Easton, PA
Capt James "Jim" B Williams	EWR	Darlene	Cape Coral, FL

I have become a bit nostalgic towards the end of my tenure as your President. As such, I would like to quote Steve Jobs and some of his last words. He died with a fortune of \$7 billion at the age of 56 from pancreatic cancer. I take no credit for his comments.

"At this moment, lying on the bed, sick and remembering all my life, I realize that all my recognition and wealth that I have is meaningless in the face of imminent death.

As we get older, we are smarter, and we slowly realize that the watch is worth \$30 or \$300 - both of which show the same time.

Whether we drive a car worth \$150,000 or a car worth \$2000 - the road distance are the same, we reach the same destination.

If we drink a bottle worth \$300 or wine worth \$10 we're drunk. Five undeniable facts:

1. Do not teach your children to be rich. Educate them to be happy. So, when they grow up, they will know the value of things not price.
2. Eat your food as medicine, otherwise you will need to eat your medicine as food.
3. Whoever loves you will never leave you even if she or he has 100 reasons to give up.
4. There is a big difference between being human and a human being.
5. If you want to go fast - go alone! But, if you want to go far - go together."

It is within the RUPA spirit that I wish you all a continued happy and healthy summer time.

*Still Flying High,  
John Gorczyca*



Ladies and gentleman, this is your captain speaking. There is a minor malfunction in the pressurization system, but no problem; an oxygen mask will come out of the unit above your seat automatically.

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## Vice President's Letter

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



The annual EAA Air Venture Convention and Air Show will be held in Oshkosh, WI on July 26 through August 1, 2021. This is one of the largest aviation events in the world. **Captain Mike Todd** and I last went there in 2019 and stayed in a house rented by UA Flight Test **Captain Joe Sobczak**.



One day while strolling along exhibits we watched a UA B-787 land, then park on the display ramp.

**Captain Deana Gollner**, a friend from my 747 days, was part of the “all-female” crew which included

**Captain Bebe O’Neil**. Later, Bebe gave a nice presentation in the EAA Park which Mike and I attended along with UA **Captains Christian and Mike Coyle**.



Mike Todd & Bill Sleeper

**Captains Bill Sleeper, Terry O’Brien and Bill Thacker** were at Air Venture giving rides in two [Ford Trimotors](#). **Captains Larry Austin, Randy Feldt, Phil Irwin, Mike Todd** and I were able to bag some right seat time in those cool old airplanes.

The [Rocky Mountain Renegades](#) were there too, flying a seven-ship aerobatic demonstration. This was one of the best performances I’ve ever seen at an airshow. The UA pilots were well represented by **Captains Tom Spratt, Bob Markert, Steve Bergevin and Scott Ginn**. United’s presence was commendable, but nothing like the UAL of yester year.

Flash back to 1979 when it was a completely different story at Oshkosh. In 1979 it seemed like half of our pilot group was in Oshkosh on vacation, days off, or sick list. United pilots were working booths, announcing the air show, manning static aircraft displays and flying acrobatic demonstrations. Back then there was no problem putting your name on the ALPA

sign in sheet, sick list or not. This was long before some well-meaning flight manager could snap a cell phone picture of that list for a “DSPREC/ health check” back on the company Unimatic.

**Captains Vern Jobst, Bob Davis, Deke Holman, J.C. Brandt** were all big names up there.

**Captain Jim Lacy** even made a few high speed passes at low altitude in a big UAL DC-8. On the last pass Captain Lacy would pitch that Diesel 8 up will all four turbines in “full cooker” soaring skyward like a rocket. Beautiful, absolutely beautiful!





Myron Ashcraft

Ohio buddy **Captain Myron Ashcraft** and I were new hires based in Chicago in 1979. We grabbed another Buckeye pal AMR Pilot **Joe Crites**, loaded up the camping gear and headed north for the big event. One evening following the air show we heard sounds coming from the south end of the airport that reminded us of weed-eaters and chainsaws. Looking in that direction we saw things flying around that obviously needed closer examination by us three intrepid aviators. They were powered ultralights. Myron, Joe and I took a seat in the grass, popped a cold brew and watched those things buzzing around in the hot evening air like big insects. The Eipper [Quicksilver](#) drew our attention because it sort of looked like an airplane and it seemed to be the best performer. As I recall, the Quicksilver cost about \$3,975.00.

Joe piped up; “Hmmm, we can afford to buy one of those things even on first year probationary airline pay.” Popping a second brew a plan began to emerge for the 1980 hometown County Fair in Coshocton, Ohio. We could take off in front of the grandstands in our mighty Quicksilvers and fly a formation pass over the U.S. Flag pole prior to the demolition derby. That seemed like a great idea at the time, but like you, I view that plan much differently today. As professional pilots, what were we thinking? Read on.

I’ve known **Myron Ashcraft** since high school. He was always at the head of the line, first to volunteer and usually in a leadership position in every organization he’s belonged to. Myron was hired before me, retired before me, and was a B777 Captain as well as a one-Star General in the Air Guard.

Myron flew the Century Series F-100 which fueled his desire to win and be to first even more. The fact that he transitioned to the multi crew, multiengine C-130 had zero impact on him. I think he viewed the C-130 as number 30 in the line of Century Series fighter planes. Somewhere in his Air Guard career he’d earned the nick name of “Trashcan Ashcraft.” It came as no surprise to Joe or me that Myron would be first to fly the Quicksilver. He would also come to be the last.

Later that summer in 1979 Myron arrived at the crash pad in Chicago with two swollen thumbs and a few cuts bruises on his face and arms. It took a while to get it out of him, but Myron finally forked over the story. Shaking his head, he began; “Unfortunately, I located a Quicksilver at the Mansfield airport. The owner allowed me to take a demo flight with the understanding that I would pay for anything that I broke. We pulled it out to the grassy area near the Air Guard ramp. To put it mildly, there was very little dual instruction given or received. You can see where this is going.”

Myron was smart enough to wear his Nomex flight suit in case the thing caught on fire, his combat boots in the event of a hard landing and his jet helmet just to look cool. As the weed whacker engine barked overhead, Myron grabbed the control bar and “chair flew” for a moment practicing the weight shifting technique required to control the creature. But enough was enough, Myron “leaned in to it”, opened the throttle and the engine spooled up with a mighty roar. Rejected Takeoff was not an option.



[Eipper Quicksilver](#)





Bill Sleeper fueling Ford Trimotor

“National Finals Rodeo Fans Vegas, Coming out of chute number 1 is Trashcan riding Quicksilver!”

The owner, a small audience of Guard buddies, and of course, the control tower operator had a front seat view of the show. To the casual observer the Quicksilver looked like a fat bumblebee swatted to the ground, buzzing and bouncing across the field with its engine shrieking in an attempt to recover. A contrail of dust billowed behind the accelerating machine as it arced towards an active runway.

On board it was a much different story. Myron was dealing with numerous issues that cropped up immediately upon power up. First and foremost was the fact his head was turned

sideways on the

wrong side of the support strap located just above his helmet. Myron’s peripheral view of the horizon made it difficult to analyze how to fly the damned thing. Besides that, it was problematic keeping the control bar centered while twisted up like a pretzel in there.

As the machine became airborne, things like “P-factor, gyroscopic precession, ground affect, gross weight and density altitude” were all dancing in his head. That’s when he noticed the Britt Airways commuter on final approach to the runway he was headed towards. This brought “Midair” in to the equation.

Even at 35 mph, things were happening really fast now. Hanging on to the control bar, Myron shifted his body in the seat in attempt to pull his head back and get the howling nylon beast under control AND: The rudder deflected, the wingtip hit, the thing



Bill Thacker, Larry “Dirt” Austin.

cartwheeled, the tower rolled the crash trucks (really), and the star witnesses ran to the scene of impact.

Shortly after the “yard sale” of ultralight parts stopped tumbling across the infield, Myron crawled out of the wreckage and emerged from the dust cloud knowing that he’d spent some serious money in the last 45 seconds. “Cash? Yes, but Sir!”

Joe and I admire Myron for being the first one to man up and fly the Quicksilver, however the ultralight program was no longer in our future following Myron’s flight.

Over the years I’ve seen every imaginable flying machine at Oshkosh from airplanes to flying cars to helicopters and jetpacks. But in 1979, the Eipper Quicksilver was affordable, even for an airline pilot on probationary pay. Ya just had to pay with cash.

That’s it from center seat coach!

*Wm*

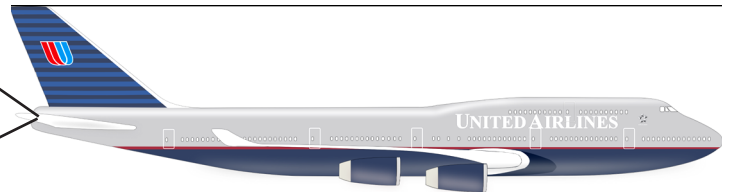
*Don Wolfe*



# From the Editor's Desk

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

Thank You Mr. President



This edition of the RUPANews has John's final letter as our RUPA president.

I remember the day he added a subtle reply to a post I replied to on the RUPA Facebook Group. Something about being an editor. I blew it off and then a few months later he called and put the cool sales pitch on me.

It worked and I'm glad he called. I agreed but Mr. President didn't click the "Sales Pitch Disengage" button and I finally had to say "John, I said Yes!" You can stop."

John, This editorship has been stressful and frustrating at times but overwhelmingly fun and rewarding. Thank you for having the confidence in me to be your RUPANews Editor. I appreciate all the support you've given me since I came aboard.

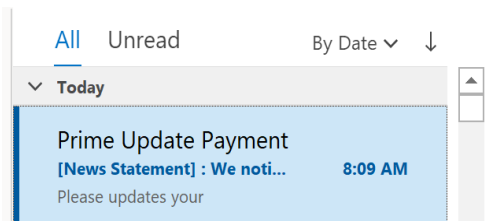
Now . . . Now that you will have more free time, I'm looking for an assistant editor. Hmmmm? Or how about a stringer? I'm sure you can come up with an on-going feature for our RUPArians.

*George*

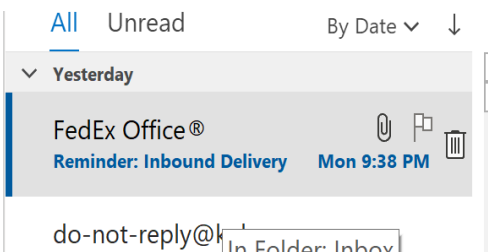
## Never ending and potentially dangerous emails

We've addressed Spam, Scams, and Phishing previously in the *RUPANews*.

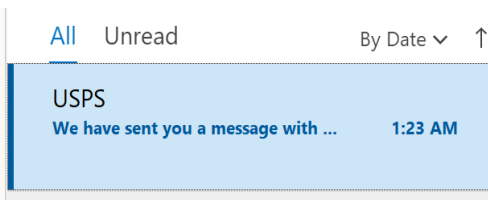
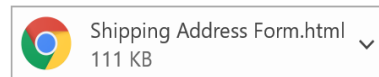
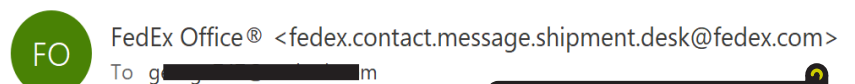
To link to the previous articles, click each one of the samples below for a different article.



[News Statement] : We notice your prime member no longer active



Reminder: Inbound Delivery



We have sent you a message with the required information



Links and other functionality have been disabled in this message. To turn on that functionality, move this

# Travel Report

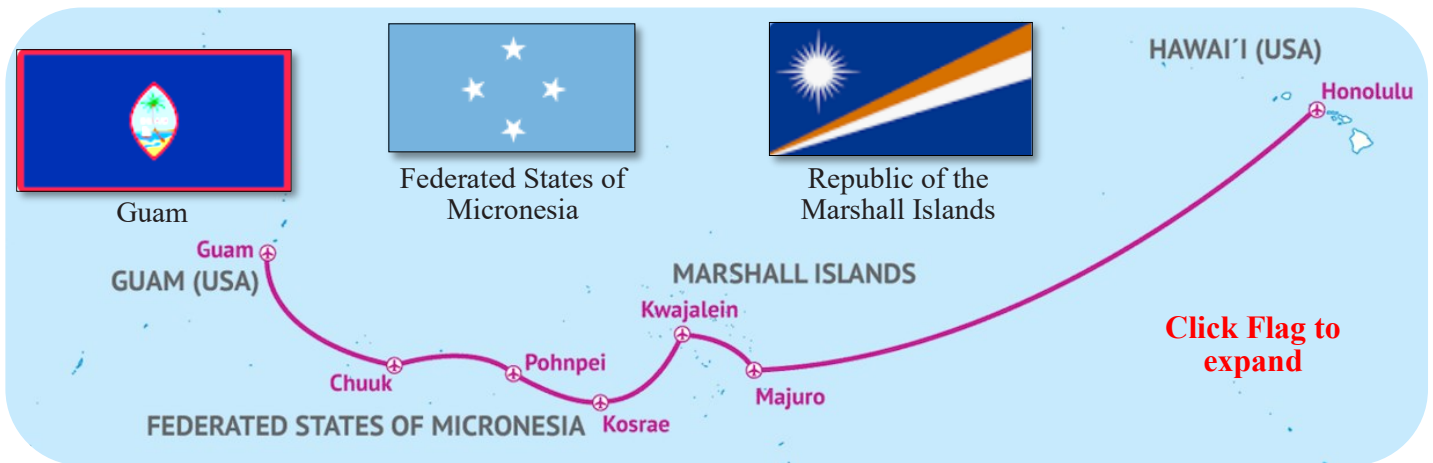
Retiree Travel information

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

**August 2021**

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

## Riding on the United Island Hopper



One of the most unique career opportunities some of our United pilots have had has been flying the Island Hopper between Honolulu and Guam with stops at five other islands along the way.



My only claim to fame is that I flew from San Francisco to Hong Kong in a Guppy. Yup, a United 737-800 all the way. I was on a Guppy on both the front and back ends of the Island Hopper.

Why would anyone want to fly on the Island Hopper? Well, if you're like me the answer is simply "because." But since the 1960s, the Island Hopper has been a lifeline for the local inhabitants of these remote islands. And then there are the tourists who flock here for diving and surfing. And

there are other parts of our Micronesian operation as well that can take you to some of the most beautiful snorkeling and diving locations in the world.

From the US mainland, plan on arriving in HNL at least the day before departure. Check in with enough time before the 7:25AM departure.

This is probably the only 737 flight in the world that is double augmented. One crew flies the first half and then trades with the second crew. The bunk room consists of two First Class seats and eyeshades.



The first leg is the longest - just over four hours to [Majuro](#) where the crew swap takes place.

If you're reading the online RUPA Magazine ([eRUPANews](#)), you can view a time-lapse approach and landing in Majuro by clicking on the image on the right.



[Click for time-lapse Majuro approach and landing](#)

Why would anyone want to go to Majuro? Good question. It has a small population and its economy is largely a service economy. Coconut oil accounts for the only real agriculture here. United flies to Majuro for operational reasons. It acts as a necessary refueling airport for continuing on to the other, more frequented islands.

Standby pass riders must exit the aircraft at each stop and stand by for the next leg —with one exception at Kwajalein. So do your due diligence before you leave HNL with names, locations, phone numbers and prices of the local places to stay until the next Island Hopper comes through, just in case you get bumped.

The stops on each island are short — typically :35 to :45 minutes. And the remaining legs are from :55 minutes to 1:40

A :55 minute flight takes us next to [Kwajalein](#), also formally known as [Bucholz Army Airfield](#).

[Kwajalein](#) is part of the [Pacific Missile Test Range](#) and as such, no one is allowed to exit the airplane unless you have authority to enter the island. Additionally, no crew or passenger is allowed to take photos of Kwajalein. While we sat there on the ground I looked around and couldn't for the life of me figure out what anyone would want to take a photo of on this island. I wouldn't be surprised if it was some cold war regulation that's still on the books - specifically the book that got lost somewhere.



Kwajalein Atoll

The only passengers that we seemed to have at Kwajalein were US service people, government employees and locals. The only standbys I could imagine deplaning here were probably United employees and family who work here.

OK, you're probably wondering right about now why on earth anyone would ever want to go to [Micronesia](#). Well, these first two stops were actually part of the [Marshall Islands](#) and the next three stops take us to Micronesia, a much more fascinating place, in my opinion, especially if you like to take pictures, you majored in Anthropology or you're in love with the tropics (which I am, sometimes)

A 1:10 flight brings us next to [Kosrae](#). [Kosrae](#) is about as rural as you can get. The population of 6,000 subsists on farming and fishing, while the local government is the largest employer. Like other Micronesian islands, scuba diving makes up the bulk of the tourist traffic.



Kosrae State



[Click for time-lapse Pohnpei takeoff](#)

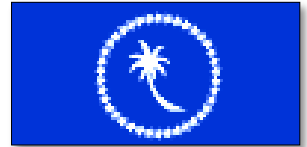
After a brief stop to drop off mostly locals, we headed west for an hour to [Pohnpei](#).

[Pohnpei](#) contains a wealth of biodiversity. It's one of the wettest places on earth and was, in fact, raining during our stop. After dropping off and taking on more locals and a couple of tourists, we took off for Truk, also spelled [Chuuk](#).



Pohnpei State

A lot of tourists on the flight exit here. [Chuuk Lagoon](#) has one of the most amazing WWII wreck diving sites in the Pacific with ships, planes, and even tanks, laying in the bottom of the lagoon. The depth of some parts of the lagoon is a relatively shallow 30-60 feet, perfect for infrequent or novice divers like me.



Chuuk State

### Amazing diving in Chuuk Lagoon





Like all the islands along the Hopper route, the rooms and food are basic here.

The final leg on this adventure is from [Chuuk](#) to [Guam](#). 1:40 enroute. On my flight this leg was weight limited due to cargo and the weather in GUM. So some standbys had to be left behind.

I mentioned earlier that some of the best islands to visit in our Micronesia operation aren't even on the Hopper.

[Palau](#) is further west of Guam and has, hands down, some of the best diving in the world with, among other site, the famous "Blue Corner" where divers can tether themselves to a large underwater rock and watch the current display a parade of fish and sea animals for your viewing pleasure. Since you're not exerting much energy, and therefore not using much oxygen, your tanks will last a lot longer since you're tethered to the rock.



Republic of Palau

Palau has restaurants and hotels with far more amenities than the other islands, with rooms at the better hotels going from about \$100 to \$300 a night. The best way to get to Palau is to fly to Guam from either Narita or to Guam via the Honolulu non-stop.



Yap State

[Yap](#) and [Saipan](#) are two other islands worth putting on your bucket list. The Yapese culture is probably the most unspoiled of all the islands. And Saipan is a virtual living and breathing WWII museum.

United can take you even further west to [Manila](#). Manila flights are usually quite full with Filipinos heading back and forth because of their employment in Guam.

Stay safe. And remember, never dive alone.

Pat

The stupid moment when you have your pill bottle in front of you but you can't remember if you already took it or not.





# ***RUPA Cruise - 2022***

Retiree Travel information

**The wait is over!** We believe it is now safe to travel once again. Back in 2019 we had planned to have a cruise to Alaska in 2020, but you all know what happened to that plan. Now, with nearly everyone having had their shots for the dreaded Covid-19, most people feel it is safe to cruise again. Cruises are filling up almost as fast as the Airline is coming back. Everyone who had planned to cruise back then, and had their cruise cancelled, is now signing up for the cruise they missed. Since there is quite a long lead time from the time this article is written and published, delivered and responded to by the readers, we must plan a cruise like this well in advance. So with that said, I am pleased to announce that the next RUPA Cruise will be the 14-DAY GREAT ALASKAN EXPLORER by Holland America sailing from Vancouver B.C. Our ship will be the Noordam; it will depart Vancouver on September 18, and return on October 2, 2022. From the crystalline waters of Tracy Arm/Endicott Arm to the peaks of Misty Fjords and stops in Juneau, Skagway, and Sitka; every day on this 14-day roundtrip cruise is incredible. This is a cruise to experience glaciers, fjords, inlets, rivers, streams and wildlife galore, so bring those binoculars.

Plan to arrive a day or two early to take in the sights of modern Vancouver. Boarding the ship usually begins around noon with departure at 4:30 PM.

**Day 2** will find us sailing Alaska's Inside passage, one of the greatest cruising routes in the world, it offers opportunities to spot some of Alaska's most iconic wildlife, humpback whales and Orcas plying the bountiful waters, bald eagles soaring overhead and brown bears lumbering on the shoreline.

**Day 3** finds us in Ketchikan which has long been an important hub of the salmon-fishing and packing industries. It is one of the best spots along the Inside Passage to explore the rich cultural sights of Native Alaskan nations like the Tlingit, Haida, and Tsimshian. You can see intricately carved totem poles at the Totem Heritage Center and Totem Bight State Park, while the attractions of Saxman Village just outside of Ketchikan offers the chance to see Tlingit culture in action, with working carvers and a dance show in the clan house

**Day 4** a day at sea and scenic cruising.

**Day 5** will see us at Juneau, the capital of Alaska. Juneau is the most remote, most beautiful and strangest state capital in the United States. It is not connected by road to the rest of the state.

**Day 6** will find us cruising Tracy Arm with steep cliffs and glacier-covered mountains flanking the fjord, while the twin Sawyer Glaciers flow from the peaks down to the sea, sloughing off stories-high chunks of water frozen centuries before. Even more glorious than nearby Glacier Bay, Tracy Arm is part of the 5.7 million acres of pure wilderness of the Tongass National Forest (America's largest).

**Day 7** is another day of scenic cruising.

**Day 8** will find us at Icy Strait Point, a historical town filled with history and culture. Back in the old days when a freezer was a piece of ice, fishermen in Alaska had two problems. The first one was finding the fish, although that wasn't too complicated, the ocean was chock-full of fish; but the second problem was a little harder. The government regulated how long you could keep your catch on the boat, and it wasn't very long. Canneries were the answer. Each cannery had its own currency, a true company town and they had their own workforce, and their own laws. But canneries didn't survive the advent of refrigeration. Most were taken back by the forest or simply left to rot. With one exception: Icy Strait Point, which was beautifully restored.

**Day 9** Glacier Bay: Here you can take in the sounds—the creaks and groans of “living” ice, the shrill cries of gulls and soaring eagles, the splash of a breaching humpback whale. Frosted peaks towering over mossy forests, wide tidewater glaciers (there are seven in the park), and marine wildlife are givens at Glacier Bay. The ship will spend most of the day in the bay giving you an ample chance to witness the calving of the Glacier.

**Day 10:** At the height of the Klondike Gold Rush, Skagway served as the primary gateway to the legendary gold fields, and quickly grew into Alaska's largest settlement. It was then a raucous frontier hub packed with trading posts, saloons and guesthouses. As the gold rush faded into the 1900s, so did Skagway—but today it has been reinvigorated as a gateway for those looking to explore Alaska's colorful history, pristine wildlife and unrivaled natural beauty.

**Day 11** finds the ship anchored off the town of Sitka and everyone must be tendered to shore. Sitka offers a unique glimpse into Alaska's history. Russia controlled Alaska from the mid-1700s until the United States purchased it in 1867, and Sitka was settled as the capital of Russian America, known as New Archangel. You will be able to see vestiges of Russia's influence. Stroll past the onion dome of St. Michael's Cathedral and the Russian Bishop's House, both National Historic Landmarks. Or, stop by the visitor center of the Sitka National Historical Park to peruse fascinating collections of Russian and Native Alaskan artifacts.

**Day 12** is a day of cruising through Misty Fjords. This area was sculpted by glaciers over millions of years, Misty Fjords' u-shaped "canals" wind through steep canyons of granite, shrouded in western hemlock, Sitka spruce and western red cedar. It is a part of Tongass National Forest and home to grizzlies, salmon, whales, mountain goats and deer.

**Day 13** is a day at sea.

**Day 14** will find us sailing the inside passage on our way back to Vancouver.

Summer temperatures can range from 35 to 60 degrees Fahrenheit so pack warm clothing. And don't forget waterproof gear, even when traveling by ship: More than a meter and a half of rain falls here each year! We also recommend a water bottle, thermos or reusable coffee cup: On scenic cruising days, cruise ships ban paper and disposable plastic products that could litter this unsullied environment.

*Information above taken from the Holland American website.*

To view this cruise on the Holland website go to [www.hollandamerica.com](http://www.hollandamerica.com). In the destination box select Alaska & Yukon, in the duration box select 9-16 days, in the departure box select Vancouver and click on the search button. This cruise will be the last one on page 2.

**Sample pricing per person for this cruise start as follows:**

\$1969 for an inside cabin                      \$2469 for an outside cabin                      \$3369 for a [Verandah](#) cabin  
\$4969 to \$5169 for a Signature Suite                      \$7569 to \$8569 for a Neptune Suite

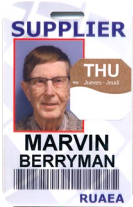
Port charges and Taxes are \$355 pp

Other categories are available on request. The "Have It All" promotion that includes beverages, wifi, and other extras, are about \$500 to \$600 more pp. If prices become lower we will adjust the price. All prices are subject to change until booked. Deposit refundable until final payment.

Once again, we are working with Jerry Poulin at Jerry's Travel Service. If you have questions, please call him at 508-829-3068 or [gpsp@aol.com](mailto:gpsp@aol.com) for the latest prices and information.

When you book with Jerry, you will get an onboard credit of \$25 to \$150 pp depending upon the category of cabin booked, two cocktail parties, a bottle of wine in your cabin, and a dinner at the Canelletto specialty restaurant. One final note: this cruise is open to all, friends and family, Flight attendants and RUAEA members. Submitted by: Rich Bouska  
[rbouska1@comcast.net](mailto:rbouska1@comcast.net)





# United Airlines Historical Foundation

*"Preserve the Past, Inspire the future"*

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



When [Stapleton](#) closed in 1995, the area was redeveloped as residential. Since then, most of the airport infrastructure has been removed, except for the control tower and some hangars. The neighborhood area was rebranded "[Central Park](#)" in 2020. However, the Stapleton control tower retained its name.



*By Marvin Berryman DENTK Retired.*





# Luncheons / Local Reports

Check the Luncheon Information page for your area

## Big Island Stargazers

Ten members got together on a beautiful tropical day for our June luncheon. Indoor groups are limited to 10 people and it was nice to be seated at one table. Talk story was non-stop for a couple of hours and topics included aviation, future travel plans and local events.

We miss our fellow members, **Joan and Gerry Baldwin**, who temporarily relocated to Arizona. **Joan** recently underwent final tests at the Phoenix Mayo Clinic and is now fully listed for a liver transplant. They are staying at the nearby Residence Inn at Mayo Clinic until a donor becomes available and Joan completes her transplant procedure.

All of us send aloha and look forward to their return home! If your travel plans find you in Kailua-Kona, mark your calendar for our luncheon on the third Thursday of the month at The Fish Hopper restaurant. Stay safe.

A hui hou...

*Linda Morley-Wells*



L-R: Tim & Mary O'Neill, Linda Morley-Wells, Walt Wells, Ebby & Lex Pinson, Bill & Linda Hayes, Don Diedrick, Richard Morley (Retired American).





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## Monterey Peninsula RUPA Lunch Bunch

It was typical July MRY weather, the fog was hanging over the airport on the 14<sup>th</sup>.

A lot of our usual suspects were otherwise engaged but five showed up for lunch. **Ken and Cheryl Bohrman, Jack Cowles**, myself, and “long-time-no-see” **Daryl Moses** (former Navy/Pan Am/UAL).

Conversation was mostly about the Cessna 421 that crashed on departure the day before.

Next lunch is August 11<sup>th</sup> at Woody’s, please RSVP to me by noon on the 9<sup>th</sup>.

*Phyllis Cleveland*



L-R: Cheryl Bohrman, Phyllis Cleveland, Ken Bohrman,  
Jack Cowles, and Deryl Moses.

**How soon after waking up is OK to take a Nap?  
(Asking for a friend)**



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## DCA Area - Manassas Breakfast

Excellent breakfast, good turnout and everyone doing well.

There were many good stories with some recognition of prior connections. Discussion ranged from some near disasters to economic theories and lots of good times.

Stay safe

*Gene Couvillion*



L-R CW: E.K. Williams, John King, Don Reinhard, Buck Buchanan, Cathy Berdahl, Hal Cockerill, Billy Davis, Bob Huguley, Gene Couvillion, John Hebbe, Fred Streb, Jim Foster, Rory Kay (retirement training), Sim Stidham.

**I told my suitcases  
that there will be no  
vacation this year.  
Now I'm dealing with  
emotional baggage.**





## DCA Area - Night Out

The Quarterly meeting of the DCA RUPA pilots was resumed on Wednesday night in Hagerstown, Md at the very popular [Schmankerl Stube Bavarian Inn](#).

The Washington pilots have held reunions there for many years....remembering the wonderful times on Frankfurt layovers with everyone's friend Gert.

We have scheduled our next meeting on September 29, 2021...same time, same place. Add this date and time to your calendar...hope to see you there.

*Stokes Tomlin*  
[sstsst3@me.com](mailto:sstsst3@me.com)



L-R CW: EK Williams, Gil Coshland, Cathy Berdahl, Dave Strider, John King, Stokes Tomlin, Bernie Schwartzman, Ron Gold....(Bernie's step-son-in-law and Charlie Schwab (PAA). Not pictured (photographer error) JC Black and Pierre Ney.

Quarantine has turned us all into dogs. We roam the house all day looking for food. We are told 'no' if we get too close to strangers. And we get really excited about car rides.



**Everyday Covid Check:**  
**At 5PM open a bottle of wine, smell it, then pour it in a glass. If you can smell it and taste it, you are good. Celebrate by finishing the bottle. You are welcome!**





## DCA Area - Leesburg Breakfast

The DCA Chapter of RUPA CELEBRATED another wonderful breakfast at the [IHOP](#) restaurant in Leesburg, Virginia on Friday, July 2, 2021. The weather was great and a great time was had by all...many stories were told of the "good old days".

There is another scheduled DCA breakfast meeting on the 2nd Friday of every month in Manassas, Virginia, at the [Golden Corral](#) restaurant. Also at 0900. If you need help, contact **Gene Couvillion**.

The next meeting in Leesburg will be held on the 1st Friday of August, the 6th, at 0900.

Also...in Tyson's Corner, Virginia, on July 21st, a luncheon at JR's Stockyard restaurant at about 1100 hrs. Contact **EK Williams** for a reservation and details.

Contact me, **Stokes Tomlin**, for questions and corrections....Thanks!

Keep the Blue Side Up! Clear right...I'll take the chicken!

Sent from my Remington typewriter,

*Stokes Tomlin*  
[ssts3@me.com](mailto:ssts3@me.com)



Around the table CW: EK Williams, Dave Strider, Rory Kaye (current 787 pilot), Gil Coshland, Cathy Berdahl, Roy Liggett, "Bugs" Forsythe and Gary Cook. Stokes Tomlin is behind the lens.

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## SAC Valley Goldwingers Group

Great luncheon today at a new venue in Sacramento. We tried a new luncheon restaurant and went with [Season 52](#) at the Arden Fair Shopping Mall. The menu was spectacular but the company was far superior. We discussed the huge future purchases of aircraft by United Airlines. This could spring board United to another planet if the acquisitions actually occur. Also, we discussed the loss of one of our most loyal RUPArians. **Robert Donegan** died June 7, 2021 and was well known by many if not most of fellow Goldwingers. It was a tremendous loss to the RUPA community.

Needless to say, all things were well with our group as we were represented by both the VP and President of RUPA. That's all for now. Continue to enjoy your summer.

*Still Flying High,*

*John Gorczyca*

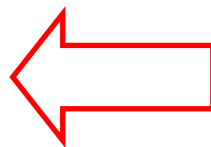


L-R: Jerry Blalock, Bill Authier, Trudy Engeldinger, Marv Alexander, John Gorczyca, Sharon Gorczyca, Bob Lynch, Kathy Lynch, Jenny Kallio, John Kallio, Ed Aken (Hidden behind his daughter), Julie Akin.





L-R: Karl Winkelbrandt, Joni Cordano, Jim Harty, Don Wolfe (Wolfman),  
Joanie Mooneyham, Wayne Mooneyham, Ken Ledwith.



## Florida Treasure Coast Sunbirds

Those of us that are left here in SE FL for our 'Off-Season' made it over to [Shrimper's](#) on the 2nd Tuesday of the Month like we usually do and spent a 'phantastick' couple of hours telling War Stories and Lies to each other - again, AS WE USUALLY DO!

As you've probably read, we've had quite a bit of rain in SE FL for the past month or so which is a good thing because up until that point we've been 12"+ UNDER our normal rainfall amount for this time of year. This, of course, creates a fire hazard which has been greatly reduced because of our recent rains. Although we were not affected, we had a brief Torrential Downpour take place while we were having lunch.....but the Sun was out and shining by the time that we finished. As usual, our food was terrific and we were served very well and attentively by **Kedzie**, our server.

The eight of us (there was supposed to be 10 but 1 wasn't feeling well and the other got delayed on his UAL trip and hadn't gotten back from Guam yet) had a very talkative and wonderful time together with the usual gorgeous view of Manatee Pocket and the many boats and yachts that reside there. Topics of discussion were: the Tesla Auto (pros & cons), Grady-White Boats, VA Benefits, PC experiences back at DENTK, Pratt & Whitney Engines, future UAL airplane purchases and the relationship between UAL Mgt. vs. the UAL Pilot Group over the years....to name a few.

We had a new comer from SC join our group for the 1st time. **Link Groom** (mostly based in DCA) came down from Charleston to visit his 102 year old Mother who lives in Vero Beach. Link visits his Mother once a month and he is going to try to 'time' his visits so that they happen during the 2nd Tuesday of each month so he can attend our Luncheons in the future. Thanks for making the effort Link, we're happy to have you and hope that you will be able to join us many times in the future. **Ted Osinski, Duff Daily, Paul Whiteford, Dan Kurt, Jerry Holmes, Jack Boisseau** and **Bob Langevin** made up the remainder of the group.

Our August Luncheon will be on the 10th...so if you happen to be in the Stuart, FL area around that time, come on over to Shrimper's and join us. Until then, wishing you all a Happy and SAFE Summer, good travels and vacations along with good WX and a Happy Labor Day Holiday.

Cheers from The Sunshine State,

*Bob Langevin*



Our Server and  
photographer Kedzie



L-R: Jerry Holmes, Duff Daily, Paul Whiteford, Jack Boisseau, Dan Kurt,  
Bob Langevin, Ted Osinski, and Link Bloom.



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## Florida Ham Wilson Gold Coast Group

This gang of Happily Retired (almost) Aviators came together for the monthly lunch and there was never a Dull moment, and it really didn't matter that it took :45 to order lunch as we had our usual blast of stories that were better and funnier than all of the late night acts and highly paid opinionated media hosts. The stories were better than could be made up from those found in bars and bartenders all across America. We concluded that it is so much fun and upbeat compared to the turmoil out there in America.

We also had a former Delta pilot now flying corporate jets, **Mike Palmer**.

We also had some competition from some local BSO guys as they held a retirement party for one of their retiring members. They also were armed, so we thought they should eat and get seated first. All we had were regular restaurant knives and a few nail clippers returned by TSA!

The restaurant was slammed inside as we are in the middle of our hot summer season. The good news is that Hurricane Elsa missed us and for that, we are grateful!

Our next lunch is Thursday August 12, 2021 at the same location that we have been at for many years [Galuppi's](#).

*Jim Morehead*



L-R: Jim Morehead, Mike Palmer (DL), Lyn Wordell, our senior member Ham Oldham, Bill Garrett, and Gene Anderson.

**Kid: "I want to be a pilot when I grow up!"  
Parent: "You can't do both!"**

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## The Intrepid Aviators of Southern Oregon

Finally!!!! Our Intrepid Aviators of Southern Oregon finally joined up at our favorite haunt, [The Pony Espresso](#) in Jacksonville this last Saturday. A long time since our last gathering in February of 2020 indeed. Worth the wait it was, however, as we had a good group and all have survived 'The Bug' in good fashion. It was made more special by several events. **Mary Berlinger** sent a note of regret in not being able to be with us and, while dining, we had a call from **Bill Monfort** from his normal winter digs in Tampa, Florida! Wonderful to hear from both! We hope to have **Bill** back in town soon to catch up.

Also, note we met on Saturday instead of our normal third Thursday....did so to offer special birthday wishes to **Steve Fusco** on his 97<sup>th</sup> birthday. Sharing that birthday with **Steve** was special for me as well....as I am 87 this year, same date. Over the years I found four July 10ers in the crews, and while losing track of one, I was able to also wish **Denise Rosati** Happy Birthday cheers as well.

Here in southern Oregon we're in the midst of a major drought along with oppressive heat. We saw 117deg a week or so ago and daily temps well above our decades' normal. Major drought issues as the lakes are about dry and agriculture is hurting. Fires too have started and, while little impact here in the valley, are a threat as the summer rolls on. Lots of 'catch up' around the table with thanks given to both our leaders in RUPA plus **George's** great work with the RUPA News in keeping us all together and informed. Thank you all! Good to be back!!!

Cheers to all,

*Bob*

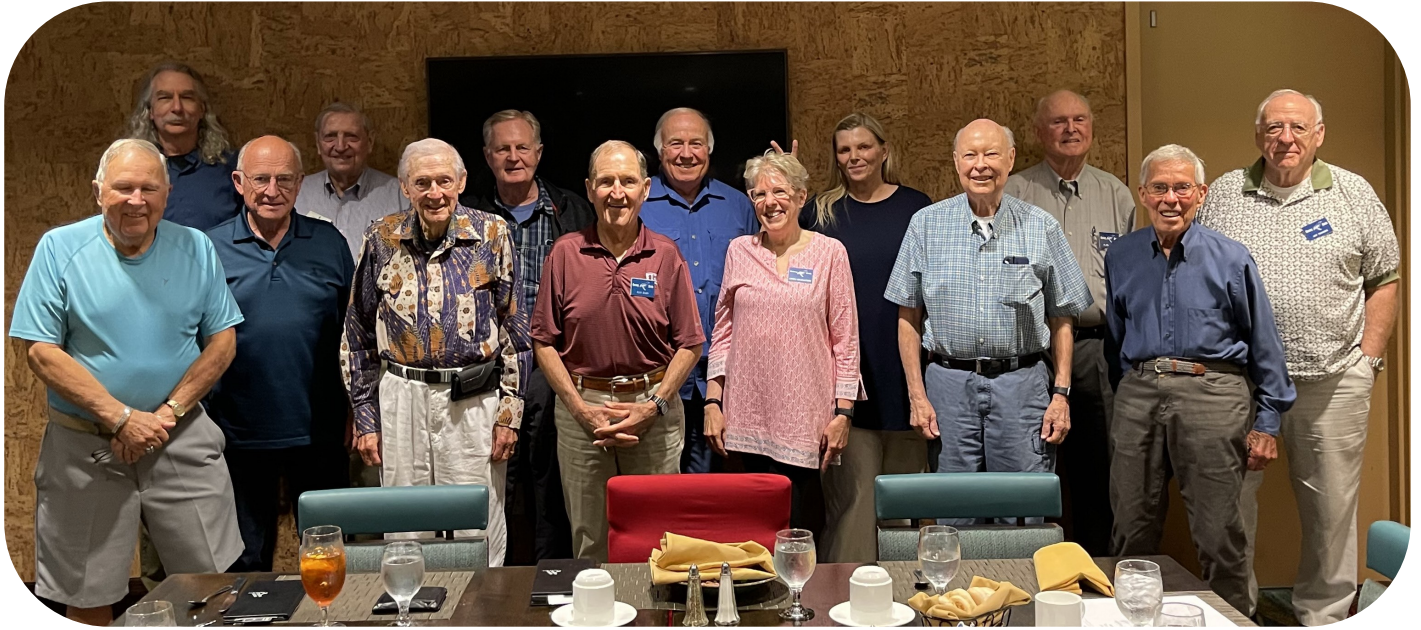


L-R: Jim Jaeger, Cleve Spring, Scot Lee, Cheryl Jaeger, Marty Niccolls, Leeann Fusco, Steve Fusco, Bob Niccolls and Harvey Saylor.

**Q: What happens to a bad airplane joke?  
A: It never lands.**



## Seattle Gooney Birds Group



Front row L-R: Irv Jones, Bill Jensen, Jack Brown, Alex Dunn, Cindy Feuerstein, Doug Postlewait, Hugh Knapp.

Back row L-R: Pete Lara, Ted Elder, Eric Malm, Bill Sanford, Carolyn Curtice, Alan Black, Jim Barber.

For the Flock, *Hank Kerr*

### **NOTAM NOTAM Seattle Gooney Birds NOTAM NOTAM**

Calling All Gooney Birds!

Mark your calendars. Sunday, September 12th will be The Great UAL-SEA *SeptemberFest* bringing together friends and co-workers from UAL, past and present. It's being held at **Bill and Kathy Sanford's** place in beautiful, downtown Olalla, WA.

The menu this year will feature hearty German fare. Beer and soft drinks are provided, and if you'd prefer wine, feel free to bring your favorite bottle.

This year, we are asking for donations to cover the cost of the food. The price is \$25 per person, payable in advance so we know the food count. Of course, spouses or significant others are always welcome. You may mail your checks to:

**Bill Sanford,**

PO Box 350

Olalla, WA 98359.

#### **The Particulars:**

**When:** Sunday, Sept. 12, 2021 beginning about 3:30 until....?

**Where:** The Beer Garden at 11707 Carriage Pl. Olalla, WA 98359

**Dress:** Optional, but if clothes are preferred, casual

**Shoes:** Ones good for uneven ground/gravel

**RSVP:** Yes Please, for the food count \$25 per attendee

**Fun?:** After the last 18 months, it better be!

That's it Gooney Birds, as Rich Hurst says, "Thanks for listening". Bill, out.

*Bill*

*Aug. 2021 RUPANEWS*



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## SFO North Bay Group

The North Bay RUPA group met on July 7th, the first Wednesday of the month, which is our usual get together time, at [Cafe Bellini](#), 100 S. McDowel Blvd., Petaluma CA.

Another lively get together with great story telling and reminiscing, the good old days were never better. As the COVID protocols loosen up we hope to see our attendance grow. A fun way to spend a few hours and meet up with your fellow retirees and relive those good old days.

Take care, Be well,

Per Ardua,

*Barney*



L-R: John and Carol Reed, Kathleen and Bob Billings, Larry Whyman, Gary Koverman, Galen Wagner, Dick Hanna, Barney Hagen, July Lepkowsky, Gardner Bride.

Getting on a plane, I told the agent:  
"Send one of my bags to New York,  
send one to Los Angeles, and one to Miami.  
"The agent said, "We can't do that!"  
I replied, "Hmmm? You did it last week!"



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## Columbia River Geezers Group

Today a small group, but larger than last month's, of Columbia River Geezers arrived for our RUPA Luncheon. Almost...?.. post pandemic and we are gaining momentum. Last month we only had 3 Geezers and this month we were +2. Once the word gets out we hope to have more geezers in attendance.

Lots of discussion at our three-hour luncheon, subjects from the strike of 85, old news, but still pertinent. Certain stories about past Captains we had flown with...back in the day.

**Mac** is trying to figure out how to get his boat up the west coast to Vancouver "C" as Canada still has some very restrictive COVID rules in place, Apparently he could sail into a Canadian harbor, that's ok, however, if you drop your anchor and when it touches bottom, then you are considered in Canada so then their Covid rules apply.

**Bill Park**, a Dual citizen - USA and Canada- has a sail boat in Vancouver and is working on getting up north to -das- boat, however his Canada Citizenship only goes so far.

**Rich Warden** is still flying and managing several corporate Jets. Rich's son **Matt** is completing his final month of probation at UPS as a New Hire 757 F/O. **Matt** flew for Spirit Airlines for five years prior to being hired at UPS.

Lots of conversation regarding a recent huge uptick on insurance premiums \$\$\$\$ for us older light airplane owners. **Denis** is in the process of building an aircraft in his hangar in S WA and also has been busy with his son up in Alaska building a cabin out in the sticks, on an Island called Bull Island located in The Ketchikan Gateway in the George Strait. Fun, Fun, Fun.

Looking forward to our next RUPA Geezers luncheon at The [California Pizza Kitchen](#) located in the Clackamas Town Center, Clackamas Oregon, on the second Tuesday of August 1100.

*Ron Blash* for Steve Barry



Clockwise: Bill Park, Mac McCroskey, Rich Warden, Denis Coates and Ron Blash.



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## Florida First Coasters Group

The Jax area Florida First Coasters held their second meeting after the long pause, at the [Hangar One Bistro](#) on St. Augustine Airport on 24 July. Attending were **Randy and Chris Cheshire, Bill Gander, Jim and Chrispy Peterson, Laurie Reeves, Berny Foerster** and his airplane, the brand name I don't recall but it was red, and me, **Jerry Bradley**.

We had some very good food and had nice conversations. Some of them involved my age. I may have been the record breaker, i.e. 83.

Our next meeting will be on Tuesday, the 10th of August at the clubhouse for the King and the Bear Golf Course, a World Golf Community in St. Augustine. It will commence at 1130 AM.

Stay well,

*Jerry Bradley* for our leader, Jim Peterson



L-R: Jerry Bradley, Chrispy Peterson, Bill Gander (in back), Jim Peterson, Laurie Reeves, Berny Foerster, Chris and Randy Cheshire.

*Photo by Chrispy*



# Cleveland Craziest Group

July 15, 2021

The Cleveland Craziest July luncheon was enjoyed by all at [The Lager and Vine Restaurant](#) in Hudson, Ohio. We had ten members and wives attending and sharing stories as we gathered for lunch. Our group all loved the meal and service by **Kendall**, our waitress, and was excited to plan our August luncheon again at *Lager and Vine*.

We shared news from missing group members. We have specific information on the 9-11 Medina Memorial Service. We briefly discussed the memorial service for **George Bleye** at the [MAPS Museum](#) on June 26th. The museum inscribed his Navy rank and name on the [Navy T-28](#) that they own. And we set up our next meeting and luncheon for August 19th.



*Cheers,*

*Phil*



Standing L-R: Phil Jach, Joe Getz, Vickie Getz, Bob Olsen, Linda Jach, and our server Kendall Feldman.

Sitting L-R: Rich McMakin, John Hochmann, Dick Sanders, Monica Burrill, and Jim Burrill.

**Q: Why was the little airplane sent to his hangar?  
A: Bad altitude**

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## Dana Point

We had a crowd of 17 for this month's lunch! This was more like a party with our members chatting at the parking lot even before entering the restaurant. Apparently the "new" venue and the promised 20% discount fanned the enthusiasm. (We didn't let **Steve**, the owner, know that he could have raised prices 20% and we pilots would still gladly have come for any promotional discount.) In the end, most of us forgot about the rebate which was deducted at the bottom of the bill. So when we paid the list price for our meals and then added gratuity, our waitress **Ashley** made off like a bandit netting a big tip. Actually, she deserved it because she had to take our group picture - twice, each time perched precariously on a chair. (OSHA would not have approved.)

Many in the group studied the menu for the first time before making a careful selection. We were all surprised and somewhat envious when **Bill Stewart** and **Joe Udovch's** food arrived. They had ordered eggs benedict from the breakfast menu!

**Bill Stewart** asked if there was any truth to the news release that United's 777 & 787 captains earned \$350,000 a year. He and **Bill Rollins** recalled that their starting salary in the late 60's was \$600 a month. It was \$1,900 in 1989 while today it's about \$6,400 a month.

For show and tell, we had a booklet with United's history in pictures. We'll work on correlating the airplane and paint scheme where each member started.

Lots of animated conversations went on. In the below photos there is a posed one (Left) and a candid one (Right). We'll have more candid pictures in the future because they really convey the lively atmosphere of the luncheon.

**Boomer Knutzen** shared some pass travel tips for retirees. For example, he was able to cancel a myUAdiscount ticket past the usual 24 hours by paying for the 30 day "cancellation option". After that he was able to get a ticket, same itinerary, at a new lower price. For the next meeting, we'll share pass travel tips and help the "long time" retirees link their Mileage Plus with employeeRes. We'll make it like a workshop.

Our group was obviously having so much fun that we attracted the attention of a diner at another table. She called herself the "Marble Lady", and out of a small bag, gave us each a marble. We looked at this nice gesture as a way of making sure that should we start losing our marbles, we'll still have one in reserve.

Overall a great luncheon and some were again talking in the parking lot afterwards. We'll probably be taking up more space in the [Proud Mary's](#) next time.

*Rico Santamaria*



L-R: Janice Fuhrman, Cheryl & John Arp, Denny Giese.



L-R: Peggy and Bruce Dunkle, Boomer Knutzen, Bob and Janice Furman.





L-R: Boomer Knutzen, Rico Santamaria, Nancy, Denny Giesea, Corey Ferguson, Joe Udovch, Joe Vallejo, Bill Stewart, John Arp.



L-R: Bill Rollins, Cheryl Arp, Merle Santamaria, Janice Fuhrman, Peggy & Bruce Dunkle, Bob Fuhrman, Rusty Aimer.



## Pacific Northwest Flyers Group

Best laid plans off go awry, thanks to Mother Nature.

Ah, the PNW fickle weather struck us yet again.

Plan A was to meet at KTIW ( near Gig Harbor WA) at 13:00 to allow marine layer to burn off.

Alas the TAF was off with IMC conditions at our ETA. A last minute decision was made for the northern contingent (where it was VMC) to divert to our old standby KAWO ,Ellie's at the airport with a blast NOTAM. Thank God for smartphones! So the day was salvaged so that any in south Puget Sound who wanted to stick with plan A could meet at Tacoma Narrows aerodrome.

It worked well with seven of twelve meeting at the [Hub](#) at KTIW and five at Ellie's at KAWO, pictures below.

Good camaraderie ensued and we are hopeful Aug will have us all breaking bread together again.

Any who would like to join our ragtag, last minute "goat rope" group please feel free to call, write or text:

*Cort*



Clockwise from bottom left : Mike Todd, Bill Sanford ,Bill Johnson, George Johnson, Earl Poland , David Ray (USN RET), Jim Griffith (AAL) .



L-R: Don Lake, Fields, aka Ted Mizzelwicz, Cort de Peyster, Bob Braunstein, Jack Bard.



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## The Greater Chicago Luncheon Group

A great crowd of 51 RUParians and guests turned out on a cool July day for our luncheon at [Nick's Pizza & Pub](#) in Crystal Lake. We took up where we left off fourteen long months ago and it was good to get out, but better yet to get together again after the long pandemic. Catching up with each other was the order of the day, and we were also fortunate to welcome four first-timers to our luncheon, including two recent retirees.

Our servers, **Monica** and **Lisa** were---as usual---terrific in handling the noise and the usual confusion of conversation among the hearing-impaired set. That description seems to apply to lots of us.

Attending this time around were **LeRoy and Eva Bair, Ken and Muriel Bergsma, Cindy Berkeley, Jim and Corrinne Boyer, Larry Cabeen, Clarence Copping, Ron Cox, Walt & Jan Fink, Karen Gammill, Jan Gawenda, Dave and Christopher Graham, Bob Helfferich, Jim Higbea, Denny Holman, Warren Jepson, Scott Joseph, Ben Kalom, Dick Kane, Bob and Carolyn Kelly, Russ Kuhlen, Dick and Maribeth Kuhn, Brian Leiding, George and Jacquie Mathes, Bob McCormick, Rick Miller, Steen Munter, Howard and Marjorie Nelson, Phil Pignataro, Matt Poleski, Ted Riendeau, Dave Runyan, Larry Sandford, Dave and Linda Strohm, Jack Taylor, Marcy Trojak, Jim Trosky, Gus Tuit, Bud Utendorf, Ken Voelker, Ron Wilson and Tom Workinger.**

We'll return on November 9th, 2021, for our next luncheon at Nick's, and per our November tradition, will honor veterans, and are planning to have a former submariner as our guest speaker. RUPA members and their guests, and active and retired pilots are welcome and encouraged to attend.

Duly scribed,

*Walt*





## LAS Lunch Bunch

We had twelve folks at the July luncheon. Lots of fun and great stories.

Our next luncheon at the [BJ Brewhouse in Summerlin](#) will be on the second Wednesday...11 August @1100. Please RSVP to me if you can attend.

Jack Donahue  
[Jldonahue@alumni.nd.edu](mailto:Jldonahue@alumni.nd.edu)  
702-521-3135 Cell



L-R around the table: Jack and Jean Ann Donahue, Opal Boles, Hugh Mattern, Mike Sanders, Russ Stark, Jack Glaze, Rod Lion, Ruth Dixon, Julie & Larry Grihalva, Graham Norris.

**Q: What noise does a 747 make when it bounces?  
A: Boeing, Boeing, Boeing.**



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## SFO East Bay

Our group met for the first time since the pandemic hit and it was a great reunion. We only had eight members attend. (Anyone who attends is a member of this group)

After a little more than a year and a half of being isolated here in California we had a lot of catching -up to do. Unfortunately one couple was unable to attend and had to cancel at the last minute. A little more than a year ago **Lee and Shirley Francis** moved into a new retirement home, a pretty fancy establishment I hear. Things were going very well there, everyone being vaccinated; the dining room had been opened a few months and things were good. As they were getting ready to depart for our luncheon, they were informed that someone there had just tested positive for the Covid variant and they decided out of an abundance of caution that they had better not attend. We hope they will be ok and will be able to attend the next meeting.

Most of our conversation revolved around what is happening with United and our personal health issues. It looks like the company was in a better position to resume flying at a higher rate than some of its competitors. On the health front, each of us had some issue to relate, some minor and some more serious, but none of us had contacted Covid-19.

Our Super Senior member, **B.S. Smith**, has been fighting off a serious cancer problem for about a year and is holding his own.

The [Primavera Restaurante](#) where we met is one of the fortunate restaurants here in California. Many were forced to close during the pandemic but this one was able to put-up a tent structure in the parking lot and stayed open the whole time. The food was great and we were happy to be able to meet.

We meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurante in San Ramone. All are welcome, come by and join us.

*Rich Bouska*



L-R: Jerry Udelhoven, Neil and Tammy Dahlstrom, Georgia and Rich Bouska, Bernald, "B.S." Smith, and his daughter and son-in-law, who drove him to the restaurant.

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## San Diego Luncheon Group

It was a beautiful day for sitting outside for lunch. Quiet with a gentle breeze only disturbed by the occasional bizjet landing or taking off, music to pilots!! Not so much for our better halves accompanying us for lunch. They can't appreciate the sound of a G5 taking off or landing. Oh well!!

Our group will be known as a fly in lunch from now on with the addition of our newest pilot, **JP Jones**. He owns a 1966 [Aircoupe](#). He flew in from Montgomery Field to Palomar and I guess JP can log the eight minute flight as Cross Country in his log book. I'm not sure of the range of the Aircoupe but eight minutes might be eating into his reserve fuel. Actually, it's a great airplane and JP has kept it in great shape. **Colin** and I recognized **JP** because we flew with him on the 400 mostly to SYD. I was reminded by JP of visiting the Rugby Club in Sydney and JP told me it has since closed or moved. That's probably a good thing since being a Rugby Club and the players all much bigger than me and I imagine me saying the wrong thing and find myself in the alley behind the club.

**JP** will be a great additional to our group!!

**Brad + Rhoda** r leaving for a two week vacation to their old stomping grounds in Telluride where they plan on some off-road Jeep riding and visiting friends. They lived in Telluride for 20 years before moving to San Diego near the beach. No more snow shoveling for them!!

**Sherri** had an operation on her right shoulder that will take some time to heal so **Colin** will be taking care of her. Not quite the vacation they planned for this summer!!

**Scott Becker** is heading back to Pennsylvania to visit his dad. He hasn't been back for a visit in more than a year because of the pandemic so I'm sure he's looking forward the the trip. Good luck flying on a pass. I'm told all the flights are full and we can't jump seat anymore. Bring a pillow **Scott** to enjoy the fun times of pass travel sleeping in the terminal waiting for a seat to open up.

**Scott Herman** will be taking it easy at home while **Molly** flies The "Not So Friendly Skies" on a monthly line of flying. We've all heard of the problems with pax on flights and **Molly** verified that for us. Not fun for her!!

**Susan** and I are driving through Wyoming as I write this on our way to North Dakota to visit my roots. My mom came from a small town near Minot so we'll visit some relatives for a few days and then take our time heading home. We usually travel in our RV but decided to take a car trip. Lot easier driving a car.

I think we're all getting back into the swing of things trying to have a good summer.

More to come next month. *Mark*



L-R: Colin Winfield, Colin's friend Shari, Rhoda Green far left, Susan + Mark Mayer, Scott Becker, JP Jones our new member, Molly + Scott Herman, and Brad Green.



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## SFO Bay Siders

Our small group of seven people, enjoyed each other company. Our last RUPA luncheon, was in February, 2020, before the pandemic shut things down. We all agreed it is good to be back.

We welcome **Sue Thomas** to her first RUPA lunch. We hope to see more people at our next luncheon on Tuesday, August 10th, at 11:30, at [Harry's Hofbrau](#) in Redwood City. Please try and attend.

**Rich Erhardt** and **Cyndi** were on a camping trip, so **Jeri Johnson** hosted this event.

Thank you.

*Rich Erhardt*



L-R: Jeri Johnson, Ginny Hamley, Gerry Delisle, Jerry Terstiege, Barry Hamley, Carol Gillett, and Sue Thomas.

**A little bored? Try this if you're sitting in a public space and a stranger takes the seat next to you; just stare straight ahead and say "Did you bring the money?"**

## *There I Was . . .*

(Please Limit submissions to 1000 words)

### **There I Was . . . Along for the Ride**

By Ralph Ridge

Early winter 1969 I was a new probationary second officer assigned to the 737. United had agreed with ALPA to operate the fleet with a three-man crew on a trial basis. This opened up a job opportunity for me, albeit a made-up position

I was on reserve in ORD and was called out for a trip to Rochester, NY. I had never flown with this crew and don't remember their names, but I certainly remember the incident. We arrived in the ROC airspace about dusk. An early winter front had just passed through, leaving a slushy runway with gusty winds out of the northwest. The F/O was the pilot flying and was fairly new to the 737. The cloud bases were high enough to allow a visual approach. Due to wind direction and velocity, the east/west runway was in use, which was the shorter of the two runways.

We entered a downwind to land to the west with the captain coaching the F/O throughout the approach. On final, the captain kept urging the F/O to "get it down" as it was apparent that he was on the high side of the approach. There wasn't an ILS for glide slope assistance. The F/O "planted" the aircraft in the touch down zone in a crab. As soon as the landing gear struts compressed, the reversers unlocked which the F/O immediately deployed. However, the aircraft bounced before the wheels had a chance to spin up, therefore the spoilers didn't deploy, although armed. The first version of the 737 used pneumatic reversers which were under the wing. The combination of the aircraft bouncing and the reverse flow of the exhaust under the wing caused the airplane to balloon up several feet above the runway. Because of the crosswind component, the aircraft started drifting to the side of the runway, so the F/O banked the airplane to "fly" it back to centerline (still in reverse). About this time, the captain said "I've got it" and manually deployed the speed brakes. Now imagine an aircraft, in a crab and in a bank, drop from several feet above the runway. When we hit, the aircraft heeled over in the direction of the crab as the captain applied rudder to align us back to centerline. Also imagine how much runway has been eaten up to this point on an already short runway. Realizing this, the captain pulled max reverse thrust resulting in reverse thrust exhaust being pushed forward of the engine intake which resulted in rapid compressor stalls.

Remember, this was at night, so compressor stalls lit up the sky in front of the engines in addition to sounding like explosions. By now we were looking at runway end lights and the captain was hanging onto the reverse levers for dear life. I already had my hand on the cockpit door handle behind me in case we had to make a hurried exit. When we came to a stop (still in reverse), the runway end lights were under our nose.

Just as I realized the was going to survive my probationary year alive, there was a very loud BANG, BANG, BANG on the cockpit door. As I still had my hand on the doorknob, I quickly opened it and in burst the A flight attendant, almost screaming "DO YOU WANT US TO EVACUATE?" After a loud response of NO, I think the captain disappeared behind his seat back. The taxi to the gate was in a very quiet cockpit and the cockpit door was kept closed while the passengers deplaned.

*Ralph*





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## There I Was . . . Invited to a Baseball Game

By Larry Darnell

In 1964 I was a s/o on the B-720. I was given a turn around flight to ORD. I found the captain to be Orv Schmidt. Orv was a wonderful person and he looked like a airline captain should look. We flew to ORD. When we arrived at the Palmer House hotel, he asked the f/o and me if we would like to go to a baseball game. The F/O said no and I said yes.

A few hours later I met Orv in the lobby. We walked out to the street and entered a very long limousine. At that point, Orv introduced me; "Larry this is [Bill Patterson](#)" ( the President of UAL ).

I sat in the front seat with the driver. We drove to Milwaukee and watched the game. Mr. Patterson was a nice guy and bought me a beer. Captain Schmidt and Mr. Patterson were very good friends. I found out later that captain Schmidt was once engaged to Mr. Patterson's daughter and, when the baseball Giants were in N.Y, he was the official Giants charter pilot and flew all Giants charters. He was also a part owner of the Giants. He continued to be the Giants pilot until his retirement. Orv liked flight attendants and they liked him. He told me the story one day about taking a flight attendant to the Giants club house and how she enjoyed it. However, when they reached her apartment they found that she had received three calls from players asking her for a date. After that he stopped taking women to meet the players. Orv flew west when he was 77 years of age.



*Larry*

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## There We Were . . . In the Penalty Box Waiting for Ourselves

By Barry Allen

The final legs of a four-day trip on the DC-10, we spent the night in Cleveland for a mid-morning departure to ORD for the final leg home to Seattle.

The flight from Cleveland was uneventful and we actually arrived in Chicago a few minutes early. As we entered the alleyway on the way to our gate, we were directed to the Penalty Box. Our gate was still occupied so we would have to wait for their departure, not totally unexpected.



After some time, our early arrival had now become a late arrival as we waited for our gate. As time marched on, inquiries as to our gate were met with the usual five minute moving estimates. After a half hour of waiting, our curiosity got the best of us and we asked what the hold up was.

They were waiting for the crew to arrive. After a few more minutes, the light bulb came on and all three of us looked down the alley to our gate. There sat a DC-10 in our spot. We politely asked the ramp, where's the crew coming from? Their response. . . "Cleveland." It took us another fifteen minutes to convince the ramp that the airplane wasn't going to get a crew anytime soon as we were in the penalty box on the ramp.

Eventually they gave us another gate and we hustled to make up lost time to reduce the delay. Though slightly delayed, we finally got airborne heading west with no problems other than a bit of tail wiggle as we tried to make up time.

*Barry*

# There I Was . . . Explaining Why They're Called "Jettison" Valves

By Conrad Berdon

First, some background ... for years I flew as F/O based in JFK on the -400. We mainly did JFK-NRT-JFK or EWR-NRT-EWR. Narita was the main destination I flew for years.



Green Street, Narita

I've seen more of the Temple down "**Green Street**" than I'd ever like to remember.

The highlight of NRT for me was the Soup Noodle shop or the place with the circular stairway, "**Café Bon**" to get copious amounts of Gyoza and chicken and lots of beer and don't forget Flyers pub.

From the wonderful(?) Narita View Hotel or the Hilton ... If I ever saw Narita again it would be too soon ... (although I did enjoy only flying three, three-day trips a month!)

Years after that, we departed HKG on our way to SFO in the -400 ... a pretty standard trip. South of TPE we heard and felt a loud BANG when our number 3 engine decided to come apart. We secured the engine and needed a lower altitude.

While I was talking to our passengers over the PA, my F/O was talking to ATC to request a lower altitude. Unfortunately, he started the conversation with "We just heard a loud bang so we need a lower altitude." You can imagine the departure from aviation English left the controller at a loss but ATC soon cleared us direct to the requested waypoint.

By now I'm off the PA and I asked the F/O what he was doing and to use aviation English - ATC doesn't understand "Loud Bang" and everything after that was lost in translation. He answered that he would try again but the second try was met with more confusion.

I finally said he needed to cut to the chase and just use the magic word. He answered ... wait for it ... "Please"? The boy was obviously raised correctly. We finally declared an emergency and suddenly we had a controller that spoke fluent English and cleared us as we had requested.

By now, our bunkies were wide awake and in the cockpit with us and certainly startled to see the number three throttle back and the engine in cutoff. One of our bunkies said we needed to go to Taipei as it was the nearest airport in point of time. Really? I said we still have three good motors and I suggested we continue to Narita as we'd beat the afternoon bank back to the U.S. We'd take care of most or all of our passengers and they had great maintenance.





By now I'm settling back to manage the operation and was in discussion with dispatch and maintenance. Of course, maintenance wanted us to try to restart the engine. I told them we weren't going to do that based on the indications we had witnessed, and I told them we were headed to Narita. I then suggested making an over gross landing to save some dollars, but maintenance said they were going to plan a "quick turn" on the engine and landing over weight would require too much maintenance time. "Dumping" fuel was in our future - 113,000 lbs. of fuel! I made it clear the airplane wasn't going anywhere but nonetheless maintenance and dispatch agreed NRT was a good choice.

I had already spoken to our FAs and folks that we were headed for Narita and that the airplane was flying great and suggested that we tell the folks what we were going to do ahead of time so they wouldn't be alarmed. One of our bunkies made the announcement and to this day I never forget his words ... "Ladies and gentlemen, this is your first officer. As you know, we've lost an engine and now we need to do a dump." The three of us in the cockpit were shocked! The pilots need to take a dump? This has scared the Sh\_t out of them! He continued without missing a beat and explained about fuel soon to be coming out of the wing tips, blah blah blah. As he released the microphone he looked at us like - What? The beer tasted pretty good that night, that HE paid for! Yes, the four of us agreed, from now on, they're called "JETTISON" Valves!

I didn't really want to go to Narita as I'd spent a good part of my life there but ... that was the best decision. A mechanic rushed up to the cockpit after we landed and showed us a handful of metal and said, "very bad, very bad."

We got all of our passengers taken care of with the exception of three SAs. I even got thanked by two of our first-class passengers when they said they'd never forget the words from the Captain ". . . and the airplane is flying great". Our approach and landing in NRT was uneventful ... I even squeaked it on!

Now for more fun? The other pilots knew how much I didn't want to be back in Narita so when I called the crew desk from the hotel and learned we'd be overnights and then deadheaded back to SFO the next day, I felt relieved.

But you know, there's nothing good about seeing an envelope that had been shoved under your door during the night. Sure enough, our short stay was soon to become a longer one. Now we had a 48-hour layover flying NRT-ORD the following day. Great, oh well, more beer! I didn't sleep that good that night and got up early in the a.m. to find yet another note under my door. It said we were now going to have a 72-hour layover and were probably going to fly NRT SFO in three days instead. I rushed down to the computer room (you remember that, right?) and signed on to see what our ID now looked like. To say I was pissed was an understatement. One of my bunkies was there because he couldn't sleep either. Upon finding out the crew desk hadn't even posted the change yet really flew me for a loop. All of the sudden, he started laughing saying that they put the front desk gal up to writing the note for them so it'd look realistic. They knew it'd get to me. Ha Ha Ha on the Captain! I took it in good stride. Good for them. We departed for ORD as planned later that day.



"Dumping" over the Pacific



Café Bon, Narita.  
Aka The Spiral Staircase

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## There I Was . . . Flying a 777 solo across the Atlantic

By Nick Hinch

After my last submission about flying with the Wolfman, we were conversing about the stories, and he suggested I make another input. So, after months of deliberation and running the old memory tapes, I decide to tell you about the time I flew a revenue 777 flight solo across the Atlantic. Now I know what you are saying at this point, whaaaa, how can that be? As Paul Harvey used to say, "Here's the rest of the story."

After the mandatory, age 60 retirement here in the States, I continued to fly for a couple of years for a fractional jet company, sort of like Two Men and a Truck, but more like Two Men and a Plane. Then, out of the blue, I received a phone call from a retired United pilot I knew, who was also at the same fractional jet company with me. He asked if I wanted to go back and fly the 777 as captain again. My first thought was this had to be an airline akin to Air Mongolia or some other such carrier. He said I was close. It was Air India, better known to all expats over there as Scair India. Thus, a three-year odyssey began.

I arrived in Mumbai to start training in the fall of 2008 and after seven weeks I was ready for my OMC flights. Ramesh, our scheduler who was usually incoherent around five in the afternoon due to his bottom desk drawer containing his end of the day liquid refreshment, scheduled me to fly to London and then take a car to Birmingham for the next day's flight. Well, after a nice Mercedes chauffeured car ride to the hotel, I met the F/O the next morning for the bus ride with the crew to the airport. He informed me that the captain, a retired British Airways pilot, would be driven up from London that morning and would meet us at the airplane. We proceeded to the gate and met Captain Richard. Then, things got interesting.

On the flight deck, he said that since I had so much time in the 777 at United, why not just jump in the captain's seat and do the preflight. No problem! At engine start we traded seats and off we went. Around 10,000 feet he jumped out of the seat and said, "Hey there, Nick, take us to Toronto," whereupon he took his huge copy of the London Sunday Times left the flight deck and went back to eat his breakfast. Well, the F/O and I quickly got the oceanic clearance from Shanwick (no CPDLC here) and entered the NAT track for that day. We had just turned toward the first check point when Sanjay, Ragu, or whomever said he was going to take a quick break as well and disappeared.

So, across the Atlantic we went. Thereafter, I made all the position reports, changed to Gander at 30 West and kept track of the systems and the fuel burn. Thus, about two and a half to three hours went by. Just about the time the coast of Canada came into view, and I had checked in with Montreal Center to get the follow-on clearance to Toronto, both pilots magically reappeared. Richard asked how things were going? "Smashing", I replied (nothing like using a little of the local British lingo, so to speak). We were on time and 2,000 kilos up on the fuel burn. "Marvelous" he replied. And so, I continued to fly on to Toronto, whereupon at 10,000 feet in the descent, we changed seats again, and he landed and taxied to the gate.

I know you are thinking to yourselves that things could not get much more bizarre than that, but you would be wrong, because, after all, this is Scair India. We did the same thing all over again on the trip back across the Atlantic. Thus, we had a case of essentially, an unqualified pilot, not once but twice, flying an aircraft with over 300 passengers on board solo across the Atlantic. Nice touch! Since that was over 12 years ago, I am sure the statute of limitations has run out by now and thank goodness for that. Also, the nightmares of that whole three-year Scair India experience have finally stopped.

Have a great "There I Was . . ." story of your own?  
Send it to the editor and include a photo if possible.  
[rupaeditor@rupa.org](mailto:rupaeditor@rupa.org)



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## There I Was . . . Still on Probation when . . .

" Hi. This is the Crew Desk calling"

By John Hebbe



As a junior S/O on reserve forever, I heard that more than once. It was Saturday morning. Plans for the day. 7:55 now and my bride was putting the bacon and egg breakfast on the table when the phone rang.

**Crew Desk:** "Is this John Hebbe?"

**Me:** "Yes."

**Crew Desk:** "Do you know something we don't know?"

**Me:** "I doubt it."

**Crew Desk:** "Well, your plane is scheduled to depart in five minutes."

**Me:** "Oh oh."

This was not the first time the crew desk saved my Second Officer life. Then it went like this: "Here's the deal. The S/O for the 9AM flight to ORD is there, in the cockpit, and ready to go. Can you get out here in short order to take his flight? Then the two of you can get back on track in Chicago. Okay?" He may have only heard the 'Yes' of the 'Yes, sir' as I slammed down the phone and ran out of the kitchen, away from a wide-eyed wife. In ORD, my United pilot life re-assembled. I had misread my schedule. No one else has ever done that.

The first crew desk 'finest hour' had occurred when I was on probation. Still on thin company ice.

Pre-United, the marriage had failed. I told the departing person to figure out how much she needed each month and that I would agree to it. She thought about it and said, \$451. Being a man of his word, I agreed.

On probation, our fixed salary was \$600/mo. No extra money for food expenses. Interestingly, the monthly tax liability at the time for me was exactly \$150. Perfect round numbers. So, after doing the arithmetic, it worked out like this. My net monthly income after taxes was \$450. After my payments to the lady, I was left at minus one dollar at the beginning of every month. Before expenses like food and rent. I found a second job thanks to my Guardian Angel. I'll include a picture so you can believe this. I drove a tractor trailer for a moving company on my days off from United. Always in the area...just in case the Crew Desk needed to contact me for a short call out. Success. I managed to end up ahead every month and learned another profession in case I failed at United. At work (the moving company), I was known as 'John, da pollot'.

I'd get assigned a crew each day and head out in the morning to pick up a load or deliver a load. Hook up the trailer and go. If the Crew Desk needed me, Neptune would send out another driver to my location. I'd race back in the vehicle he drove out in. Swap cars and head home to suit up. Took a couple hours at times but it always seemed to work out. Except for that day the new girl arrived in the dispatch office.

It had been a hot, hot day and the sweat rings on my shirt met in the middle. A little much-needed overtime. My crew and I arrived back at the Dispatch Office at 7:30 that day. There was a note on the counter for me from the new girl and it read: "John~ Mr. Cru Des called at 8 o'clock this morning. I told him you'd call back."

The crew desk loved the story and I loved them back for over thirty years. Even on that last 727 call-out you read about earlier in the [Member Photo section](#).

/s/ John Hebbe DCAFO, etc. Class of 1968

## Articles

Industry related news and other articles

### **Electric Aircraft Set to Take Flight by 2026 Under New Agreements with United Airlines Ventures, Breakthrough Energy Ventures, Mesa Airlines, Heart Aerospace**

**United Airlines signs agreement to acquire 100 of Heart Aerospace's ES-19 aircraft, a 19-seat electric airliner that has the potential to decarbonize regional air travel**

CHICAGO, July 13, 2021 /PRNewswire/ -- United Airlines Ventures (UAV) announced today it, along with Breakthrough Energy Ventures (BEV) and Mesa Airlines, has invested in electric aircraft startup Heart



Aerospace. Heart Aerospace is developing the ES-19, a 19-seat electric aircraft that has the potential to fly customers up to 250 miles before the end of this decade. In addition to UAV's investment, United Airlines has conditionally agreed to purchase 100 ES-19 aircraft, once the aircraft meet United's safety, business and operating requirements. Mesa Airlines, United's key strategic partner in bringing electric aircraft into commercial service, has also agreed to add 100 ES-19 aircraft to its fleet, subject to similar requirements.

UAV is building a portfolio of companies that focus on innovative sustainability concepts and create the technologies and products necessary to build a carbon-neutral airline and reach United's net-zero greenhouse gas emissions goals. With this new agreement, United is deepening its bold commitment to reduce its greenhouse gas emissions 100% by 2050 without relying on traditional carbon offsets, as well as enabling the growth of Heart Aerospace and participating in the development of aircraft that will reduce greenhouse gas emissions from flying.

"Breakthrough Energy Ventures is the leading voice of investors who are supporting clean-energy technology creation. We share their view that we have to build companies who have real potential to change how industries operate and, in our case, that means investing in companies like Heart Aerospace who are developing a viable electric airliner," said Michael Leskinen, United's Vice President Corp Development & Investor Relations, as well as UAV's President. "We recognize that customers want even more ownership of their own carbon emissions footprint. We're proud to partner with Mesa Air Group to bring electric aircraft to our customers earlier than any other US airliner. Mesa's long serving CEO, Jonathan Ornstein has shown visionary leadership in the field of electric-powered flight."

UAV and BEV are among the first investors in Heart Aerospace, demonstrating confidence in Heart's design and creating potential for Heart to fast track the ES-19 introduction to market as early as 2026.

"Aviation is such a critical piece of our global economy. At the same time, it's a major source of carbon emissions and one of the most difficult sectors to decarbonize," said Carmichael Roberts, Breakthrough Energy Ventures. "We believe electric aircraft can be transformational in reducing the emissions of the industry, and enable low cost, quiet and clean regional travel on a broad scale. Heart's visionary team is developing an aircraft around its proprietary electric motor technology that will allow airlines to operate at a fraction of the cost of today and has the potential to change the way we fly."

By utilizing electric motors instead of jet engines, and batteries instead of jet fuel, Heart's ES-19 aircraft will have zero operational emissions. Seating 19 passengers, the ES-19 aircraft will also be larger than any of its all-electric competitors and will be designed to operate on the same types of batteries used in electric cars. Once operational, the ES-19 could operate on more than 100 of United's regional routes out of most of its hubs. Some of these routes include Chicago O'Hare International Airport (ORD) to Purdue University Airport (LAF) and San Francisco International Airport (SFO) to Modesto City-County Airport (MOD).



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"Electric aircraft are happening now—the technology is already here," said Anders Forslund CEO of Heart Aerospace. "We couldn't be prouder to be partnering with United, Mesa and BEV on taking our ES-19 aircraft to market. I can't imagine a stronger coalition of partners to advance our mission to electrify short-haul air travel."

Once operational, Heart's ES-19 could give customers access to the convenience of flight without contributing to carbon emissions that cause climate change.

"We expect the short-haul regional air travel market to play a key role in the evolution of the electric aircraft. As battery technology improves, larger-gauge aircraft should become viable but we're not going to wait to begin the journey," Leskinen said. "That's why we're looking forward to beginning our work with Heart, so that, together, we can scale the availability of electric airliners and use them for passenger flights within the next five years."

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## Fat Loss in Face By Cara Murez , *HealthDay Reporter*

MONDAY, Feb. 1, 2021 (HealthDay News) -- It's not just sagging that ages a face, but loss of fat under the skin as well, according to a new study.



The findings could help plastic surgeons give their patients a more natural look, the study authors said.

For the study, researchers analyzed CT scans of the faces of 19 people, taken at least a decade apart.

The study participants were an average age of 46 at the time of the first scan and 57 on average at the second scan.

The patients weren't undergoing facelift surgery or other cosmetic procedures. The scans were useful for measuring changes in fat deposits in the midface, which is the area between the eyes and the mouth.

The total volume of facial fat decreased by about 12% at the follow-up scan. Fat volume in the superficial compartment, which is just under the skin, decreased by an average of about 11%, while there was a greater loss in the deep facial fat compartment, an average reduction of more than 18%, the investigators found.

The findings support the volume loss theory, according to the report published in the February issue of *Plastic and Reconstructive Surgery*.

"In particular, we think that deep facial fat loss removes support from the overlying fat," said study author Dr. Aaron Morgan, of the Medical College of Wisconsin, in Milwaukee.

"That causes deepening of the nasolabial fold, which runs from the nose to the mouth. Meanwhile, fat loss closer to the surface makes the cheeks appear deflated," he explained in a journal news release.

This could also explain the heaviness of jowls and hollowing around the eyes that can be part of aging, the study authors noted.

"The upper face has less fat to begin with, so fat loss is more apparent. In contrast, the cheek or buccal area has relatively little fat loss, so that area appears fuller as changes occur in other areas of the midface," Morgan said.

"We think that our findings will help plastic surgeons design more natural approaches to facial rejuvenation, with the aim of re-creating the facial fat distribution of youth," Morgan added. "This proves there is volume depletion and not just laxity of tissues with aging. So volume replacement should be used in addition to surgical procedures to attempt to recreate the youthful face."

More information

The American Academy of Dermatology Association offers [tips for preventing premature skin aging](https://www.usnews.com/news/health-news/articles/2021-02-01/fat-loss-in-face-does-make-folks-look-older-study).  
<https://www.usnews.com/news/health-news/articles/2021-02-01/fat-loss-in-face-does-make-folks-look-older-study>

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## For Sleep Apnea, a Mouth Guard May be a Good Alternative to CPAP

By Nicholas Bakalar/The New York Times



People with sleep apnea who can't tolerate the noise and discomfort of a CPAP machine might benefit from a mouth guard or surgery.

Many people wear a CPAP machine at night to treat the interrupted breathing of obstructive sleep apnea, a condition that affects an estimated 22 million Americans. But CPAP machines can be noisy, cumbersome and uncomfortable, and many people stop using the devices altogether, which can have dire long-term consequences.

Mouth guards may be a more comfortable and easy-to-use alternative for many people with obstructive sleep apnea, according to a new report. The study, published in *Laryngoscope*, looked at 347 people with sleep apnea who were fitted with a mouth guard by an otolaryngologist. Two-thirds of patients reported they were comfortable wearing the devices, and the devices appeared to be effective in helping to relieve the disordered breathing of obstructive sleep apnea.

The lead author of the study, Dr. Guillaume Buiuret, head of otolaryngology at Valence Hospital in Valence, France, said that if he had sleep apnea, he would choose an oral appliance first.

"It's easy to tolerate, effective and it costs a lot less than CPAP," he said. "Thirty to 40 percent of our patients can't use CPAP, and these patients almost always find the dental appliance helpful. I would recommend it as a first-line treatment"

Loud snoring may be the most obvious consequence of sleep apnea, but the condition, if left untreated, can lead to a broad range of complications, including high blood pressure, heart disease, liver dysfunction and Type 2 diabetes.

The problem develops when the soft tissue at the back of the throat collapses during sleep, blocking the airway. This leads to breathing cessation for brief periods, gasping for air, difficulty staying asleep, and all the problems of daytime sleepiness, from poor job performance to fatal accidents. Animals can have it too — bulldogs, for example, have a narrow airway and a soft palate that can easily block it. Their sleep apnea is almost identical to the human version.

The severity of the condition varies widely from a very mild problem that may need no treatment at all to severe or even life-threatening disease. Dr. Sara E. Benjamin, a neurologist and sleep specialist at Johns Hopkins, said that spending a night in a sleep laboratory monitored by a technician is the best way to diagnose apnea. A lab study offers the most thorough analysis, and can detect many other sleep problems besides apnea, but there are home test kits that are easy to use and cost-effective. They test breathing effort and oxygen levels, but not the brain waves, muscle tone and leg movements that a lab test records.

How can you know that you need a sleep assessment? "It's a low standard to get evaluated, either by home testing or in a sleep lab," Dr. Benjamin said. "If a person feels sleep problems are impacting daily activities, that's enough to go and get evaluated. If the cause is a breathing problem, you don't want to ignore it."

**Q: Why do the grocery stores in France look like tornados hit them?**

**A: All that's left is de brie.**

**Q: What do you call panic buying of sausage and cheese in Germany?**

**A: The Wusrt Kase scenario.**



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A CPAP — continuous positive airway pressure — machine is usually the first option for treating sleep apnea. The device has a motor that delivers pressurized air through a tube attached to a mask that covers the nose, or both the nose and the mouth. This keeps the airway open. Some machines can automatically change the pressure to compensate for changes in sleep position; others require manual adjustment. Headgear varies, but all have adjustable straps to get the right fit. There are newer models that can deliver heated or humidified air, depending on the patient's preferences, and there are small travel models as well.

But many patients find sleeping with a mouth guard less awkward or unpleasant than using a CPAP machine. The technical term for these appliances is mandibular advancement devices, so named because they work by pushing the lower jaw forward, which in most people helps keep the airway open. There are many variations of these gadgets available in drugstores, but a dentist can design a more effective personalized appliance, and modify or adjust it when necessary. The patients in the Laryngoscope study were all re-examined after the first fitting, and most needed adjustments over a two- to four-week period.

"We recommend a custom device made by a dentist," Dr. Benjamin said. "And you should be retested to see how well it's working. There's subjective and objective improvement that should be tracked."

But there are people for whom neither CPAP nor dental appliances work, either because they cannot use them consistently or correctly, or because the devices themselves do not solve the problem even when used properly. For these patients, there are various effective surgical procedures.

The most common is soft tissue surgery, which involves modifying or excising tissue at the back of the mouth. Depending on the structures and musculature of the mouth, the surgeon can trim the soft palate and the uvula, remove the tonsils, shrink tissues with a heated instrument, straighten a deviated septum, or alter the position of the tongue muscles, all with the aim of improving air flow.

There are also bone surgeries that move the jaw forward to make the entire breathing space larger, a procedure that can involve a protracted recovery period.

In 2014, the Food and Drug Administration approved a device called Inspire Upper Airway Stimulation. This is a small appliance implanted under the skin like a heart pacemaker. Using two electrical leads, it senses the breathing pattern and stimulates the nerve that controls the tongue to move it out of the way and allow air to pass freely. Implanting it is a day surgery procedure that takes about two hours.

"It doesn't change the anatomy, and recovery is easier than with other surgeries," said Dr. Maria V. Suurna, an associate professor of otolaryngology at Weill Cornell Medicine who specializes in surgery for sleep apnea. "It's effective. It has the lowest complication rate of all the surgeries.

"But it's not for everyone. It's approved only for adults 18 and older who are not overweight and who have moderate to severe apnea." Some people may be ineligible because of the structure of their anatomy.

"Surgery is tricky," Dr. Suurna said. "But there's no ideal treatment for apnea. Each has pros and cons, benefits and risks."

**Finland has just closed  
their borders.**

**No one will be crossing  
the finish line.**

**Is it true they don't use  
first names in Suriname?**

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## Early signs of dementia can be detected by tracking driving behaviors

By Rich Haridy April 28, 2021



Researchers have developed models that could predict mild cognitive impairment and dementia with 88 percent accuracy

A fascinating new study from a team of US researchers has used machine learning techniques to develop algorithms that can analyze naturalistic driving data and detect mild cognitive impairment and dementia in a driver. The work is still in the preliminary stages, however, the researchers claim it could be possible in the future to detect early signs of dementia using either a smartphone app or devices incorporated into car software systems.

The influence of dementia on driving behavior is a reasonably well-studied topic. It is certainly unsurprising to observe driving behaviors change as neurodegeneration leads to cognitive decline. However, this new research set out to explore whether machine learning techniques could be used to identify patterns in driving data that can then detect either mild cognitive impairment (MCI) or dementia.

The research utilized data from a novel long-term study called LongROAD (The Longitudinal Research on Aging Drivers), which tracked nearly 3,000 older drivers for up to four years, offering a large longitudinal dataset.

Over the course of the LongROAD study, 33 subjects were diagnosed with MCI and 31 with dementia. A series of machine learning models were trained on the LongROAD data, tasked with detecting MCI and dementia from driving behaviors.

“Based on variables derived from the naturalistic driving data and basic demographic characteristics, such as age, sex, race/ethnicity and education level, we could predict mild cognitive impairment and dementia with 88 percent accuracy,” says Sharon Di, lead author on the new study.

Although age was the number one factor for detecting MCI or dementia, a number of driving variables closely followed. These include, “the percentage of trips traveled within 15 miles (24 km) of home ... the length of trips starting and ending at home, minutes per trip, and number of hard braking events with deceleration rates  $\geq 0.35$  g.” Using driving variables alone, the models could still predict those MCI or dementia drivers with 66 percent accuracy.

It’s still early days for the work, with the researchers saying more investigation is needed to specifically understand the differences in driving characteristics between MCI and dementia. Plus, the study is clear in noting the modest number of MCI and dementia cases in the LongROAD data means larger investigations will be necessary to find out how broadly generalizable the prediction models are in real-world settings.

Nevertheless, the study does point to intriguing future scenarios where a smartphone app, or software inside a car, can constantly monitor your driving patterns to offer clues for early detection of cognitive decline before clinical symptoms become apparent. Of course, this all assumes we will still be actively [driving our cars in the future](#).

“Our study indicates that naturalistic driving behaviors can be used as comprehensive and reliable markers for mild cognitive impairment and dementia,” adds senior author Guohua Li. “If validated, the algorithms developed in this study could provide a novel, unobtrusive screening tool for early detection and management of mild cognitive impairment and dementia in older drivers.”

The new study was published in the [journal Geriatrics](#).

Source: [Columbia University Mailman School of Public Health](#)



## Letters

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

### Nick Hinch – Parker, CO

No update letter last year, gang, as there was nothing to update. The Coronavirus had everyone doing almost nothing, but the Training Center was only shut down from the end of March until the beginning of May. Then, things picked up quickly as planes were parked, and everyone got to change seats in a massive realignment. Then, an agreement was reached between ALPA and the company, such that none of the pilots got furloughed and more realignments occurred as everybody was now staying on board. So, now much of the training was simply requalification. Recently, they have started the new hire classes again with the first groups being pilots who were tendered offers of employment, but who never got to start class. For the foreseeable future, it is going to be gang busters with new hire classes of around forty plus starting almost every week.

I have enjoyed my job back as an A-320 FTI. Teaching systems and the few beginning FTD's has been very straight forward and coupled with two or three days a month doing systems reviews or emergency procedures classes makes for a relatively stress free, part time job, as I like to think of it.

The big news is for my wife, who, after struggling with scoliosis for years, is finally going to get her spine straightened on August 18th. We have been after this pain situation ever since 2007 but could not seem to find a doctor who would operate. Mostly nothing but blow blow from the medical profession, and after this current virus debacle, we don't really believe anything anyone tells us anymore. I am sure many of you can relate. When the operation, which is going to take six to eight hours, is complete, her spine will resemble the Eifel Tower. Now that is a picture, and we will send it along. Thoughts and prayers for here would be greatly appreciated.

We are looking forward to a brief one-week vacation in Vail in July before her August operation. We love going to Vail at least once a year and usually go for the week following Labor Day, but we are going to fit it in earlier. The two-hour drive is all my wife can stand with her back pain issue, and by staying in the village, everything is just a short walk away.

Once again, thanks to George for a masterful job of editing.

*Nick*

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### Gene White – Hudson, OH

It is with sadness that I saw the passing of Capt. Fred Smith. ([June 2021 RUPANews](#))

A point of clarification, Fred lived in Mexico, Missouri, not in the country of Mexico. I think the Obit was written for locals that were familiar with the local area.

Fred and I were both old 737-200 people, each with 20+ years on the plane. For noise abatement reasons, United took the option of 40 flaps and restricted use of 30 flaps away from us. I told Fred that I still had the old weight pages with the original performance data and he ask for it to convince United that would be a safer operation if they were amiable. Didn't happen. I have heard of Pilots using 30 flaps anyway for safety reasons when they knew there was plenty of performance. I would never admit to it, but I know of a pilot landing on a slick, braking poor, runway 28 in CLE. The book said that you could beardedly stop on the runway.

Fred was not very knowledgeable on the company computer and ask me to help ordering his preference of crew meals. He didn't notice that I signed him up for Indian meals. It took 2 weeks to get it changed back. We both got a good laugh from it.

Another thing that I remember was that Fred was also a Crop Duster.

It has been over 20 years since we had seen each other but these are some of my memories of Fred.

*Gene* DCA, CLE, ORD

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## Bob Haygooni – Tiburon, CA

"It has been 15 years since setting the parking brake on the B-777 at gate 86 in SFO". Many letters to the Editor begin with this type of statement. I could have used it, as it is true, but it tells only a small part of the story.

Let's try this again: "It took 23 years of living to first set a parking brake on an airplane". Street kid from the Bronx somehow gets through college and into the Air Force. Rags to airplane story. Dreams do come true. Maybe more interesting.



However, let's try again. "It has been 5 days since I last set the parking brake at Schiphol Airport in Amsterdam." Just like Cort, I am a part of the Part 91/135 world. As his article last month advised, this is not for everybody but if you have the energy and desire to do this, it can be far more demanding than the airline life but also far more rewarding.

This trip is not the norm for my schedule with a two-week layover in an exciting city, but it is as close to a paid vacation as one can get.



On the other end of the spectrum there is the occasional late night circle at a non tower airport at the end of a long day.

I can understand those who care not to see an airport again after retirement. However, each time I get into an airplane and turn left I say a quiet "thank you" for the privilege of living a childhood dream, long after having grey hair.

Last year was a tough one for everyone. What a joy to once again see people smiling as they walk down the street. Things that were once taken for granted are now newly appreciated. The ebbs and flows of life. Darkness and light; we need both to appreciate both.

If we can keep our joy, love and sense of humor through the tough times, it should be quite easy to do the same thing during good times. Keeping our health will make the task even easier. Don't let perfect be the enemy of good. Eat reasonably and exercise when you can. On a personal note, Thank you, Cort for sharing your favorite places to visit in this wonderful city. The energy and kindness of the people of Amsterdam is inspiring! Tourism is just coming out of hibernation here.

*Bob*

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## Bob McCormick – Crystal Lake, IL

I just woke up after an 18-month nap in time to send my annual membership fee.

Anything happen while I was asleep?

I'll hope to be updated at the mid-July Chicago luncheon.

*Bob*





## Ralph Ridge – Castle Rock, CO

This is my first update since 2019 primarily because 2020 was a “no event” year. However, due to people staying home, I found myself super busy restoring and repairing Corvettes.

My wife soon tired of the amount of time I was spending in the shop and laid down the edict that we “get out of Dodge”. Consequently, we purchased a truck mounted camper, hitched up my enclosed trailer with our 2015 Corvette in it, and drove to Florida. There we spent several months this past winter visiting our son in Tampa and our daughter in Cape Coral.

Our son (a United mechanic) had just transferred in from Kona, so we had lots to do helping them settle in.

Our daughter had also just purchased a second (winter) home in Cape Coral, so we were helping them also. We now are planning on making this an annual pilgrimage.

This summer things seem to be back to normal, with a road trip to the [NCRS](#) Convention in July, and lots of weekend activities. We also plan on taking the camper (with Corvette in tow) to the Black Hills in August for a week of exploration.

*Ralph*



Rebuilt 1961 Corvette.



Ready to “get out of Dodge”.

*Geek humor*

**Q: If Apple makes an electric car, what is the one thing it probably won't have?**

**A: Windows**

**I'm bored. I think I'll go to the mall, find a great parking spot and sit in my car with my reverse lights on.**



### 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))

## *In Memoriam*

RUPA members who have Flown West

### **Herbert Fischer**

1937-2021

Herbert (Herb) John Fischer, Jr., 83, of Gamaliel, Arkansas passed away on April 4, 2021, at his home. He was born on October 2, 1937, to the late Herbert John and Merritt (Hunt) Fischer in Shreveport, Louisiana.

In addition to being an airline pilot he was also a smokejumper. Herbert enjoyed flying, drumming, scuba diving and spending time with his family and his dog, Murphy.

He is survived by his loving wife, Betty; three children: Vicki Oldham (Dub), John Gary Fischer and Carl Scott Fischer; six grandchildren: Kaeli Elizabeth Fischer Taylor, John Gavin Fischer (Karin), Kiersten Leigh Fischer, Kai Fischer, Stephanie Renee' Oldham, and Wesley Ryan Oldham; two great grandchildren: Desmond and Kaia Fischer; one sister, Sherie Krause and husband, Larry; one nephew: Lawrence Evan Krause and wife, Trang; two nieces: Kim Sepeda, and Kelly Simmons (Brad).

He was preceded in death by his parents.



### **Eugene “Gene” Cummings**

1941 - 2021



Eugene M. Cummings, 80, of Lake Forest, IL passed away on July 4, 2021.

He was born on April 3, 1941 to Raymond and Marcella (nee Ebert) Cummings in Princeton, Illinois.

Gene began flying in 1958, at the age of 17.

He attended Northwestern University, where he earned a B.S.E.E. degree in 1963. He attended Law School at Loyola University, and graduated with a J.D. degree in 1969.

He was employed by United Airlines in 1969 and achieved the rank of Captain on the Boeing 727, which he held until his airline retirement in 2001.

Alongside his flying career, Gene was also a patent attorney and inventor.

Gene is survived by his sister Barbara Cummings; nieces Cynthia (Mark) Lowther and Sharon (David) Ledermann; loving great uncle to Leona, Liam, Alexandra, Vivian and Krista. He is also survived by his close cousin, Marge Pleasant, and family friend, Joanna Kubiak, who both helped him out tremendously towards the end. He was preceded in death by his parents.

A visitation will be held on Monday, July 12 from 5 – 8 pm at Wenban Funeral Home, 320 Vine Ave., Lake Forest, IL 60045. A Funeral Mass will be held on Tuesday, July 13 at 10 am at St. Patrick’s Catholic Church, 950 W. Everett Road, Lake Forest, IL 60045.

In lieu of flowers the family requests donations be made to Triangle Education Foundation, 120 S. Center Street, Plainfield, IN 46168 or (317) 837-9641 in memory of Eugene. Info: Wenban Funeral Home (847) 234-0022 or [www.wenbanfh.com](http://www.wenbanfh.com)





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## Joseph “Jo” E Soltis

Garrettsville, FL



Joseph Edward Soltis, 94, passed away Tuesday, March 2, 2021.

He was born in Garrettsville, FL, Saturday, March 13, 1926.

A farm boy who wanted to fly airplanes, Joe joined the Army Air Forces in 1943 and finally achieved his dream of flying after World War II via the GI Bill.

He served as a pilot for Capitol Airlines and later United Airlines, flying on routes from Pittsburgh, Washington, D.C. and Chicago.

He flew planes ranging from the Piper Cub (with two seats) and the DC-3 to the Boeing 747, on which he served as captain on routes across the Pacific to Japan and South Korea.

He married Joan Catherine Ulishney in Warren and together they had three children, Douglas, Dwight and Nancy; Joan passed away Sept. 18, 1990. Joe later married Gloria Poskaitis; Gloria passed away Nov. 26, 2014.

A devout Catholic, Joe loved family and friends and enjoyed tennis, golf, fishing and trips to Hawaii.

After spending much of his adult life in Alexandria, VA, Joe lived for a few years in Hilton Head, S.C., and the Front Royal / Winchester area of Virginia before moving to Gainesville, FL. in 2017.

Joe made the world brighter and he always had a joke and a story to share. His uplifting spirit and laughter will be remembered fondly by everyone who knew him.

He is survived by his children and their spouses, Pamela Segraves Soltis, Lucy Adgate Soltis, and Drew Fessler; seven grandchildren, Bonnie Soltis, David Fessler, Holly Soltis, Katie Soltis, Kerry (Soltis) Clapper, Morgan Soltis, and Sarah Soltis; and one great-grandchild, Kailey Clapper.

A funeral Mass will be held Friday, March 12, 2021, at 9:30 a.m. at Holy Faith Catholic Church, 747 NW 43rd St., Gainesville, FL, with the Rev. Fr. Emmanuel Pazhayapurackal, as celebrant. In lieu of flowers, donations can be made, on behalf of Joe, to his favorite charities, Catholic Charities at

[www.catholiccharitiesusa.org](http://www.catholiccharitiesusa.org); or Habitat for Humanity at [www.habitat.org](http://www.habitat.org)

Visit his memorial page at [www.williamsthomasmemorialhome.com](http://www.williamsthomasmemorialhome.com).

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## Raymond “Ray” A. Amato

1940 - 2021

Raymond A. Amato, age 81, of Toms River, NJ passed away Saturday July 17, 2021. Born in Middletown, CT, he grew up in Portland.

After he graduated from Providence College in RI, he was commissioned in the USAF and stationed at the Plattsburgh AFB, NY before moving to Toms River in 1968. He served in the United States Airforce during the Vietnam War.

Upon his honorable discharge, Ray was hired by United Airlines in Newark and served as a Commercial Pilot for 32 years until retiring as a 757 Captain in 2000.

Ray believed in serving his community. He was a Eucharistic Minister at St. Luke's R.C. Church in Toms River. Ray was passionately involved in the Pleasant Plains First Aid Squad for more than 30 years and was an active member of the Pinelands Antique Engine and Tractor Club.

Surviving are his wife Sharon McCarthy Amato, son Peter and wife Jill, daughter Jennifer Didier, son Timothy and wife Kelley, and son Bart and wife Anne. Also surviving are his brother Donald, sister Lucille Swanson, 10 grandchildren, Kirsten, Kelsey, Michaela, Aaron, Keelan, John, Simon, Abigail, Lucas, Nolan, and his great grandson Henry.

In lieu of flowers, contributions can be made to the Wounded Warrior Project, Ronald McDonald House, or St. Jude Children's Research Hospital.

Condolences can be sent to: [www.carmonabolenfh.com](http://www.carmonabolenfh.com)

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## Richard W Selph

Dec 21, 1939 - Jan 19, 2021



Toasting dear fam'ly and friends  
with pride, Rich's limericks  
were known far and wide.  
Now his turn, we honor him with  
great respect,  
on his terrific life we reflect.  
Gen'rous, thoughtful, caring,  
and smart, a man with integrity  
and heart.

'39, in Richmond, to this world born.  
His fate always to be airborne.  
On to Pelham in Nineteen fifty,  
a teen, already known as quite witty.  
Then to Dartmouth College, he went,  
but for flying this man was always meant.

On to flight school in the Navy,  
with a head of hair so wavy.  
Earnest, studious, all marks very high,  
his great brain he did happily apply.  
Commissioned to the Marine Corps with glee,  
he thought he'd surpassed the men in the Navy!

With a pilot's hand and head always steady,  
for ev'ry adventure Rich was ready.  
Including a blind date on leave,  
the love of his life, he did receive.  
Took Ann to Lohengrin, a smart move;  
of this cultured man, she immediately approved!

Sixty-five was a very busy year:  
at Pan Am he began a much-loved career  
and a proposal to Ann accepted.  
By marriage they were deeply connected  
for the next 57 loving years,  
a life together, through joy and tears.

Four children and adventures galore,  
Rich eager the world to explore.  
Bahamas, Berlin, and Tirol,  
with the punches Ann happy to roll.  
Skiing the Alps and sailing in Sweden,  
so much fun to be had, again and again.

The sound of a roar, the shriek of a kid,  
a dad at play as he so wonderfully did.  
Adventures and fun were his calling card,  
although escaping the "Graben" could be hard!  
He instilled in his kids a confidence, in fact,  
an only child, finally at play with his pack.

An example: Terrific Teen Time in Tirol.  
What kind of dad sets that as a goal?  
Someone who could see from above,  
what daughters and sons require of love.  
Treasure hunts for birthdays all through the town,  
often delighting the kids as a clown.

Though hobbies galore Rich had in these years,  
his career he did not put in arears.  
Rich known for his flying efficiency,  
invited to share this proficiency.  
Other pilots he trained, with patience and skill,  
Rich embraced this new role with thrill.

With heavy heart from Pan Am to United,  
in San Francisco, the fam'ly alighted.  
He loved this city for 35 years.  
At age sixty, was forced to change gears,  
retirement never on his mind;  
however, this was by the FAA defined.

But adventures not over for Rich, no way.  
Enjoyed skiing in Vail and sailing on the Bay.  
To Alaska on his beloved Goldwing,  
Ann and Rich, a team, "Pu" did bring.  
Gathered with tough bikers on the ferry, a surprise,  
as this tiny white dog emerged, their cries!

With good friends in all places,  
loved by so many, and, in all cases,  
admired for his generosity,  
loving nature, and curiosity,  
Rich devoted friends did amass,  
bonds near and dear his heart, everlast.

Always seeking mental stimulation,  
The Commonwealth Club, for new revelation,  
was much loved by Rich, an enquiring mind.  
To continued education, he was inclined.  
An interest in tech never subsided,  
"Longevity Explorers", to the end,  
learning provided.

And in true paternal GOAT fashion,  
with grandkids continued the passion.  
Another generation, all 7 inspired,  
the kids' kids for the future are wired.  
Special care he always took, with humility,  
to foster each offspring's ability.

And with this tribute we celebrate his life,  
survived by four children, 7 grandkids, his wife.  
Rich will be missed by all deeply and dearly,  
a man of whom could be said so clearly:  
larger than life, honorable, and kind,  
an unsurpassable legacy Rich leaves behind.



## Robert "Bob" E Mosher

Note: Bob was listed on the [Feb. 2020 Flown West page](#) but we just received this obituary from a close friend of his. Added to Flown West page in this issue too.

*Editor George E*

April 10, 1925 -December 13, 2019

Robert "Bob" Mosher passed away in Thousand Oaks on December 13, 2019, at the age of 94.

Bob was born in 1925 in Highmore, South Dakota, the oldest son of cattle ranchers Floyd and Katie Mosher.

He attended a one-room schoolhouse until the age of nine, when his family was forced to auction their ranch after it was devastated by the severe drought of the Dust Bowl. The family stayed with relatives in Santa Monica and then Medford, Oregon, doing part-time work to get by. At Medford, young Bob visited the airport and decided he wanted to be a pilot someday.

The family returned to central South Dakota in 1935 and eventually re-established their ranching business, and Bob graduated from Highmore High School in 1943.

Although he had a draft deferral from World War II because he worked on a family farm, after his graduation Bob convinced his father to let him enlist in a U.S. Navy pilot training program in June 1943. When it became apparent that the pilot program would keep him stateside for too long, Bob transferred to training as an aviation radio operator. He was assigned to work on [DC-4s](#) carrying wounded troops from the South Pacific to Honolulu—an assignment he carried out until the war's end in August 1945.



In high school Bob had dated Mickey LaFurge, whom he would marry in Reno, Nevada, in December 1945, after he returned from his naval service.

Bob and Mickey lived in Oakland until Bob was discharged from the Navy in 1946, after which the newlyweds moved south to Glendale. In Glendale, Bob worked as an auto mechanic while using the Gel. Bill to take flying lessons.

After earning his pilot's license, Bob was hired by United Airlines in 1952, starting as a co-pilot on DC-3s. For the next 33 years, during the Golden Age of commercial aviation, Bob flew many types of aircraft for United Airlines; he was a DC-10 captain at the time of his retirement in 1985.



In retirement, Bob continued to enjoy flying private planes, playing golf, and managing real estate investments.

In 1960 Bob and Mickey had a son, Jerry, who is now a professor in the film department at Cal State Long Beach.

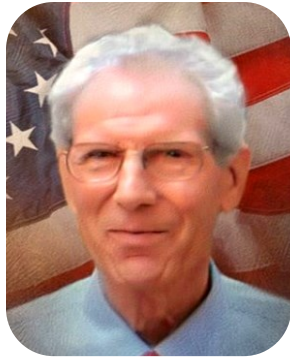
Bob and Mickey lived in Northridge for 42 years before moving to University Village in Thousand Oaks in 2007. At the time of Mickey's passing in 2013, they had been married for 68 years.

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



## John Jensen “Jack” Hill, Jr.

June 29, 1932 – July 6, 2021



John Jensen “Jack” Hill, Jr. died peacefully early Tuesday morning, July 6, 2021, under the care of a kind and caring staff at Vidant Beaufort Hospital, holding the hand of Glinda—his wife of nineteen years.

Born June 29, 1932 in Hertford County, he grew up in Ahoskie with his parents, John Jensen Hill and Winifred Braswell Hill, as well as his older sister, Joan Hill Upchurch, and many good friends.

His love of flying began as a young boy, when a local World War II pilot buzzed his hometown in a B-17.

After finishing high school, he joined the Navy and served on the [SS-422](#) submarine during the Korean War.



He also studied and completed his commercial pilot’s license while in dry-dock, as he always said, “I was the only commercial pilot on my submarine.”

Using the GI Bill and the money earned after a summer as an Aerial Applicator (crop-duster), he attended the Embry-Riddle and University of Miami’s Aviation Business Administration Program for a year before obtaining a job with Capital Airlines.

With Capital he flew as first officer on the DC-3, DC-4, and the Viscount. After Capital Airlines merged with United Airlines, he flew as captain of the DC- 6, DC-7, DC-8, DC-10, Viscount, Boeing 727, Boeing 747, and Boeing 747-400, for a total of thirty-six years with the airlines.



During that time he served the Airline Pilots Association as their Authorized Accident Representative and received United’s “Captain of the Year” award for the JFK Flight Office in 1990.

He also flew sail planes for fun and in 1980 achieved the [Diamond Badge](#), which requires a 16,404-foot altitude gain and a 310.7-mile cross country flight—achieved by finding and flying air thermals.



He always practiced safety in the air and on the ground. In 2011 he received the FAA Wright Brothers “[Master Pilot](#)” award for practicing and promoting safe aircraft flight operations for fifty consecutive years.

Jack was an original member of the Washington Warren Airport Advisory Board. The conference room at the airport is dedicated as “The Jack Hill Conference Room” to honor him.

For all his achievements, he remained humble; with almost 36,000 hours in the air, he remained grounded. Many people provided and received his love during his eighty-nine years.

A celebration of his life will be held at The First Presbyterian Church of Washington, 211 Second Street, on Saturday, July the 10th at 3 p.m. A reception in the fellowship hall will follow.

In lieu of flowers, memorials may be given to Eagle’s Wings Food Pantry, where he packed up to 200 bags of food on any given Tuesday for several years or to the First Presbyterian Church’s deacon’s fund for the needy in the neighborhood or the Methuselah Fund for the Presbyterian Women’s outreach to the homebound.





# Flown West

Remembering United Pilots who have Flown West

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

Raymond “Ray” A Amato	Jul 17, 2021
Scott D Banks *	Feb 27, 2021
Eugene “Gene” M Cummings	July 4, 2021
Thomas “Tom” L Duggin	April 4, 2021
Hebert “Herb” J Fischer	Apr 04, 2021
John “Jack” J Hill, Jr	Jul 6, 2021
Robert “Bob” E Mosher	Dec 13, 2019
Richard W. Selph	Jan 19, 2021
Joseph “Joe” E Soltis	Mar 02, 2021

*\*denotes RUPA non-member*



## HIGH FLIGHT

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

*John Gillespie Magee, Jr., September 3, 1941*



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The Columbia River Geezers....Steve Barry ..... sbarry72@comcast.net
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How to pay your RUPA dues
Go to our website www.rupa.org and pay your dues there with your credit card
or send a check to RUPA PO Box 757 Stowe, VT 05672-0757





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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- *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 Crazyes (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





# Member Photos

Member-submitted layover and work-related photos



Dan Foster resting in the touchdown zone @ Big Creek, ID - by Wolfman



Koror (ROR) Palau. by Trond Einemo (GUM)



A-320. Somewhere over CONUS. Apr 2001



Julia Wood ready for the [LuPu bridge](#) climb. PVG - May 2008. by GeorgE



Julia Wood & guide, Yanier, on top of the [LuPu bridge](#). No instruction, no harness, and much cheaper than the SYD bridge climb.



**Aug, 2021 Edition**

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Gauge: It is your birth month.**

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